

SAFETY

**CHICAGO
OUTER
BELT LINE**

FIRST

ELGIN, JOLIET AND EASTERN RAILWAY

**JOLIET AND GARY DIVISIONS
TIME TABLE No. 5**

**IN EFFECT 12:01 A. M., SUNDAY, MAY 27, 1934
SUPERSEDING TIME TABLE No. 4
CENTRAL STANDARD TIME**

DESTROY FORMER TIME TABLES

S. M. ROGERS

President

Chicago, Illinois

T. E. BOND

Vice President

Chicago, Illinois

J. E. REILLY

**General Superintendent
Joliet, Illinois**

T. M. MILLIGAN

**Superintendent, Joliet Division
Joliet, Illinois**

C. H. DOORLEY

**Superintendent, Gary Division
Gary, Indiana**

NOTICE TO ENGINEMEN

Locomotive whistle and bell signals for highway crossings at grade must begin when engine is opposite whistle sign and be continued until engine has passed over crossing.

Standard whistle signal of two long, one short and one long blasts, not less than ten seconds duration, must be given, the last blast to end when engine has passed over crossing.

These instructions will apply to all grade crossings both within and without cities, villages and towns in Indiana and Illinois, except where especially advised to the contrary.

Elgin, Joliet *and* Eastern Railway Company

JOLIET AND GARY DIVISIONS TIME TABLE No. 5

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T. M. MILLIGAN

Superintendent

Joliet Division

JOLIET, ILLINOIS

C. H. DOORLEY

Superintendent

Gary Division

GARY, INDIANA

BETWEEN WAUKEGAN AND EAST JOLIET

JOLIET DIVISION—WESTERN SUBDIVISION

Telegraph and telephone stations	Coal and water	Distance from East Joliet	Distance from Waukegan	Distance between stations	TIME TABLE No. 5 May 27, 1934	Station numbers	Capacity of station tracks	Capacity of sidings	Railroad connections
					STATIONS				
DN T	C W	73.08			..... WAUKEGAN	1	Yard		C. & N. W. R'y
T		69.27	3.81	3.81	..... NORTH CHICAGO	1½	34	39	
DN T		67.08	6.00	2.19	..... UPTON	1A			C. & N. W. R'y
DN T	W	65.57	7.51	1.51	..... RONDOUT	2	106	220	{ C. M. St. P. & P. R'y C. N. S. & M. R. R.
DN		60.27	12.81	5.30	..... LEIGHTON	3	74	85	M. St. P. & S. S. M. R'y
		58.80	14.28	1.47	..... DIAMOND LAKE	3½	31		
		56.84	16.24	1.96	..... GILMER	4	23		
D T	W	53.21	19.87	3.63	..... LAKE ZURICH	5	53	77	
DN		49.54	23.54	3.67	..... BARRINGTON	6	86	91	C. & N. W. R'y
T		43.83	29.25	5.71	..... SUTTON	7	12	79	
DN T	W	37.63	35.45	6.20	..... SPAULDING	8	178	85	C. M. St. P. & P. R'y
		35.45	37.63	2.18	..... MUNGER	9	55		I. C. R. R.

	T		33.55	39.53	1.90	..... WAYNE	9A			C. A. & E. R. R.
	T	C W	31.73	41.35	1.82	..... INGALTON	10			C. G. W. R. R.
DN	T		29.29	43.79	2.44	..... WEST CHICAGO	11	111		C. & N. W. R'y
	T	W	24.96	48.12	4.33	..... WARRENIHURST	12	16	75	
			22.77	50.31	2.19	..... ELECTRIC JCT.	12A	Wye		C. A. & E. R. R.
DN	T		22.19	50.89	.58	..... EOLA	13	121	67	C. B. & Q. R. R.
	T		20.74	52.34	1.45	..... EAST SIDING	13		72	C. B. & Q. R. R.
	T		18.40	54.68	2.34	..... FRONTENAC	13A	17	124	
D	T		12.93	60.15	5.47	..... NORMANTOWN	14	42	94	
DN	T	W	9.85	63.23	3.08	..... WALKER	15	122	80	
			9.42	63.66	.43	..... PLAINFIELD	27	33		
	T		8.73	64.35	.69	..... GRAVEL PIT	27A	87		
	T		4.78	68.30	3.95	..... COYNES	28			
	T		3.37	69.71	1.41	..... ROCKDALE JCT.	29			
	T		2.35	70.73	1.02	..... BRIDGE JCT.	29A	77		
DN	T	C W		73.08	2.35	..... EAST JOLIET	30	Yard		Alton R. R. C. R. I. & P. R'y A. T. & S. F. R'y M. C. R. R. C. M. St. P. & P. R'y

WAUKEGAN TO EAST JOLIET

JOLIET DIVISION—WESTERN SUBDIVISION

EASTWARD		TIME TABLE No. 5 May 27, 1934
THIRD CLASS		
32	18	
Freight	Local Freight	
Except Sunday	Except Sunday	STATIONS
A. M.	A. M.	Leave
	6.45	WAUKEGAN
	7.00	NORTH CHICAGO
	7.05	UPTON
	7.20	
	8.30 ³	RONDOUT
	8.50	LEIGHTON
		DIAMOND LAKE
	9.00	GILMER
	9.30	LAKE ZURICH
	9.45	BARRINGTON
	10.00	SUTTON
	10.40 ¹⁷	SPAULDING
		MUNGER
	10.55	WAYNE
	11.05	INGALTON
	11.30	WEST CHICAGO
	11.45	WARRENHURST
		ELECTRIC JUNCTION
	12.15	EOLA
		EAST SIDING
	12.30	FRONTENAC
11.05	12.45 ⁵	NORMANTOWN
11.15 ⁵	1.00 ⁵ ₃₂	WALKER
2.30 ¹⁸⁻⁶		PLAINFIELD
		GRAVEL PIT
2.40	1.15	COYNES
		ROCKDALE JUNCTION
2.50	1.30	BRIDGE JUNCTION
3.00	1.45	EAST JOLIET
P. M.	P. M.	Arrive
32	18	

WAUKEGAN TO EAST JOLIET

JOLIET DIVISION—WESTERN SUBDIVISION

EASTWARD

SECOND CLASS

4	8	6	10	12
Freight	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily
Leave A. M.	A. M.	A. M.	P. M.	P. M.
4.30	.....	9.30	4.00	9.30
4.45	.....	9.45	4.15	9.45 ⁹
4.50	.....	9.55	4.25	9.50
5.00	.....	11.00	4.35 ⁵	10.45
5.25	.....	11.25	5.00	11.05
5.35	.....	11.35	5.10	11.15
5.50	.....	11.55	5.35	11.45
6.00	.....	12.05 ¹⁷	5.55	11.55
6.25	.....	12.20	6.15	12.15 ¹¹
6.45 ³	9.30	12.35	6.35	12.35
6.55	9.40	12.45	6.45 ⁹	12.45
7.05	9.50	12.55	6.55	1.00
7.15	10.00	1.05	7.10	1.15
7.30 ⁷	10.15	1.20	7.25	1.30
7.40	10.30	1.30 ⁵	7.35	1.40
7.50	10.45	1.40	7.45	1.50
8.05 ¹⁷ ₃₁	11.00	1.55	8.00	2.05
8.15 ³¹	11.10	2.05 ³²	8.10	2.15
8.25	11.20	2.15	8.20	2.25
8.35	11.30	2.25	8.30	2.35
8.45	11.45	2.40	8.45	2.50
Arrive A. M.	A. M.	P. M.	P. M.	A. M.
4	8	6	10	12

EAST JOLIET TO WAUKEGAN

JOLIET DIVISION—WESTERN SUBDIVISION

WESTWARD		TIME TABLE No. 5 May 27, 1934
THIRD CLASS		
17	31	
Local Freight	Freight	STATIONS
Except Sunday	Except Sunday	
A. M.	A. M.	Leave
6.45	7.00	EAST JOLIET
7.00	7.15	BRIDGE JCT.
.....	.....	ROCKDALE JCT.
7.15	7.30	COYNES
.....	.....	GRAVEL PIT
.....	.....	PLAINFIELD
7.45	8.00 4	WALKER
8.05 4	8.15 4	NORMANTOWN
8.25	.....	FRONTENAC
.....	.....	EAST SIDING
9.00	.....	EOLA
.....	.....	ELECTRIC JCT.
9.10	.....	WARRENHURST
9.30	.....	WEST CHICAGO
9.50	.....	INGALTON
10.00	.....	WAYNE
.....	.....	MUNGER
10.40 18	.....	SPAULDING
11.15	.....	SUTTON
11.35	.....	BARRINGTON
12.05 6	.....	LAKE ZURICH
12.30	.....	GILMER
.....	.....	DIAMOND LAKE
1.00	.....	LETHTON
1.30	.....	RONDOUT
1.40	.....	UPTON
1.50	.....	NORTH CHICAGO
2.15	.....	WAUKEGAN
P. M.	A. M.	Arrive
17	31	

EAST JOLIET TO WAUKEGAN

JOLIET DIVISION—WESTERN SUBDIVISION

WESTWARD

SECOND CLASS

3	7	5	9	11
Freight	Freight	Freight	Freight	Freight
Daily	Daily	Daily	Daily	Daily
Leave A. M.	A. M.	P. M.	P. M.	P. M.
4.00	5.00	12.15	4.25	9.00
4.10	5.15	12.25	4.35	9.10
4.25	5.30	12.35	4.50	9.25
4.40	5.40	12.45 ³² / ₁₈	5.00	9.35
4.55	5.55	1.00 ¹⁸ / ₁₈	5.15	9.50
5.15	6.15	1.15	5.30	10.05
5.25	6.25 7.10	1.30 ⁶ / ₁₈	5.40	10.15
5.35	7.30 ⁴ / ₁₈	1.45	5.50	10.25
5.50	7.45	2.00	6.05	10.40
6.00	8.10	2.10	6.30	11.00
6.10	8.20	2.20	6.45 ¹⁰ / ₁₈	11.10
6.45 ⁴ / ₁₈	8.45	2.55	7.20	11.50
7.00		3.15	7.40	12.15 ¹² / ₁₈
7.20		3.35	8.00	12.35
7.30		3.50	8.15	12.50
7.50		4.15	8.40	1.15
8.30 ¹⁸ / ₁₈		4.35 ¹⁰ / ₁₈ 5.00	9.25	2.00
8.40		5.10	9.35	2.10
8.50		5.20	9.45 ¹² / ₁₈	2.20
9.15		5.45	10.15	2.45
Arrive A. M.	A. M.	P. M.	P. M.	A. M.
3	7	5	9	11

**JOLIET DIVISION
WESTERN SUBDIVISION**

**AURORA BRANCH
BETWEEN NORMANTOWN AND AURORA**

**JOLIET DIVISION
WESTERN SUBDIVISION**

Telegraph and telephone stations	Coal and water	Distance from Aurora	Distance from East Joliet	Distance between stations	EASTWARD	TIME TABLE No. 5 May 27, 1934	WESTWARD	Station numbers	Capacity of station tracks	Capacity of sidings	Railroad connections
					THIRD CLASS		THIRD CLASS				
					32		31				
					Freight		Freight				
					Except Sunday		Except Sunday				
STATIONS											
D			22.48		A. M.	Leave	Arrive	A. M.			
					10.15	..... AURORA		9.00	25	45	
		1.00	21.48	1.00	10.30	.... AURORA JUNCTION		8.45	25	Wye	
		1.85	20.63	.85	10.35	..... EAST AURORA		8.40	25	70	C.M.St. P.&P.R'y
T		6.40	16.08	4.55	10.50	..... WOLFS		8.25	26	15	
D	T	9.55	12.93	3.15	11.05 A. M.	..... NORMANTOWN		8.15 A. M.	14	42	
					32			31			

JOLIET DIVISION
WESTERN SUBDIVISION

COAL CITY BRANCH
BETWEEN WALKER AND SOUTH WILMINGTON

JOLIET DIVISION
WESTERN SUBDIVISION

Telegraph and telephone stations	Coal and water	Distance from South Wilmington	Distance from East Joliet	Distance between stations	EASTWARD	TIME TABLE No. 5 May 27, 1934		WESTWARD	Station numbers	Capacity of station tracks	Capacity of sidings	Railroad connections
					THIRD CLASS			THIRD CLASS				
					22			21				
					Freight			Freight				
					Except Sunday	STATIONS		Except Sunday				
DN T	W	33.06	9.85	.....	A. M. 11.30	Leave	Arrive	P. M. 2.25	15	122		
		28.78	14.13	4.28	11.45	.....	WALKER	2.10	16	52		
D T		21.47	21.44	7.31	12.10	.....	CATON FARM	1.50	17	28	47	{ C. R. I. & P. R'y
T		15.83	27.08	5.64	12.30	.....	MINOOKA	1.30	18	19	43	{ C. & I. V. R. R.
		11.61	31.30	4.22	.....	.....	DELL ABBEY		19	48		
D T	W	8.52	34.39	3.09	12.50	.....	COAL CITY	1.15	21	40		A. T. & S. F. R'y
		2.78	40.13	5.74		.....	MAZONIA		23	9		Alton R. R.
T		1.71	41.20	1.07	1.00	.....	COSTER	1.05	24	Wye 38		
T			42.91	1.71		.....	SO. WILMINGTON		70			
					P. M.	Arrive	Leave	P. M.				
					22			21				

**ROCKDALE BRANCH
BETWEEN ROCKDALE JUNCTION AND ROCKDALE**

JOLIET DIVISION—WESTERN SUBDIVISION								
EASTWARD				TIME TABLE No. 5 May 27, 1934	WESTWARD			
Telegraph and telephone stations	Coal and water	Distance from East Joliet	Distance between stations		Distance from Rockdale	Station numbers	Capacity of station tracks	Capacity of sidings
T	3.37	.....	..... ROCKDALE JCT.	6.55	29	.....	.....
.....	6.66	3.29	..... DUBLIN	3.26	72	13	.....
T	9.92	3.26	..... ROCKDALE ....	.....	71	148	.....
JOLIET BRANCH BETWEEN EAST JOLIET AND JOLIET								
JOLIET DIVISION—WESTERN SUBDIVISION								
DN T	C W	.....	.....	..... EAST JOLIET ....	.....	30	Yard	.....
DN T	2.36	.....	..... JOLIET ....	.....	30	71	.....

BETWEEN EAST JOLIET AND PORTER

JOLIET DIVISION—EASTERN SUBDIVISION

Telegraph and telephone stations	Coal and water	Distance from Porter	Distance from East Joliet	Distance between stations	TIME TABLE No. 5 May 27, 1934	Station numbers	Capacity of station tracks	Capacity of sidings	Railroad connections
					STATIONS				
DN T	C W	56.70	.....	.....	..... EAST JOLIET	30	Yard	.....	Alton R. R.—C. R. I. & P. R'y— A. T. & S. F. R'y—M. C. R. R.— C. M. St. P. & P. R'y
T	.....	53.46	3.24	3.24	..... MARBLE FALLS	30A	10	.....	.....
DN	.....	48.48	8.22	4.98	..... BRISBANE	31	50	73	Wabash R'y
D T	W	42.66	14.04	5.82	..... FRANKFORT	32	103	.....	.....
DN T	.....	35.13	21.57	7.53	..... MATTESON	33	128	80	I. C. R. R.
DN T	W	31.80	24.90	3.33	..... CHICAGO HEIGHTS	34	Yard	.....	C. & E. I. R'y—C. H. T. T. R. R.
DN T	C W	25.41	31.29	6.39	..... DYER	35	130	94	C. I. & L. R'y
DN T	.....	22.89	33.81	2.52	..... HARTSDALE	36	Yard	East 218	P. R.R.—M. C. R.R.—N. Y. C. R.R.
DN T	.....	20.50	36.20	2.39	..... GRIFFITH	37	Yard	West 235	C. & O. R'y—G. T. R'y—E. R. R.— 3 Miles East G. & S. T. Co.
DN	W	10.99	45.71	9.51	..... HOBART	38	Yard	West 77 East 119	P. R. R.—N. Y. C. & St. L. R. R.
DN	.....	4.60	52.10	6.39	..... McCOOL	39	110	58	B. & O. R. R.
DN	W	3.23	53.47	1.37	..... CROCKER	40	56	.....	Wabash R'y
DN	W	.....	56.70	3.23	..... PORTER	41	Yard	.....	N. Y. C. R. R.—P. M. R'y

JOLIET DIVISION
EASTERN SUBDIVISION

BETWEEN EAST JOLIET AND PORTER

JOLIET DIVISION
EASTERN SUBDIVISION

EASTWARD	EASTWARD						TIME TABLE No. 5 May 27, 1934	WESTWARD						WESTWARD
THIRD CLASS	SECOND CLASS							SECOND CLASS						THIRD CLASS
50	6	4	42	46	10	44		49	5	9	43	3	41	51
Local Freight	Freight	Freight	Freight	Freight	Freight	Freight	STATIONS	Freight	Freight	Freight	Freight	Freight	Freight	Local Freight
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday
A. M. 7.00	P. M. 6.00	P. M. 1.00	A. M. 8.00	A. M. 5.00	A. M. 4.00	A. M. 12.15	Leave Arrive	A. M. 3.35	A. M. 4.50	A. M. 10.45	P. M. 12.45	P. M. 8.15	A. M. 1.00	P. M. 2.45
							MARBLE FALLS							
7.45	6.25	1.25	8.25	5.20	4.25	12.40	... BRISBANE ...	3.05	4.15	10.10	12.20	7.40	12.35	2.15
8.15	6.50	1.50	8.50	5.40	4.50	1.05	... FRANKFORT ...	2.40	3.50	9.45	11.55	7.15	12.15	1.45
9.00	7.10	2.10	9.15	6.00	5.10	1.30	... MATTESON ...	2.10	3.20	9.15	11.30	6.50	11.55	1.15
9.15 ⁴²	7.20	2.20	9.35 ⁵⁰	6.10	5.20	2.00	CHICAGO HEIGHTS	1.45	3.00	9.00	11.00	6.30	11.45	12.40
9.40 ⁴²														
10.25	7.50	2.50	10.15	6.40	5.50	2.40	..... DYER	1.00	2.15	8.30	10.15	5.45	11.20	11.45
10.40	8.00	3.00	10.30	7.00	6.05	3.15	... HARTSDALE ...	12.35	2.00	8.15	9.40	5.30	11.10	11.30
11.55	8.30	3.30	11.45	7.30	6.45	4.00	... GRIFFITH ...	12.15	1.45	8.00	8.50	5.15	10.55	11.15
12.45	9.30	4.30 ³			7.15 ⁹					7 15 ¹⁰		4.30 ⁴		
					7.40		... HOBART ...		1.00	6.10		3.45		10.15
1.15	10.00	4.55			8.05		... McCOOL ...		11.45	5.45		3.15		9.30
1.30	10.15	5.10			8.20		... CROCKER ...		11.20	5.20		2.50		9.15
1.45	10.30	5.20			8.30		... PORTER ...		11.00	5.00		2.30		9.00
P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	Arrive Leave	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.
50	6	4	42	46	10	44		49	5	9	43	3	41	51

**JOLIET DIVISION
EASTERN SUBDIVISION**

**NINETY-EIGHTH ST., SO. CHICAGO, BRANCH
BETWEEN GRIFFITH AND NINETY-EIGHTH STREET,
SOUTH CHICAGO**

**JOLIET DIVISION
EASTERN SUBDIVISION**

Telegraph and telephone stations	Coal and water	Distance from East Joliet	Distance between stations	EASTWARD			TIME TABLE No. 5 May 27, 1934	WESTWARD			Distance from Ninety-Eighth St.	Station numbers	Capacity of station tracks	Capacity of sidings	
				SECOND CLASS				SECOND CLASS							
				42	46	44		43	41	49					
				Fr ight	Freight	Freight		Freight	Freight	Freight					
				Daily	Daily	Daily		Daily	Daily	Daily					
STATIONS															
DN T		36.20		A. M. 11.45	A. M. 7.30	A. M. 4.00	Leave	Arrive	A. M. 8.50	P. M. 10.55	A. M. 12.15	19.36	37	Yard	West 235 East 219
DN T		39.75	3.55				.....	GRIFFITH				15.81	61		
T		41.75	2.00				.....	VAN LOON				13.81	62	8	
T		42.86	1.11	12.15	7.50	4.25	.....	CAVANAUGH	8.30	10.30	11.50	12.70	63	Wye 19	
T	W	44.82	1.96		7.55		.....	SHEARSON		10.20		10.74	65	Wye	72
D		48.13	3.31				.....	HAMMOND				7.43	45	51	
		49.34	1.21				.....	STATE LINE				6.22	46	Yard	
		55.56	6.22				.....	98th STREET, SOUTH CHICAGO ...					50	Yard	
					P. M.	A. M.	A. M.	Arrive	Leave	A. M.	P. M.	P. M.			
				42	46	44			43	41	49				

**WHITING BRANCH
BETWEEN SHEARSON AND WHITING**

JOLIET DIVISION—EASTERN SUBDIVISION

Telegraph and telephone stations	Coal and water	Distance from East Joliet	Distance between stations	EASTWARD	TIME TABLE No. 5 May 27, 1934	WESTWARD	Distance from Whiting	Station numbers	Capacity of station tracks	Capacity of sidings
				SECOND CLASS		SECOND CLASS				
				46		41				
				Freight		Freight				
				Daily	STATIONS	Daily				
D T	T W	44.82	3.61	A. M.	Leave	P. M.	3.61	65	Wye	72
	W	48.43		7.55	..... SHEARSON	10.20				
				8.15	..... WHITING	10.00		60	Yard	
				A. M.	Arrive	P. M.				
				46		41				

BETWEEN CAVANAUGH AND GARY

GARY DIVISION

Telegraph and telephone stations	Coal and water	Distance from East Joliet	Distance between stations	EASTWARD		TIME TABLE No. 5 May 27, 1934	WESTWARD		Distance from Kirk Yard	Station numbers	Capacity of station tracks	Capacity of sidings	
				SECOND CLASS			SECOND CLASS						
				42	44		43	49					
				Freight	Freight		Freight	Freight					
				Daily	Daily		Daily	Daily					
T		42.86		P. M.	A. M.	Leave	Arrive	A. M.	P. M.	3.66	63	Wye 19	
DN T	C W	46.52	3.66	12.15	4.25	..... CAVANAUGH		8.30	11.50				
				12.30	4.45	.....GARY (Kirk Yard).....		8.00	11.15		143	Yard	
				P. M.	A. M.	Arrive	Leave	A. M.	P. M.				
				42	44			43	49				

Rules D-1, D-2 and D-3 under special instructions, Gary Division, govern operation of trains and engines in this territory.

BETWEEN SOUTH CHICAGO AND GARY

GARY DIVISION								
EASTWARD				TIME TABLE No. 5 May 27, 1934	WESTWARD			
Telephone and telephone stations	Coal and water	Distance from South Chicago	Distance between stations		Distance from Kirk Yard	Station numbers	Capacity of station tracks	Capacity of sidings
STATIONS								
D T	C W	.....	.....	..... SOUTH CHICAGO	12.37	101	Yard	.....
D T	.....	7.99	7.99	..... BUFFINGTON	4.38	115	Yard	.....
DN T	C W	12.37	4.38	..... GARY (Kirk Yard) .....	.....	143	Yard	.....
Rule D-1 under special instructions, Gary Division, governs operation of trains and engines in this territory.								

REGISTER STATIONS—All trains will register at South Chicago and Gary (Kirk Yard).

All trains to or from Shearson, Whiting or Hammond will register at Cavanaugh.

BULLETIN ORDER BOARDS—South Chicago at Roundhouse, 86th Street, Yard A, Train Yard and East Side.

Gary (Kirk Yard), at Roundhouse, Yard Office, Sub-station and Assistant Yard Master's Office, East End.

STANDARD CLOCKS—Superintendent's Office and General Yard Master's Office at Gary (Kirk Yard).

Agent's Office at South Chicago.

GENERAL INSTRUCTIONS.

JOLIET AND GARY DIVISIONS.

Rule.

1. **Book of Rules, effective September 1, 1918, will govern in all cases except when they conflict with the following general and special instructions.**

2. **On single track EASTWARD trains are superior to WESTWARD trains of the same class.**

3. AMENDMENTS TO RULES IN BOOK OF RULES:

(a) Rule 2. Watches that have been examined and certified to by a designated inspector must be used by conductors, enginemen, firemen, brakemen, yard masters and yard foremen, and such employes must have their watches cleaned at least every eighteen months. The certificates in prescribed form must be renewed semi-annually.

(b) Rule 3. Watches of conductors and enginemen must be compared, before starting on each trip, with a clock designated as a Standard Clock. The time when watches are compared must be registered on a prescribed form. Conductors, enginemen, yard masters and yard foremen, who have not access to a Standard Clock, will obtain correct time from the train dispatcher, daily before commencing work. In addition to the semi-annual examination, watches must be submitted to the designated inspector every two weeks, and oftener when convenient, for comparison with Standard Time. Conductors and firemen must compare time with enginemen, and brakemen with conductors or enginemen before starting on each trip.

Employes must sign semi-monthly comparison "Form 30," which is in charge of the local inspectors. Date, name, and occupation must be shown.

(c) Rule 26. 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 the same workmen are alone 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.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs.

(d) Rule 33. The last sentence to read as follows: by night or when weather conditions require it they must use a red light shielded from view of approaching trains or engines.

(e) Rule 34. Enginemen and firemen, enginemen and brakemen, and conductors and brakemen must, when practicable, communicate to each other by its name the indication of all signals affecting the movement of their train. All such employes must know from observation the indication before calling or answering.

(f) Rules 85 and D-85. Second paragraphs to read as follows: Trains of one schedule may pass trains of another schedule of the same class, third class trains may pass and run ahead of second class trains, and extra trains may pass and run ahead of second and third class trains, and extra trains.

(g) Rule 108. Messages, orders and instructions relative to the movement of trains, or the condition of track or bridges must be in writing.

(h) Rule 110. Rule 110 Book of Rules is eliminated.

(i) Rule 206. The last paragraph to read as follows: Even hours must not be used in stating time of day in train orders, such as 10:00 A. M., except that correct time

must be shown when "X" response is sent, when repeated and when "Complete" is given.

(j) Rule 221-a. That part of rule reading "A train must not pass the signal while "Stop" is indicated," to read as follows: Trains and engines may pass train order signal indicating "Stop" a sufficient distance to clear interlocking plant, clear other trains, take coal or water, to do station or yard work, or when given a clearance card "Form A." Trains or engines passing train order signal in "Stop" position must not leave such station until it has been so authorized by clearance card "Form A."

(k) Rule 628. Additional paragraph. In giving hand signals for a train or engine to move through interlocking limits against the interlocking signals, or when the interlocking plant is out of service, the signalman must be on the ground and use a green flag by day and a green light by night. Such signals will be given only after such train or engine has come to a "Stop" and enginemen and trainmen have been fully informed as to the situation. Such hand signals govern through interlocking limits only.

(1) Rule 14. Two long, one short and one long (— — o —). See instructions inside front cover.

4. Where conductors can communicate with towermen or operators and they agree to protect trains or engines against the current of traffic from one crossover to another, to run around other trains or engines, or to do work, they will be responsible for opposing trains or engines entering this territory but will have no control over trains or engines in either direction that may be standing or doing work, or are being moved against the current of traffic. Rule D-152 must be complied with.

5. The time-table direction from Waukegan to Porter, Aurora to Normantown, Walker to South Wilmington, Rockdale Junction to Rockdale and East Joliet to Joliet is EASTWARD.

The time-table direction from Griffith to 98th Street (South Chicago), Cavanaugh to Gary and Shearson to Whiting is EASTWARD.

The time-table direction from Gary to South Chicago (Gary Division), is WESTWARD.

6. General speed restrictions: The speed of freight trains will ordinarily be that of scheduled trains; but in cases of delay, may be so moderately increased as in the judgment of the engineman and conductor will be safe and prudent, due consideration being given to conditions of track, weather and all the circumstances, but will not exceed 35 miles per hour.

Trains handling steam derrick will not exceed 25 miles per hour and this speed will be further reduced, if necessary on account of weather, track or other conditions.

Switch engines, engines running backward, and engines not equipped with pony trucks, will not exceed 20 miles per hour.

Trains or engines must not exceed 15 miles per hour or use sand passing over spring switches.

When double heading 300 class with Mikado engines, the 300 class engine may be placed behind the Mikado engine, but will not exceed 20 miles per hour.

Passenger trains will not exceed 25 miles, and freight trains 15 miles per hour, over interlocking switches.

Trains and engines will not exceed 10 miles per hour on wye tracks and crossovers.

Trains and engines must conform to Rule 93 in approaching and passing through stations and yard limits on any track.

7. Conductors, enginemen and yard foremen must make out time return and delay reports "Form 186," in duplicate

at the completion of each trip, or day's work, showing their full christian name, also the full christian name of employees under their charge, and forward to the superintendent's office.

Conductors will show on train register at initial station their own and their enginemen's initials.

Operators when asking for a clearance for a train will give this information to the train dispatcher.

In making this report, conductors will figure the time from 45 minutes before the time called to leave the initial station. Enginemen will figure the time from 30 minutes before the time called to leave the initial station, and yard foremen will figure the time from the time they are required to report for duty.

In case conductors and enginemen find that their train is not going to reach terminal station before the expiration of the 16-hour time limit, they must communicate such information to the train dispatcher at least two hours before the time limit is reached, in order that arrangements may be made to relieve such employees from duty as required by law.

When delayed by accident and the 16-hour limit is exceeded it must be shown on this report at what station and between what hours the train was delayed.

Train register "Form 311" is a form combining train, rest and watch compared, and all information required by this form must be filled out when registering arrival or departure.

8. Cars placarded "INFLAMMABLE" must be placed in trains, if possible, at least five (5) cars from the engine and five (5) cars from the caboose, but must not be placed next to a car placarded "EXPLOSIVES." When length of train does not permit this, they must be placed as near the middle of the train as practicable.

Cars placarded "EXPLOSIVES" must be at least fifteen (15) cars from the engine and ten (10) cars from the caboose when the length of the train will permit. They must not be placed next to the cars bearing the "INFLAMMABLE" or "ACID" placard, or cars containing lighted heaters. Whenever it is possible to avoid so doing they must not be placed next to tank cars or wooden frame flat cars or next to car loads of lumber, poles, iron, pipe, or other articles liable to break through the end of the car from rough handling.

Conductors handling merchandise cars which contain "EXPLOSIVES" or "INFLAMMABLE" materials will remove the placards from the car as soon as the "EXPLOSIVES" or "INFLAMMABLE" materials are unloaded.

Train and engine employees must be notified of the presence and location of cars containing "EXPLOSIVES," "INFLAMMABLES" and "ACIDS" in the train before leaving the initial station. Yard master at the initial station will fill out "Form 560" in triplicate, one copy to be given the conductor, one the engineman and the third filed.

Special Instructions to Employees in Case of Accident.

9. When an employee is injured, no matter how slight the injury may be, he must at once notify his yardmaster, conductor, or other person in charge, who will see that the injured person receives surgical attention immediately, calling the Company's nearest surgeon to treat him, or, if the injury is not serious, sending him to the nearest surgeon for care and treatment. If the injury is serious and the Company surgeon cannot be secured immediately, call the nearest competent surgeon until the Company surgeon arrives. Slight injuries often result seriously when not given immediate attention and proper treatment must be secured with as little delay as possible.

Employees injured near Company hospitals should be sent to the hospital. If the injury is serious, call the ambulance.

When persons other than employees are injured on company property or at public crossings, the nearest Company surgeon, or other competent surgeon, should be called to attend them, but no expense should be incurred on behalf of the Company beyond that necessary for first aid. Such persons should be sent to their homes, if possible, or placed in charge of the local city, village or township authorities.

When an accident results in the death of any person (employee or otherwise), the coroner of the county in which the accident occurred should be notified immediately and the remains of the deceased should not be removed from the scene of the accident until permission is secured from the coroner. (This does not apply to cases where a person is so seriously injured that it is apparent that he will die. In such cases the removal of such persons to the nearest hospital or doctor is not forbidden.) The person in charge will advise the supervisor of safety by wire as to the disposition of remains, when inquest will be held, etc.

When a serious accident occurs, the yardmaster, conductor, or other person in charge must immediately report same by wire to the chief dispatcher, if the accident occurs on the Joliet Division, and to the division superintendent if the accident occurs on the Gary Division. An accident should be considered serious that results in death, loss or fracture of limb, or when it is apparent or according to surgeon's statement that the injured person will lose more than one week from work. All accidents to persons other than employees should be reported by wire.

All accidents whether minor or serious must be reported on "Form 187" and should be made out in duplicate, giving all information required by this form. On the Joliet Division all accident reports should be sent direct to the supervisor of safety. On the Gary Division all accident reports should be sent to the division superintendent. When an accident results from train movement or from switching, each member of the crew must fill out an accident report.

Whenever an employee not on duty witnesses an accident in which the company is in any way concerned, he should report it immediately.

Every effort should be made by employees to secure the names and addresses of all persons, particularly non-employees, who witness an accident, especially when non-employees are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

When an employee or other person is injured on or about a car or engine, such car or engine must be immediately inspected by a car inspector and report of inspection forwarded to the supervisor of safety at Joliet.

In the case of an accident resulting from failure, from any cause, of a locomotive or tender or any part thereof, resulting in serious injury or death to one or more persons, the person in charge will immediately report such occurrence by wire to the supervisor of safety if the accident occurs on the Joliet Division, and to the division superintendent if the accident occurs on the Gary Division. In this connection, an accident will be considered as serious where it is apparent that the injured person will be disabled for three days or more.

10. Trainmen, enginemen, firemen, yardmen, train dispatchers and telegraph operators are required to report for examination on rules and time-table semi-annually during the first eighteen months of service and annually thereafter.

11. Enginemen must not handle cars to high lines unless the air is cut in, tested and in working order before ascending high line. When conditions are such that it is dangerous to couple up air on high lines, the grade may be descended without air cut in, if perfectly safe to do so.

12. All cabooses operating in Illinois and Indiana, and all engines operating in Illinois without cabooses, must be supplied with first aid emergency medical cases in compliance with the law. Conductors and enginemen will be held personally responsible for failure to see that their caboose or engine is properly equipped with them. Joliet Division crews will get their supply at store room at East Joliet. Gary Division crews will get their supply at store room at Gary. Whenever any of the contents have been used, make written report and get new supply.

13. Conductors and enginemen may be relieved from checking register at a register station as required by rule 109, Book of Rules, provided they receive a train order that all superior trains have arrived or departed from such register station.

14. Conductors of trains that are to meet other trains at telephone stations will call the train dispatcher immediately on their arrival at such station, unless all trains to be met at that station have arrived or are in sight.

15. Running switches must not be made on the tracks of connecting lines.

16. All wooden flat cars when empty, and all boarding or camp cars must be handled in the rear of the train next to the caboose. When possible to do so crews on work trains handling extra gang camp cars will set them out before beginning their work, and when set out on any track, they must not be moved unless absolutely necessary.

On account of danger of fire, boarding or camp cars must not be placed near grain elevators, freight or store-houses.

17. Air brake defect cards must be applied to cars on which air brakes are cut out by trainmen, stub of card to be forwarded to superintendent of motive power.

18. When air hose, brasses, knuckles or other material are applied to foreign cars conductors and yard foremen must immediately make report to superintendent of motive power on "Form 552."

19. Engines must not stand on or use sand on track scales. Switches must be set for the dead rails when not in use for weighing purposes.

20. Trains must not stand on interlocking plants.

21. Cars which are damaged at stations where there are repair tracks, must be placed on repair track by crew damaging cars.

22. Conductors setting out cars account of bad order must wire chief train dispatcher car numbers, initials, contents and destination and where set out; also make notation on waybill stating where and why car was set out; and the waybill left with the agent at point where car was set out. If no agent, waybill must be left at next station where there is an agent and chief train dispatcher notified accordingly.

23. Employees will observe passing trains for defects and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

24. Conductors and brakemen of freight trains in passing track gangs, telegraph offices or stations are required to watch for any hand signal which may be given if anything is dragging or is otherwise wrong with the train. They are also required to look back at the track frequently to see if there is any indication of parts of equipment dragging.

25. Trainmen on freight trains must see that couplings, wheels, journals and brakes of the cars in their train are in good order by inspecting them, when their duties will

permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than thirty miles without stop being made for the purpose of inspecting equipment.

26. Conductors of trains handling live stock will show on their consist the time when stock was loaded and whether or not a thirty-six hour release is attached to billing.

27. In all cases where draw bars and draft rigging are pulled out of cars between stations, conductors must wire train master immediately, giving facts in case, and advising at what point draw bars and draft rigging are to be found.

28. Conductors must see that double or triple loads which are made up in their trains are in good order before leaving initial station. If any double or triple loads are found to be shifted, cars must be set out before leaving.

29. Bad order card "Form 501," shows the safety appliance defects marked in red, all other principal items being also shown. Inspectors will put cross opposite defective part.

One side of this card has one red stripe. Cars so carded may be handled to destination and made empty before going to the repair track. The opposite side of this card has two red stripes, indicating that the car must be sent to the repair track immediately. In addition to this card showing the safety appliances marked in red, there is a line at the bottom of the card for other defects, which will be filled in by the inspector, who will then sign his name on the card.

30. Conductors must make out and send from first open telegraph office, telegraph accident report "Form 188" for all accidents except draw bars pulled out. Conductors must make out three copies of "Form 54" for all accidents, including draw bars pulled out, and mail to train master's office at completion of trip.

31. Derails may be placed on station tracks and other auxiliary tracks, and as no notice other than this will be given, enginemen and trainmen must look out for derails on all auxiliary tracks; all such derails must be closed and locked by employees using them.

32. Trainmen must see that a sufficient number of hand brakes are set on cars set out in any yard to hold them secure.

33. Conductors of all trains must leave a switch list at all stations where cars are picked up or set out and if no agent is on duty must state on switch list, their name, train and time set out or picked up.

34. Conductors and enginemen must not allow their train or engine to stand within 150 feet of any public road crossing. All public and private road crossings must be left open.

35. Conductors handling private cars on the rear of trains must see that such cars are unlocked so that flagmen may pass through the car when necessary.

Conductors must see that one brakeman is at the head end of the train at all times, except that the forward brakeman will be permitted to ride in the caboose to eat.

36. In case of accidents where the contents of cars are dumped or lost in any manner, or if contents are only partly affected, the waybill must be endorsed accordingly by the conductor and forwarded to its destination, so that the station to which the shipment was billed can have proper account of the waybill in its records. It is absolutely necessary that every waybill must be accounted for by the receiving agent as well as the forwarding agent.

37. If necessary to use main track of connecting line to turn engine, or for any other purpose, the movement must be protected by a flagman in both directions, unless fully protected by a train order or interlocking plant.

38. Trains double heading must be brought to a stop before helping engine is cut off. The leading engine will handle the air brake.

39. Trains must not cross over from one track to another or foul a main track ahead of approaching trains unless they know that they can do so without stopping the approaching train.

40. When double-heading trains or transfers do not couple more than two engines together on head end of train. If necessary to use more than two engines, extra power must be placed behind.

41. When pulling empties from coal chute tracks, cars must not be coupled up or engine allowed to stand foul of track, when a load is being pulled up the incline.

42. A key board has been placed in general yard master's office at East Joliet. Men laying off must hang their keys to caboose on this board, placing them on peg which shows the number of the caboose. These keys must be returned promptly to this board by extra men when they come in from their runs.

43. Stretchers for the use of injured persons have been placed in the following stations: Waukegan, Rondout, Spaulding, West Chicago, Aurora, Walker, Coal City, Chicago Heights, Hartsdale, Griffith, Porter and Hammond. When these stretchers are used they must be returned to the station from which they are taken.

44. Conductors must send to the train master by train mail a report of all hot boxes in their train, showing date, train number, station that the cars were taken from, numbers and initials of the cars, place of delay, and length of time delayed.

45. When impossible to deliver cars at junction points to the connecting lines and it is necessary to set them out in E. J. & E. yards, unless otherwise provided, conductors must wire chief train dispatcher the number of cars set out and cause for doing so.

46. Conductors must not handle empty cars with hopper or side doors open.

47. Conductors must note the condition of the doors and seals on all cars and take seal record of all cars loaded with merchandise or supplies; also of cars taken from or left at non-agency stations.

When merchandise or supply cars are opened at any station for unloading, cars must be resealed at that station and a record kept in train book of all seals removed and applied.

48. On double track in yard limits, or between the outside switches at any station all trains will be governed by Rule 93 on the track on which they are authorized to move; if necessary to use the other main track they will be governed by Rules D-151 and D-152.

On double track, cross-overs will be numbered consecutively beginning with No. 1 at west cross-over at any station. Only cross-overs leading from one main track to another main track will be numbered.

49. When setting out cars or doing work in yards or at stations, conductors must see that cars on all tracks have good clearance before leaving them.

50. Conductors must make a report, on the proper forms, of all tickets and passes honored on each run, whether or not they are taken up. Passes must be carefully scruti-

nized to see if they are properly filled out, signed and countersigned, and presented by the person named thereon, before the specified time limits have expired. Trip passes collected must in all cases be indorsed or punched so as to indicate the date and number of trains on which used.

These reports must be forwarded to the assistant general auditor with the cancelled trip passes and tickets.

51. "Form 482" envelopes are to be used for the handling of revenue waybills only, and conductors must handle these envelopes promptly.

52. Conductors must wire chief train dispatcher a report of all time consumed in doubling hills and assisting other trains.

53. Electric headlights must be dimmed while in yards, when standing behind other trains, and when operators are handing on "19" train orders or messages. Front headlights must be dimmed when engines are backing up.

54. In passenger trains all cars must be equipped with air brakes, and signal line which must be coupled and connected with the engine.

Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the number of operative air brakes be less than 85 per cent and all operative brakes must be associated together in the train, next to the engine.

When an engine has been coupled to a train and before leaving its initial station, all air brakes which are connected must be tested by a service application and the brakes released only when the proper signal is given.

On freight trains and transfers, before an engine is detached or an angle cock closed on an engine or a car, the brake must be fully applied. After recoupling and opening an angle cock and before proceeding, it must be known that the brake pipe pressure is being restored as indicated by the caboose gauge, or that the rear brakes are released.

Immediately after leaving an initial station, or any point where the brake pipe may have been parted, also at one mile before reaching a railroad crossing, draw bridge or other stopping place, the air must be applied and the brakes tested sufficiently to ascertain whether they are in working condition.

Enginemen must hold automatic brake valve on lap 60 to 70 seconds, before attempting to release, following any emergency application of brakes.

Trainmen must uncouple all air hose by hand when brake pipe is charged and care must be used when opening angle cocks on charged cars, as any sudden brake pipe reduction will cause an emergency application of brakes regardless of reduced pressures.

55. SPRING SWITCHES: Movement through spring switches may be made without hand operation of switches.

Trains or engines so moving, will not make reverse movement until the switch has been thrown for backward movement by trainmen operating switch stand. In case switch is thrown by hand in this way, it must not be returned to normal position until slack has been taken up or back-up movement completed.

Movement from single track to other than normal route may be made by operating switch stand, but care must be used to know that switch points are properly set.

A running switch must not be attempted at spring switches.

Signals protecting spring switches are located in advance of switch locations.

A "Proceed" signal indicates switch is in normal position.

A "Stop" signal indicates switch is not in normal position, is set for opposing movement or that switch point does

not fit properly to rail and stop must be made and switch closely examined and known to be safe before attempting to move engine or train over it.

56. Conductors, enginemen and engine foremen will be held responsible for unauthorized persons riding on the foot-boards of engines. All concerned must see that unauthorized persons are kept off foot-boards.

57. In automatic block signal territory even numbers on block signals govern the movement of eastward trains and odd numbers govern the movement of westward trains.

58. Trains using a siding must proceed, expecting to find it occupied.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the chief train dispatcher or in an emergency under flag protection.

SPECIAL INSTRUCTIONS.

JOLIET DIVISION—WESTERN SUBDIVISION.

Rule.

A-1. Double track: Double track extends from west switch at Wayne to interlocking plant at West Chicago, and from west switch at Coynes to interlocking plant at Bridge Junction.

Normal position for double track switch at Wayne is for eastward track, and is a spring switch; at Coynes for eastward track, and is a spring switch.

A-2. Register stations: All trains will register at Waukegan, C. M. St. P. & P. telegraph office, Aurora, and East Joliet.

All Coal City Branch trains will register at Walker.

All eastward trains will register at Coynes.

Westward trains, when displaying signals, will register at Coynes and must have check of register of superior trains.

Rockdale Branch trains will register at Rockdale Junction.

A-3. Bulletin order boards: Waukegan, telegraph office and round-house; Aurora, C. M. St. P. & P. telegraph office; East Joliet, telegraph office and round-house, and Joliet, C. M. St. P. & P. telegraph office.

A-4. Standard clocks: Waukegan and East Joliet.

A-5. Yard limits:

East of Waukegan.....2200 feet east of mile 3

East of Gilmer.....1700 feet east of mile 17

West of Barrington 930 feet west of mile 23

East of Barrington..... 100 feet west of mile 26

East of West Chicago.....1500 feet east of mile 46

East of East Aurora..... 200 feet east of mile 20

West of Walker.....4250 feet east of mile 62,

limit extending to mile 66 east of east switch at Gravel Pit.

East of Walker on Coal City Branch.....

.....200 feet west of mile 11

At East Joliet.....West end of bridge over the A. T. & S. F. R'y.

A-6. Trains and engines will be governed by Rule 93 and may move without train orders, clearance card or timetable schedule between the following points:

AURORA JUNCTION AND AURORA.

COAL CITY AND SOUTH WILMINGTON.

ROCKDALE JUNCTION AND ROCKDALE.

JOLIET AND EAST JOLIET.

A-7. Information regarding automatic block signals:

Rules 501 to 512 inclusive, are in effect from interlocking

plant at Waukegan to block signal No. 21 east of mile 2; from block signal No. 230 west of Barrington to interlocking plant at Spaulding; from block signal No. 378 just east of Spaulding to "End of Block" sign on eastward track at Wayne and to single track block signal No. 405 located on westward track 1507 feet east of the end of double track at Wayne; from block signal No. 504 west of Eola to a point 600 feet east of the west switch at Eola; and from Coynes to East Joliet.

The top indication of the westward home signal at Barrington, the eastward home signal at Bridge Junction, and the westward home signal at East Joliet will form part of the automatic block system.

Trains may disregard Rule 509 and pass block signals No. 246 and No. 255 at "Stop" indication, to enter siding at Barrington, and pass block signals No. 300 and No. 309 at "Stop" indication, to enter siding at Sutton.

There is an "Overlap" sign at Spaulding 2025 feet west of block signal No. 378 and eastward trains must not pass this sign until they are ready to proceed through the block.

Rule 505 for the territory between block signals No. 378 and No. 405 and between Bridge Junction and East Joliet is modified to read as follows:

Block signals govern the use of the blocks, and, unless otherwise provided, will supersede the superiority of trains; but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

SWITCH INDICATORS are used at all switches in block signal territory and will give the following information:

HORIZONTAL ARM—Train approaching or in block.

DIAGONAL ARM UPWARD—Block clear.

Indicators will assume the horizontal position after switch has been opened indicating that the signal protecting the switch is in "Stop" position.

Trainmen must not open switches when indicator is in horizontal position except as provided in Rule 512.

A-8. Speed restrictions: Keep a sharp lookout for trains and engines occupying main track between Waukegan and Upton.

Miles per hour:

8 over interlocking plant at Waukegan.

10 through Spaulding.

25 on Aurora Branch.

15 for Mikado engines between Wolfs and East Aurora.

10 through East Aurora, Aurora Junction and Aurora.

25 Walker to Coster, except over Illinois River drawbridge.

12 over Illinois River drawbridge $\frac{1}{4}$ mile west of Divine.

10 Coster to South Wilmington, except

4 around two curves approaching South Wilmington Station.

15 on Rockdale Branch.

10 between block signal 714 and East Joliet.

10 around curves at Collins and Ohio Streets, between East Joliet and Joliet.

A-9. Engines heavier than Class A.A. must not be operated between East Aurora and Aurora; Minooka and South Wilmington; Dublin and Rockdale.

A-10. The whistle must be sounded and the bell rung while approaching and passing over the private crossing at the east gate of the American Steel and Wire Company's plant at Waukegan.

A-11. There is a back-up hose in a box car near the second crossover west of the interlocking plant at Rondout, to be used in making deliveries to the C. M. St. P. & P. Ry. After using this tail hose, replace it in this box.

Running switches must not be made either from or to the west wye at Rondout.

Engines must not be moved on to the track connecting the C. N. S. & M. Ry. with the west wye at Rondout.

The station limits of Rondout extend from the east siding switch, to the west siding switch which is operated from the interlocking plant at Upton.

A-12. Westward trains with more than 25 cars must pull train up on hill at Lake Zurich before taking water.

A-13 Before delivering cars to the C. M. St. P. & P. at Spaulding trainmen will inquire at the agent's office as to where the cars are to be delivered, and stop must be made clear of the C. M. St P. & P. tracks on the wye and wait until trainmen line up switches and give proper signal before starting to make delivery, and must keep sharp lookout for trains or engines using these tracks.

Enginemen of eastward trains must know that their train is clear of the interlocking plant at Spaulding before stopping for water or to do other work. When necessary to do so, in order to clear the interlocking plant, they will pull past the water tank and double over to get water.

Trains turning at Spaulding and picking up must make up their train in the yard, leaving the main track and siding clear for other trains.

A-14. To comply with C. G. W. Rules, enginemen will dim headlights when in their yard at Ingaltan.

A-15. On account of the third rail not clearing our engines, engines must not be put back of the warning signs erected near the receiving and delivery tracks at Wayne and Electric Junction.

A-16. Before moving from E. J. & E. yard to C. B. & Q. yard at Eola, conductors of trains or engines must call C. B. & Q. office, and before returning must call E. J. & E. office, in order to prevent accident or delay by meeting other trains or engines on the wye. This will not relieve employes from complying with Rule 93.

There is a back-up hose in the telegraph office at Eola for the use of crews delivering cars to the C. B. & Q. Conductors must see that this hose is returned to the telegraph office after using.

A-17. Eastward trains doing work at East Siding, unless otherwise instructed, will take siding.

A-18. CLEARANCE CARD "Form A," properly filled out may be used to authorize an extra, disregarding Rule 97, in either direction between the following stations:

EAST JOLIET AND COYNES.

WEST CHICAGO AND SPAULDING.

A-19. Trains 17, 18, 21 and 22 will carry passengers.

A-20. Station limits at Normantown, on main line, extends from west siding switch to cross-over east of Depot.

Station limits at Walker, on main line, extends from east wye switch to west cross-over.

The track connecting the siding at Walker with the siding at Normantown, is a siding extending between two adjoining stations, as per last paragraph of Rule 5, Book of Rules.

Unless otherwise instructed, westward trains will use siding from Walker to Normantown, and all westward trains will take siding at Walker, Spaulding and Rondout.

A-21. Eastward trains doing work at Walker, must leave train clear of the east end of siding.

A-22. All eastward trains must leave consist at Barrington. Eastward trains starting at Spaulding or West Chi-

cago must leave consist at West Chicago. All westward trains, and eastward trains picking up at Eola, must leave consist at Walker. Class of all system empties must be shown on consists.

A-23. The normal position of the drawbridge over the Illinois River $\frac{1}{4}$ mile west of Divine will be in the "RAISED" position for waterway traffic.

This bridge is protected on each side with a "RED LIGHT SIGNAL," 550 feet from end of bridge, also with "SPRING DERAILS," operated by high switch stand, 500 feet from end of bridge. "DRAWBRIDGE ONE MILE" signs are also installed one mile from end of bridge.

Before passing over this bridge trains will stop at the "RED LIGHT SIGNAL" and wait until proceed hand signal is received from the bridge operator. This signal will be given from the track near the center of the draw span.

After the proper proceed signal is received, trainmen will operate derail for train movement. After the passage of the train, the derail must be placed in normal position. The train may then proceed over the bridge and trail through "SPRING DERAIL" on opposite side of bridge, without trainmen handling switch stand to open or close derail. If for any reason, trains are stopped on derail, slack must not be taken, or train moved backward until the switch has been thrown by trainmen operating switch stand.

A-24. The outside, or south track, from puzzle switches at west end of East Joliet yard to interlocking plant, protecting the drawbridge over the Desplaines River is the coke oven lead, and westward trains and engines will use this track, and eastward trains and engines will use main track between these points.

A-25. Business tracks not shown as stations on schedule pages:

Spurs.		
Biflex	1850 feet east of mile	3.
Cyclone Fence	2800 feet east of mile	3.
Insull.....	at mile	12.
Otis	at mile	26.
Giertz	2200 feet east of mile	35.
Commissioners	627 feet west of mile	54.
Jackson Street.....	1356 feet east of mile 20 on Aurora Branch.	
Wood	2262 feet west of mile 26 on C.C. Branch.	
Illinois Clay Products	2110 feet east of mile 29 on C.C. Branch.	
Haeger	2487 feet east of mile 29 on C.C. Branch.	
Goose Lake	2063 feet east of mile 30 on C.C. Branch.	
Carbon Hill	627 feet west of mile 34 on C.C. Branch.	

SPECIAL INSTRUCTIONS.

JOLIET DIVISION—EASTERN SUBDIVISION.

Rule.

B-1. Double track: Double track extends from East Joliet to a point 1861 feet east of mile 37 on main line, and from Griffith to Cavanaugh on 98th Street Branch; also from Cavanaugh to Kirk Yard Junction on Gary Division.

Normal position for double track switch on main line at Griffith is for westward track, and is a spring switch.

B-2. Register stations: All trains will register at East Joliet, Chicago Heights, Griffith, Hobart, McCool, Crocker,

Porter, Shearson, Whiting, Hammond, State Line and 98th Street.

Trains in either direction, when not displaying signals, may register by "Form 63" at Chicago Heights.

98th Street Branch trains, in either direction, when not displaying signals, may register by "Form 63" at Griffith. When displaying signals conductors must register in person.

REGISTERING BY "FORM 63" does not relieve conductors from checking register against superior trains.

All trains to or from Shearson, Whiting or Hammond will register at Cavanaugh.

B-3. Bulletin order boards: East Joliet at telegraph office, roundhouse, and sub-station at east end of yard; Joliet at C. M. St. P. & P. telegraph office; Chicago Heights at tower; Dyer at enginemen's register room; Porter at telegraph office; Whiting at telegraph office; and 98th Street, South Chicago at agent's office.

B-4. Standard clocks: East Joliet at telegraph office, enginemen's room and sub-station at east end of yard; Porter at telegraph office.

B-5. Yard limits: Between East Joliet and a point 475 feet east of mile 2.

Between No. 1 cross-over at Dyer and a point 2600 feet east of mile 37, on main line, and a point 1518 feet east of mile 37 on 98th Street Branch.

Between Porter and a point 2739 feet east of mile 55.

Between Cavanaugh and State Line.

Between Shearson and Whiting (See Time-table Rule 48, General Instructions).

B-6. Railroad crossings not interlocked, at which trains and engines must stop in accordance with the law:

G. & S. Traction Co., east of Griffith, 1320 feet west of mile 40.

Gary Railways Co., west of McCool, at mile 51.

B. & O. C. T. R. R., east of Shearson on 98th Street Branch, 1000 feet east of mile 45.

I. H. B. R. R., east of Shearson on 98th Street Branch, 1991 feet east of mile 45.

B. & O. C. T. R. R., east of Shearson on 98th Street Branch, 726 feet west of mile 46.

I. H. B. R. R., west of Hammond on 98th Street Branch, 462 feet east of mile 47.

I. H. B. R. R., at Hammond, 920 feet west of mile 48.

C. S. S. & S. B. R'y, east of Shearson on Whiting Branch, 1744 feet east of mile 45.

Penna R. R., west of Whiting, 3000 feet east of mile 46.

Penna R. R., west of Whiting, 1650 feet east of mile 47.

B-7. Information regarding automatic block signals: Rules 501 to 512 inclusive, are in effect in the following territory.

On eastward track from block signal No. 944 east of mile 20 to a point 1000 feet west of mile 22; from block signal No. 998 west of mile 26 to and including the east crossover at Chicago Heights; from block signal No. 1156 west of M. C. crossing at Ivanhoe to a point 1791 feet west of mile 44, ON GARY DIVISION.

The eastward home signal of the interlocking plant at Ivanhoe will form part of the automatic block system.

On westward track from block signal No. 1177, ON GARY DIVISION, west of mile 44 to westward home signal at Ivanhoe; from block signal No. 1005 west of mile 27 to westward home signal of interlocking plant at Chicago Heights; from block signal No. 835 west of mile 10 to a point 500 feet

west of mile 8; from block signal No. 781 east of mile 4 to interlocking plant at East Joliet, and in both directions between block signal No. A-1178 east of east wye switch at Cavanaugh on the 98th Street Branch and block signal No. A-1193 west of Shearson.

A-1193 is also the home signal of the C. S. S. & S. B. R'y. interlocking plant.

At Cavanaugh there are two "Overlap" signs west of A-1178, one 682 feet on wye and the other 1966 feet on the 98th Street Branch. Trains or engines standing or moving east of these signs will hold signal A-1193 at "Stop" indication.

There is a low color light signal opposite the overlap sign 1966 feet west of A-1178 and indicates the position of block signal A-1178.

Rule 505 for the territory between block signals Nos. A-1178 and A-1193 is modified to read as follows:

Block signals govern the use of the blocks, and, unless otherwise provided, will supersede the superiority of trains; but will not dispense with the use or the observance of other signals whenever and wherever they may be required.

Switch indicators are used at all switches in block signal territory above mentioned and will give the following information.

HORIZONTAL ARM—Train approaching or in block.

DIAGONAL ARM UPWARD—Block clear.

Indicators will assume the horizontal position after switch has been opened, indicating that the signal protecting the switch is in "Stop" position.

Trainmen must not open switches when indicator is in horizontal position except as provided in Rule 512.

B-8. Speed restrictions: Keep a sharp look-out for engines occupying eastward track between East Joliet and cross-overs at Marble Falls.

15 miles per hour through Chicago Heights, Hartsdale and Griffith.

B-9. Business tracks not shown as stations on schedule pages:

Spurs.

Race Track.....on westward track 1320 feet east of mile 2.
McGlashens.....on westward track 627 feet west of mile 17.
Broadway..... 627 feet east of mile 41.
Bender..... at mile 49.
St. Clair..... 3136 feet east of mile 54.
25th Avenue.....on eastward track 636 feet east of mile 40.
9th Avenue.....on eastward track 1848 feet west of mile 42.

B-10. Trains 50 and 51 will carry passengers.

B-11. Westward trains pulling into yard "E" at East Joliet will pull up to clear lead at west end of yard.

B-12. Westward trains will wire a report from Griffith to general yard master at Kirk Yard, showing cause of any delay on Gary Division.

B-13. Trains from Gary, Hammond, Whiting and Porter will leave consist at Griffith.

Trains enroute to Rossville will leave consist at Chicago Heights, and will show the number of each class of empty cars in their train.

Westward trains picking up at Griffith, Hartsdale or Dyer will leave consist at Chicago Heights.

B-14. Enginemen must use the following whistle signals when necessary:

At Hartsdale	o — o	for westward main from westward siding.
At Griffith	— o —	for Erie wye.
	— o — o	for C. & O. wye.
At Grasselli Tower	o — o	for Route to Hammond.
At Calumet Tower	o o o o	for Route to Whiting.

B-15. Train No. 50 will take siding at Brisbane before doing work.

B-16. When eastward trains deliver to Wabash at Brisbane train must be left clear of west cross-over.

B-17. Westward trains having work at Brisbane, Matteson or Dyer, unless otherwise instructed, must take siding.

B-18. Westward trains taking water at Frankfort must stop east of east cross-over and cut off engine to take water.

B-19. That portion of the back track at Chicago Heights east of the Railway Steel Springs Company lead is for the use of the Railway Steel Springs Company and must not be blocked.

B-20. The train order signal located on the east wye at Chicago Heights is to govern the movement of trains enroute from C. & E. I. to Gary.

When this signal indicates "Proceed" it will be authority for trains enroute from C. & E. I. to use the eastward track from Chicago Heights to Cavanaugh, disregarding the first paragraph of Rule D-97, Book of Rules.

B-21. Conductors of all trains between Rossville and Kirk Yard and between Rossville and Joliet must show on the back of each waybill the train number and conductor.

B-22. Trainmen and enginemen running over C. & E. I. R'y will be governed by the following instructions when making out accident reports for accidents occurring on C. & E. I. rails:

Conductors and brakemen must each make out three copies of accident report E. J. & E. "Form 188" and forward at once to ass't train master at Rossville.

Enginemen and firemen must each make out five copies of accident report E. J. & E. "Form 188," sending three copies to ass't train master at Rossville and two copies to master mechanic at Gary.

Conductors may obtain a supply of C. & E. I. set-out reports "Form CT-157" from ass't train master at Rossville. This report must be used whenever a car is set out on C. & E. I. rails.

Accidents must be reported on C. & E. I. "Form 588." A supply of this form may be obtained from ass't train master at Rossville.

B-23. Engines operating over C. & E. I. rails, which are equipped with the Miller Train Control device, must have the device cut in and in operation. In case this device should, for any reason, become inoperative, notify their chief train dispatcher at once.

The C. & E. I. will not permit engines to operate over their line between Yard Center and Jackson, unless equipped with Miller Train Control device, except when double heading behind an engine so equipped.

B-24. Conductors of north bound trains between Westville and Rossville Junction and between Rossville Junction and Chicago Heights, will mail a copy of their wheel reports to agent, Gary, Indiana.

B-25. Running switches must not be made of cabooses or cars on to the caboose track at Rossville.

B-26. Westward trains stopping at Chicago Heights, will pull up to clear east end of No. 1 track.

B-27. Hand brakes must be set on each car set out on coal chute track at Dyer.

B-28. Eastward trains when cutting off engine to take coal or water at Dyer will leave train west of No. 2 cross-over. Westward trains that leave train east of C. I. & L. crossing at Dyer to run for coal or water, or find home signal at "Stop" indication will stop to clear siding connection.

B-29. Eastward trains having work at Hartsdale must take siding before doing work; and if any work at Griffith will use eastward siding to the east siding switch.

When necessary to stop for the interlocking plant at Griffith, eastward trains must stop to clear the lead at east end of yard.

TRAINS MUST LOOK OUT for cars on eastward main track east of the Grand Trunk crossing at Griffith.

Westward trains having work at Griffith or Hartsdale must use the westward main track.

Westward trains having no work at Griffith or Hartsdale must use the westward siding. The normal position of the east switch of the westward siding is for the siding.

B-30. At Griffith there are no derails on the westward track west of the Erie crossing or on the eastward track of the 98th Street Branch east of the M. C. crossing. Trains and engines moving against traffic must stop at the dwarf signals regardless of their indication.

B-31. Under the ruling of the Public Service Commission of Indiana regarding the method of operating block system on the Elgin, Joliet and Eastern Railway, we are required to maintain register stations at Griffith, Hobart, McCool, Crocker, Porter, Shearson, Whiting and Hammond, at which stations all trains must register the time of arrival and departure, and no train shall be allowed to leave any of these stations within the ten minutes next following the departure of the preceding train.

Rule 91 Book of Rules referring to five (5) or ten (10) minute interval between trains of the same direction is hereby modified to conform to the ruling of the Indiana Railroad Commission in so far as the stations mentioned are concerned.

B-32. Running switches must not be made of cabooses or cars on to the caboose track at Porter.

B-33. Trains and engines will be governed by Rule 93 and may move without train orders, clearance card or timetable schedule between CAVANAUGH and STATE LINE and between SHEARSON and WHITING; except that trains and engines entering this territory at CAVANAUGH; also trains leaving WHITING enroute to GRIFFITH or to KIRK YARD must be authorized by CLEARANCE CARD "Form A," properly filled out, disregarding Rule 97, Book of Rules.

B-34. Telephones on 98th Street and Whiting Branches as follows:

LOCATION.	CALL.
IVANHOE—Tower	1 long—1 short
CAVANAUGH—Section House and Register Booth.	
C. S. S. & S. B.—Tower	2 long—1 short
SHEARSON—Register Booth.	
GRASSELLI—Tower	3 short
HAMMOND—Depot	4 short
CALUMET—Tower	2 short
SHIP CANAL—Depot.....	1 long—2 short
SHIP CANAL—Tower	1 long—1 short—1 long
WHITING—Depot	1 long
WHITING—West end of yard	

Trains and engines enroute from Whiting will call Calumet Tower from west end of Whiting yard before leaving to ascertain whether or not any trains or engines enroute to Whiting have passed Calumet Tower.

Any information received will not relieve employees from complying with Rule 93 Book of Rules.

B-35. Employees are prohibited from smoking or using fusees while on the property of the Standard Oil Company at Whiting, Sinclair Refining Company, and Empire Oil Refinery at East Chicago and the Western Union Pole Yard at Brisbane. The use of fusees in or about the Whiting yard is also prohibited.

B-36. All 98th Street Branch trains enroute to Hammond will take siding at Shearson.

B-37. Trains must expect to find main track occupied between the siding switches at Shearson.

When main track is not occupied, trains enroute to and from Whiting will use main track regardless of superiority, and in cases where trains meet on main track between the switches, the train that can take siding with the least delay will do so.

B-38. All trains in either direction must protect as prescribed by Rule 99 Book of Rules, against traffic on the Erie main line while entering or leaving E. J. & E. main line at State Line.

B-39. Conductors must show on the train register at Hammond the number of cars handled over C. & W. I. tracks between Hammond and State Line.

CLASS OF ENGINE AND ENGINE RATING.

CLASS A. B.—700 to 774, inclusive.

CLASS A. B.—equipped with boosters, 746 to 774, inclusive.

CLASS A. A.—552, 555, 556, 557, 558, 559, 561, 562, 563, 564, 566, 567, and 569 to 602, inclusive.

CLASS A.—541 to 551, inclusive, and 553, 554, 560, 565, and 568.

Class of engine	East Joliet to Frankfort	Frankfort to Porter	Frankfort to 98th St. and Gary	98th St. and Gary to East Joliet	Porter to Griffith	Rossville to Chicago Heights
A. B.	2750	4700	4700	4000	3850	4150
A. A.	2250	3200	3200	3050	2850	3200
A.	1750	2700	2700	2550	2350	2700

Class of engine	East Joliet to Spaulding	Spaulding to Waukegan	Waukegan to Upton	Upton to Spaulding	Spaulding to East Joliet
A. B.	3200	2800	2250	2600	3400
A. A.	2700	2300	1750	2100	2900
A.	2200	1800	1250	1600	2400

Class of engine	Coster to Walker	Walker to Coster	Normantown to Aurora	Aurora to Normantown	Jackson to Rossville	Westville to Rossville
A. B.	3200	3900	3200	3150	4150	4500
A. A.	2700	3400	2700	2650	3200	3200
A.	2200	2900	2200	2150	2700	2700

DOUBLE HEADERS WILL HANDLE TOTAL RATING OF BOTH ENGINES LESS 100 TONS.

CLASS A. B. ENGINES equipped with boosters will handle ten per cent in excess of above rating.

Maximum car rating will be 75 cars.

The above ratings are over the principal grades, but additional tonnage will be handled where the grades will permit.

Under ordinary conditions trains having 25 tons, more or less than rating will be considered full trains.

Tonnage is figured at gross tons, and for empty cars the stenciled weight (tare weight of each car).

Agents and yard masters at initial station, must, unless otherwise instructed, know that trains are forwarded with full tonnage.

When an engine is unable to handle rating, enginemen must wire chief train dispatcher number of tons to be reduced and why reduction is necessary.

When the temperature is lower than 45 degrees above zero conductors will reduce tonnage as follows:

45 to 25 degrees above	8% reduction
25 degrees above to zero	16% reduction
Zero and below	25% reduction

When necessary to further reduce tonnage the chief train dispatcher will determine the tonnage to be handled.

INSTRUCTIONS—YARDMEN.

JOLIET DIVISION.

Rule.

C-1. Yardmen will receive instructions from, and be under the immediate control of the general yard master, or such assistants as he may designate.

C-2. When making deliveries to foreign yards, they must return to home yard with the least possible delay. Foremen of engines will make notation on time slip, exact time of delivery.

C-3. They must report promptly, all accidents or derailments, giving all particulars as to damage to equipment, track, or injury to persons, together with cause of same, to the general yard master.

C-4. If, for any reason they are unable to perform any work for which they have orders, they must in every case report to the general yard master in writing specifying work left undone and reasons for so leaving it.

C-5. They must report to the general yard master in writing any obstruction on or dangerously near to any of the tracks, giving particulars as to nature of such obstructions and, when possible to do so, the party at fault for same.

C-6. In moving cars in a yard there must at all times be a man at each end of cut, and proceed with caution around all curves, or places where view is anywise obstructed.

C-7. There are a great many places in the yards and industrial tracks that will not clear a man on top of a car or hanging on the side of a car or engine. All trainmen and yardmen are warned to be on a constant look-out for these obstructions when riding on top or side of cars or engines.

C-8. When coupling on to cars on any track, conductor, foreman of engine, or switchman must walk along the track, and make sure that all men are out of the way and any obstruction removed.

C-9. Conductors and engine foremen will be held personally responsible for any accidents to men that may be working around the tracks or cars.

C-10. No car must be moved which is overloaded, or which is improperly loaded so as to endanger life or property.

C-11. When any car of material is partly unloaded and ordered to another part of the yard, a new switch order must be issued on the car before it is moved again.

C-12. All in and out bound trains and transfers must be given preference and men with yard engines, or road engines going to or from train must keep clear of the leads and main tracks, when they see a train or transfer approaching or pulling out of the yard, and line up the switches for them so they will not have to stop.

C-13. All switch orders will be received at the general yard master's office; after the order has been completed, the engine foreman must O. K. the order, giving the time and date, and same must be returned promptly to the general yard master's office. It must be understood that engine foremen must sign all orders so as to show by whom work was done.

C-14. Engine foremen must see that a back-up hose is used at all times when making deliveries to the C. R. I. & P. or M. C. at Joliet, and when through with it, leave it in the switch tender's shanty at east end of yard.

Back-up hose must also be used when making deliveries to the Mill Yard with more than 12 cars, and when through with it, when going out of A, B, C, or D yard, will leave it at puzzle shanty and when going out of E, F or G yard will leave it at F-12 switch at main line.

C-15. The connecting switch leading from the Commercial Stone Company quarry to the main line must be set for the track leading to the Phoenix line when not in use.

C-16. The sand house track at East Joliet is a high line. Rule 11 General Instructions must be complied with when using this track.

C-17. Switchmen working at East Joliet yard must have their correct address and telephone number recorded in the general yard master's office at west end of yard. If telephone number or address is changed, notify the office at once.

C-18. Switchmen will be held responsible for failure to return rerailing frogs used by them, to the proper place on the engine to which they belong.

C-19. Cars loaded with benzol must not be placed next to cars loaded with coke on account of danger of fire.

C-20. When using engines to double head in yard the largest engine must be placed next to train. Class A. engines working in yard will be considered the same as 300 class switch engines.

C-21. There is a drawbridge over track 7 at the A. S. & W. Rockdale Plant connecting the fence department with the warehouse; when doing work on this track, see that drawbridge is up and men working there are notified before setting derail for use on this track.

C-22. When making delivery to the A. T. & S. F. at Joliet, use their elevated tracks going through the Alton and A. T. & S. F. connections at Jackson Street; call up operator on the telephone and find out if any trains are due before using the Alton or the A. T. & S. F. main lines.

C-23. Ambulance stations at East Joliet:

No. 1—Jackson Street, west side of track and south of viaduct.

No. 2—Southeast gate between Ridgewood and Elgin Avenues, Maple Road.

No. 3—Coach shed at east gate, Maple Road.

No. 4—Master car builder's office, north side of new roundhouse.

No. 5—East side of tracks on Meeker Avenue.

No. 6—West side of tracks on Meeker Avenue.

When ordering ambulance, give station number and location at which ambulance is required.

When ambulance is called the company surgeon must be notified of the accident at once, giving all information available, as to the nature of the injury.

This ambulance is located at the Illinois Steel Company plant at Joliet and can be had by calling switchboard operator at that plant; Telephone No. 4274.

This ambulance must be used in all cases where an ambulance is required.

C-24. Engines or cars moving over the highway crossing at the East Gate, Mill Yard, must be protected by a flagman.

C-25. All engines using the Scott Street lead, except hot metal and hot cinder engines, must protect by flagman over the crossing at No. 1 blast furnace track.

C-26. Hot metal and hot cinder switchmen must not leave their runs until relieved. If switchman on opposite turn does not show up at the regular time, notify general yard master's office.

C-27. Before coupling onto cars on No. 2 old loading track switchmen must see that Illinois Steel Company employees raise the conveyor up out of the way.

C-28. Block information: No. 8 at East Gate and No. 9 at east end of bridge over Alton tracks in Mill Yard, each has two positions, "Stop" and "Proceed."

No. 8 governs westward movement from this signal to No. 9.

No. 9 governs eastward movement from this signal to No. 8.

An overlap circuit extends 660 feet west of No. 9 and engines or cars standing on this circuit will hold No. 8 at "Stop" indication. Engines must not move against a "Stop" indication except when protected as prescribed by Rule 99.

A hand switch is located in the yard master's shanty at the South Gate, and when open will set No. 9 at "Stop" indication.

If No. 8 is at "Proceed" indication and all switches properly lined open the switch in the yard master's shanty at the South Gate, and when head end of cut has passed No. 8 and signal indicates "Stop," close the switch.

C-29. Yard crews when doing work on merchant mill track must see that semaphore, for protecting overhead cranemen at spike factory, is set at "Stop" before crossing crane line, and when through doing work set semaphore to "Proceed." A lever for operating this semaphore is placed on first post west of stairway. Enginemen, engine foremen and switchmen must see that this rule is not violated, as there is danger of serious accident.

C-30. Semaphores attached to the structural iron of the spike rod trolley crane on two loading tracks and No. 2 rod mill coal track must be used by crews doing work on these tracks. When work is completed, semaphores must be set to "Proceed" indication.

JOLIET DIVISION OFFICIALS.

T. M. MILLIGAN, Superintendent.....	Joliet, Illinois
E. J. WHALEN, Train Master.....	Joliet, Illinois
J. D. AVERY, Assistant Train Master.....	Joliet, Illinois
J. H. CROCHER, Assistant Train Master.....	Joliet, Illinois
W. C. THURBER, Assistant Train Master....	Rossville, Illinois
G. F. DOWNING, Chief Train Dispatcher.....	Joliet, Illinois
H. A. MILLIGAN, Train Rule Examiner.....	Joliet, Illinois

SPECIAL INSTRUCTIONS.

GARY DIVISION.

Rule.

D-1. The Gary Division between South Chicago and Gary and between Gary and Cavanaugh is double track and yard limits over which trains and engines will move without train orders, clearance card or time-table schedule.

The terminals of these main tracks at South Chicago is South Gate; at Gary, Kirk Yard Junction; at Cavanaugh, No. 1 cross-over.

From sunset to sunrise, or when weather conditions require it, trains or transfers with caboose must display markers; transfers without caboose must display a red light on center of rear of rear car.

Responsibility for collision will rest with the approaching train.

Movements against the current of traffic must be authorized by yard master or conductor and protected as prescribed by Rule D-152.

Instructions to move against the current of traffic without protecting must be in writing over the signature of the superintendent or general yard master.

D-2. For information regarding Gary Division automatic block signals numbers 1170, 1177 and 1169, see Rule B-7 Eastern Subdivision Instructions.

D-3. The station limits at Cavanaugh include No. 1 and No. 2 cross-overs and the wye switch on 98th Street Branch.

YARDMEN.

Rule.

E-1. All switch orders will be received by the order clerk in the general yard master's office. Yard masters to whom the orders are delivered must keep record of same and name of engine foreman who is to fulfill them. When the order has been completed, the engine foreman must sign and O. K. the order, giving the time and date, and same must be returned promptly to the general yard master's office.

E-2. Yard masters and engine foremen must not switch cars without an order properly filled out, and furnished by the order clerk on proper form, unless instructed to do so by the superintendent, general yard master or assistant general yard master.

E-3. When switch orders are fulfilled same must be signed, dated and timed by the foreman in charge, and turned in to order clerk at the general yard master's office without delay.

E-4. In fulfilling switch orders, when no definite car numbers are specified, engine foreman doing the work must see that the numbers of cars placed in fulfilling orders are noted on same.

E-5. When any car of material is partly unloaded and ordered to another part of the yard, a new switch order must be issued on the car before it is moved again.

E-6. Engine foremen, when picking up, setting out, or delivering cars to connecting lines at Indiana Harbor and Whiting must leave a switch list giving numbers and initials of cars, in addition to way-bills.

E-7. Engine foremen must not handle loads between stations or deliver them to connecting lines unless accompanied by way-bills. They must keep a record in their books of all cars delivered to connecting lines, a copy of same to be turned in at the general yard master's office before going off duty.

E-8. Enginemen and engine foremen must make accident report on prescribed form, covering any accident which may occur to their engine or train, and same must be sent to their superior officer, who will in turn send copy to superintendent.

E-9. In addition to making out accident reports, all accidents to trains must be immediately telephoned or telegraphed on prescribed form to the general yard master of district in which accident occurs.

E-10. Before coupling onto cars on any loading or unloading track conductor, foreman of engine or switchman must walk along the track and make sure that all men are out of the way and any obstructions removed. Engine foremen will be held responsible for accidents to men that may be working around the track or cars if accident is due to their negligence or lack of foresight.

E-11. No car must be moved which is overloaded, or which is improperly loaded so as to endanger life or property.

E-12. Trains must not foul a converging track until the switches are lined for the move that is to be made.

E-13. All hot metal and hot cinder engines will have absolute right of track over the standard yard engines. Yard engines must not block or interfere with the hot metal or hot cinder traffic.

E-14. All in and out bound trains and transfers must be given preference and men with yard engines, or road engines going to or from train must keep clear of the leads and main tracks, when they see a train or transfer approaching or pulling out of the yard, and line up the switches for them so they will not have to stop.

E-15. Each employe must be supplied with an E. J. & E. and Illinois Steel Company pass, which will admit them to the shops or any part of the Illinois Steel Company or E. J. & E. yards where they may be employed.

E-16. Cars going in the same direction are to be placed together when first switched, and whenever handled are to be kept moving toward their final destination. No cars will be switched to the store yard when it is possible to switch them nearer to their final destination.

E-17. There are a great many places in the yards and industrial tracks that will not clear a man on top of a car or hanging on the side of a car or engine; all trainmen and yardmen are warned to be on a constant lookout for these obstructions when riding on top or side of cars or engines.

E-18. Engines working in all industrial plants must comply with Rule 30, Book of Rules, and engine bell must be rung when engine is about to move and while approaching and passing all crossings.

E-19. Crews taking water at any penstock must return the penstock to its normal position and lock it before leaving it.

E-20. Switchmen will be held responsible for failure to return rerailing frogs used by them, to the proper place on the engine to which they belong.

E-21. Switchmen must not ride on foot-boards of engine between ladles and engine, or on ladles when loaded with hot metal or cinder.

E-22. Due to insufficient overhead clearance through unloader Spud not being raised to proper height in the coke plant coal unloading station at the Illinois Steel Company, Gary Works, arrangements have been made for these unloaders to be parked at the east end of the building when not in use. Crews when setting up the unloading station will have sufficient empty cars coupled to engine to reach the loads

without having engine pass under the unloading spuds. When conditions conflict with the above arrangements, conductor in charge will notify Illinois Steel Company foreman in charge of unloading station who will correct.

E-23. In the yards on the Gary Division, when necessary, Rule 38 General Instructions may be so modified as to allow helping engine to cut off without stop being made, if perfectly safe to do so, and speed does not exceed 10 miles per hour.

E-24. The E. J. & E. Ry, and Illinois Steel Company have arranged for the following whistle signals to be used by E. J. & E. enginemen and Illinois Steel Company unloading foremen at the coal unloading station at the coke ovens within the Illinois Steel Company, Gary Works, on any particular track through the building:

When unloading foreman is ready for a switch on track 4-A he will give 4 blasts of his whistle designating this track, for track 5-A he will give 5 blasts, and for track 6-A six blasts. E. J. & E. enginemen will answer with 2 short blasts of the engine whistle before proceeding in on designated track.

The whistle used by the unloading foremen is located in the west end of building and the movements of E. J. & E. engines are in plain view of the man operating the whistle.

In case of error on the part of E. J. & E. crew getting the correct signal from station, the unloading foreman will give one long blast of his whistle to stop E. J. & E. engines.

E-25. All crews operating over Fifth Avenue, Virginia Street and Broadway crossings, on city track at Gary, must be preceded by a flagman before attempting to run over these crossings with engine or cars.

E-26. 300 and 500 class engines must not be operated under the structure over the track at the coal hoist of the Gary Heat, Light and Water Company's gas container at the Gas House Spur, off the Broadway team track.

E-27. The Dixie Line between the east end of Kirk Yard and the coke ovens, and the tube mills, will be used in both directions.

Westward trains from coke ovens or tube mills must get clearance by telephone from East Gate before proceeding.

Eastward trains will be governed by the semaphore located at East Gate.

E-28. Coke pusher when operating at the east end of No. 7 Battery, Gary Plant coke ovens, fouls cross-over from track No. 23, Yard "A" to No. 25, Yard "A". Crews using this cross-over will see that coke pusher properly clears before making this movement.

E-29. Under no circumstances will any road crossing within the Illinois Steel Company, Gary Plant, be blocked for a period of ten minutes before the hours of 8:00 A.M. 4:00 P.M. and 12:00 mid-night.

E-30. A gate has been installed across the Virginia Street entrance to the Gary coke ovens, at the north end of the bridge over the Calumet River. This gate is equipped with E. J. & E. switch lock. All crews using this gate will see that it is closed and locked after using, except Kirk Yard transfers pulling out of coke ovens with trains for Kirk Yard, when weighmaster at scale No. 3 will close and lock gate after transfer trains have cleared.

E-31. Engines passing over roadway leading from Buchanan Street into the Gary Works of the Illinois Steel Company and crossing the E. J. & E. tracks will sound whistle before reaching this roadway to warn pedestrians and

drivers of vehicles using this roadway of the approach of engines and trains.

E-32. Conductors of out-going trains or transfers from Kirk Yard must see that markers are not placed in marker brackets until train is ready to start, and on arrival at Kirk Yard must also see that markers are taken in as soon as train has stopped, into clear, on track designated for delivery.

E-33. The following bridges are not heavy enough to carry the Mikado type of engines:

No. 710—Calumet River drawbridge South Chicago.

No. 751—A pile bridge south of B. & O. over Grand Calumet River, Gary.

No. 753—A pile bridge over Grand Calumet River on lead to the coking plant, Gary.

E-34. All crews doing work around packing house at Buffington will have a flagman precede their engine or cars at doors where cement is being loaded on trucks.

The flagman will notify any men that are loading at the platform that they are going to pass with engine or cars.

Engine foremen will see that they do not pass these loading platforms until workmen have been notified.

E-35. The over-head construction of the bridge over the Ship Canal at Indiana Harbor will not clear a man riding on the top of a high car.

Employees are warned to avoid coming in contact with this over-head construction.

E-36. The normal position for No. 1 switch at the east end of 100th Street yard will be set for No. 1 track. The normal position for switch at the west end of 100th Street yard will be set for the third main line.

E-37. An automatic spring derail is installed on the high-line to the 5-10 blast furnaces at South Chicago. Instructions governing the operation of this derail have been posted on all bulletin boards.

E-38. The semaphore on north side of fence track, 364 feet east of Burley Avenue, when in "Stop" position indicates that switches are set for high line; also is for protection of engines using the tracks adjacent to the roundhouse. When this semaphore is in "Stop" position, crews using tracks to roundhouse must see that they do not foul the high line.

E-39. The high line switches at west end of 86th Street yard are interlocked and governed by semaphore 439 feet west of Burley Avenue. When this semaphore indicates "Proceed" switches are set and locked for the high line.

The switchman who sets the interlocking lever and switches for the high line must remain in a position to protect them until his engine has passed up the high line; he must then set the interlocking lever so that switches can be used by other crews.

E-40. Engines descending new blast furnace high line will sound whistle signal 14 (j) at whistle post on the south side of track 1000 feet east of Burley Avenue crossing. This signal will be notification to the gate tender to lower the gates at the Burley Avenue crossing.

E-41. Engines making runs to new blast furnace high line, South Chicago, will pull back on lead and when ready to proceed will sound whistle signal 14 (b).

The switchman flagging 86th Street and Burley Avenue street crossing will see that crossing gates are down before throwing semaphore to "Proceed" for the movement up the high line.

E-42. All engines, with or without cars, day or night, must be preceded by a flagman with proper signals before

moving in either direction over the crossing at 86th Street and Burley Avenue.

E-43. Yard and hot metal or hot cinder engines working on the east side will not come to the north end for change of crews or for dinner hour. Crews working on the east side will report to their respective engines wherever they may be.

E-44. A back-up hose must be used when cars are being pushed up the high line to the new side and old side blast furnaces at South Chicago and the Chicago Short Line.

E-45. Calumet River Bridge is protected by semaphores and derails 350 feet east, and 225 feet west of bridge. Trains approaching this bridge, from either direction, must be under control expecting to find semaphore or dwarf signal indicating "Stop," and must not pass these signals until given the "Proceed" indication.

Trains or engines must not block this bridge, and engine-men must not use sand or injector, or permit engine to slip while operating over it.

No person will be allowed to cross this bridge without a pass from the superintendent, except the harbor master or government officers in charge of river and harbor.

RAILROAD CONNECTIONS—GARY DIVISION.

- At South Chicago with {
Chicago Short Line R'y.
C. R. I. & P. R'y.
I. C. R. R.
B. & O. R. R.
N. Y. C. R. R.
Belt R'y of Chicago.
- At Whiting with B. & O. C. T. R. R.
- At Indiana Harbor with I. H. B. R. R.
- At Pine with N. Y. C. R. R.
- At Curtis with B. & O. R. R.
- At Clark with {
Wabash R'y.
Penna. R. R.
- At Goff with C. S. S. & S. B. R'y.

GARY DIVISION OFFICIALS.

- C. H. DOORLEY, Superintendent.....Gary, Indiana
- C. H. IRELAND, Train Master.....Gary, Indiana
- H. A. MILLIGAN, Train Rule Examiner.....Joliet, Illinois

COMPANY SURGEONS

LOCATION	NAME	TELEPHONE
Chicago	Dr. George G. Davis	Office, Cen. 9200
	Chief Surgeon.....	Res., Ran. 2840
Joliet	Dr. W. B. Huey.....	Office, 2-8689
		Res., 2-3450
Waukegan	Dr. J. M. Palmer.....	Office, 111
		Res., 597
Barrington	Dr. E. Kleinwachter.....	Office and Res., 705
Elgin	Dr. O. L. Pelton.....	Office, 2450
		Res., 95
West Chicago	Dr. P. A. Isherwood.....	Office, 16
		Res., 6
Aurora	Dr. H. A. Brennecke.....	Office, 777
		Res., 340
Plainfield	Dr. Ralph Finkle.....	Office, 171-J
		Res., 192-W
Coal City	Dr. P. G. Nicholson.....	Res., 11
Frankfort	Dr. W. V. Hedges.....	Office and Res., 9
Chicago Heights	Dr. Ellis G. Klingler.....	Office, 482
		Res., 481
Griffith	Dr. F. A. Malmstone.....	Office and Res., 133-R
Hobart	Dr. Dwight Mackey.....	Office, 32
		Res., 68
Hammond	Dr. B. W. Chidlaw.....	Office, 291
		Res., 2012
South Chicago	Dr. H. R. Colver.....	So. Chgo., 4000
		Ter., 308
Indiana Harbor	Dr. J. A. Teegarden.....	Office, 167
		Res., 219
Gary	Dr. F. W. Merritt.....	Gary 237
Rossville	Dr. John C. Mason.....	Office, 79-2
		Res., 79-3

WATCH INSPECTORS

LOCATION	NAME	ADDRESS
Waukegan	C. D. O'Dell & Son.....	104 S. Genesee St.
Joliet	John McGuire.....	320 Van Buren St.
Chicago Heights	Louis Yassen.....	1616 Otto Blv'd.
Chesterton	J. L. Betts.....	
Gary	Comay's Inc.....	624 Broadway.
Hammond	Armstrong Jewelry	
	Store.....	5142 Hohman Ave.
South Chicago	Art Hunt.....	9033 Commercial Ave.
Chicago	Central Time Inspection	
	Co.....	1419 E. 63rd St.

NOTICE TO ENGINEMEN AND TRAINMEN

It is ordered by the Illinois Commerce Commission that in the operation of all railroads using either electric or steam power, in the State of Illinois, the following rules shall be observed at highway crossings within municipalities:

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

(2) 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 the train, if necessary, or actually flags the crossing if crossing is unprotected by flagman.

This instruction will apply both to ILLINOIS and INDIANA and to both TRAINS and ENGINES.

MAP OF THE
ELGIN, JOLIET
AND
EASTERN RAILWAY
COMPANY

