

**Chicago, Rock Island & Pacific Railroad Co.**

AND

**The New York Central Railroad Co.**

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**SPECIAL INSTRUCTIONS No. 3**

GOVERNING BETWEEN

**CHICAGO AND ENGLEWOOD**

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EFFECTIVE 12:01 a.m. Central Time

**SUNDAY, SEPTEMBER 13, 1964**

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The employees of joint lines will be governed by the rules, time tables and instructions of their respective railroads, which do not conflict with the rules contained herein.

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



## **DEFINITIONS**

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

**Restricted Speed**—Proceed prepared to stop short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 M.P.H.

## **STANDARD CLOCKS—Locations**

LaSalle Street Station—Station Master's Office  
N.Y.C.—Chicago—Conductors' Room  
Dispatchers' Office  
44th St.—Yard Office  
Trainmaster's Office—63rd St.  
C.R.I.&P.—47th Street Diesel House  
51st Street Yard Office

## **BULLETIN BOARDS**

Bulletins or General Orders issued by either the New York Central or Rock Island and posted at the following locations will be complied with by all employees operating in this joint territory.

## **LOCATIONS**

### **N. Y. C.**

Chicago—Conductors' Room  
44th St. Yard Office  
Englewood—Engine House and Trainmaster's Office  
Elkhart—Stationmaster's Office and Engine House  
Niles—Engine House and Depot  
Detroit and Toledo—Stationmaster's Office

### **C. R. I. & P.**

LaSalle St. Station—Stationmaster's Office  
12th Street—Yard Office  
16th Street—Enginemen's Room  
47th Street—Engine House  
51st Street—Yard Office  
Blue Island—Depot and Engine House  
Joliet—Depot and Engine House  
Peoria—Depot and Engine House  
Silvis—Yard Office and Engine House  
Rock Island—Register Room

## **TRAIN REGISTER—Location**

Chicago—Stationmaster's Office

## **CLEARING OF TRAINS**

Chicago—N.Y.C. and N.Y.C. & St. L.—by Train Dispatcher.

C. R. I. & P. Mainline Trains—Clearance from Telegraph Operator.

## MOVEMENT OF TRAINS

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

Automatic block signals govern tracks as follows:

- No. 2 Northward and Southward
- No. 3 Northward
- No. 4 Southward
- No. 5 Northward and Southward

## DESIGNATIONS AND USE OF MAIN TRACKS

Between Polk Street and Root Street, tracks are numbered from the east. No. 2, No. 3, No. 4, No. 5.

Between Root Street and 61st Street, tracks are numbered from the east. No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

Tracks will be used as follows:

- No. 1 in either direction
- No. 2 in either direction
- No. 3 Northward
- No. 4 Southward
- No. 5 in either direction
- No. 6 in either direction

Before occupying Track 6 at hand thrown switches between 63rd and 47th Streets, either for switching purposes or to move coach trains out of coach yard, permission must be obtained from Towerman at 45th Street Tower. When switching is completed Towerman at 45th Street must be notified.

## SIGNALS AND THEIR USES:

### 7. Ready for use.

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

### 8. Prescribed Signals.

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

### 9. Night and Day Signals.

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

### 10. Color Signals.

Color	Indication
(a) Red	Stop, unless otherwise prescribed by the rules.
(b) Yellow	Proceed at restricted speed, or for other uses, prescribed by the rules.
(c) Green	Proceed, or for other uses prescribed by the rules.
(d) Blue	See Rule 26.

## **26 BLUE SIGNAL**

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

## **FUSEE SIGNALS**

A train or engine finding an unattended fusee burning between the rails of its track must stop. After stopping, proceed prepared to stop short of train ahead or obstruction for a safe flagging distance. Except when an unattended fusee is found burning between its main track and adjacent main track, train or engine may proceed, without stopping, prepared to stop short of train ahead or obstruction for a safe flagging distance. Fusees will not be extinguished. Flagmen placing burning fusees will place them between the rails of the track occupied by their train or engine.

## **TORPEDO SIGNALS**

Torpedoes will not be used.

## **MARKERS**

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

- (1) By day, marker lamps not lighted, in place provided.
- (2) By night, marker lamps lighted, showing red to the rear and green or yellow to the front and side.

Reflectorized markers may be used when authorized in lieu of marker lamps.

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

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

## **ENGINE HEADLIGHTS**

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

## WHISTLE SIGNALS

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

## FLAGGING RULES

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

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, displaying lighted red fusee. When recalled and safety to the train will permit, he may return, and when conditions require he will leave lighted red fusee.

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

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

99 (b) When necessary, the front of the train must be protected as prescribed by rule 99 by the forward trainman or by an engineman. The engineer will require such protection ahead immediately. Whenever a train, light engine or equipment encounters delay of any nature (except trains ahead), a member of the crew must immediately contact towerman controlling the section. This does not relieve crew from complying with Rule 99.

Conductors and engineers are responsible for the protection of their trains and engines. Interlocking limits and block signal indications do not relieve them of this responsibility. Rule 99 will apply within interlocking limits.

Tracks 1 and 6 are not signaled between interlockings and are used for industrial switching leads. Trains and engines must not exceed 20 M.P.H. Flag protection is not required on these tracks between interlockings.

## SIGNAL RULES

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

When a train or engine is stopped by an absolute signal displaying letter "E" and proceed indication is not immediately displayed by signal, trainmen or engine-men must communicate with towerman controlling the section, and in case of failure of communication may flag into block.

All signals are of the color-light type.

Absolute signals display one or more vertical lights and have no number plate.

Top light—Governs straight route.

Top light—Green, proceed.

Yellow over Yellow—Proceed, reducing to 30 M.P.H. before passing the next signal.

Top light—Yellow, proceed at medium speed, prepared to stop at next signal.

Middle light—Governs diverging route.

Middle light—Green, proceed at prescribed speed thru turnout.

Middle light—Yellow, proceed at restricted speed.

Bottom light—Governs any route; yellow, proceed at restricted speed.

Dwarf signals—Displaying one or more vertical lights.

Top light—Governs straight route.

Yellow over Yellow—Proceed, reducing to 30 M.P.H. before passing the next signal.

Top light—Yellow, proceed at medium speed, prepared to stop at next signal.

Bottom light—Governs any route.

Bottom light—Yellow, proceed at restricted speed.

Automatic Block Signals—Display two diagonal or staggered lights.

Top light—Green, proceed.

Yellow over Yellow—Proceed, reducing to 30 M.P.H. before passing the next signal.

Top light—Yellow, proceed at medium speed, prepared to stop at next signal.

Top light—Red, stop, then proceed at restricted speed.

Bottom light—Red, marker indicates location of automatic signal, except bottom light on Signal No. 574 at 57th St. Track No. 4—When bottom light is green, it indicates route at 61st St. is lined for N.Y.C. RR. Crossover.

The middle light in southbound signal track #4, 59th Street, governs N.Y.C. crossover at 61st Street.

Indication of the lower light on the southward absolute

signal located on the signal bridge immediately north of 12th Street viaduct, governing movement on Track 5, will operate in three positions as follows:

Red —Stop.

Yellow—Restricted Speed.

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

Traffic locks are in service for operation of traffic in either direction on Tracks 4 and 5 between 16th and Polk Street Interlocking.

Switches connecting to Tracks Nos. 2 and 5 must not be opened without permission of towermen. No movements shall be made in the reverse direction to that authorized by the entrance signal or towerman, without further permission from towerman.

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

Conductors of trains and engineers of light engines must report promptly delays caused by signals, giving number or location. Electrically locked outlying switches are controlled as follows:

14th St. to 25th St.—By Towerman at 16th St.

25th St. to Root St.—By Towerman at Root St.

47th St. to north side 53rd St.—By Towerman at 45th St.

South of 53rd St. to 59th St.—By Towerman at 61st St.

Telephones are located near all electrically locked switches. Authority to use these switches must be obtained from towerman. After using switch, it must be restored to normal position and towerman advised. In case of failure of electric lock, notify towerman and be governed by his instructions. The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their train.

## **POLK STREET INTERLOCKING (LASALLE STREET STATION)**

When any part of the engine or leading unit is north of or occupying any part of the north crossover, it will be necessary for crew to determine that first signal south of the bumping posts gives proceed indication, before departing.

A RED marker light over bumping posts is a fixed signal indicating stop.

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



Engineer or Pilot handling train or cars within the train shed and within Polk Street Interlocking must control movements to be able to stop within range of vision.

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

### TOWERMAN'S EMERGENCY SIGNALS GOVERNING AT POLK STREET INTERLOCKING (HORN)

- (a) —— All trains and engines within interlocking limits stop immediately.
- (b) 00 Resume normal movement after receiving the proper signal or permission from towerman.
- (c) 000 Whistle test.
- (d) 0000 Call Signal Maintainer.

NOTE The signals prescribed above are illustrated by "0" for short sound and "——" for long sound.

### SPEED RESTRICTIONS

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

Territory	Passenger	Freight
Tracks Nos. 1 and 6	20	20
Tracks Nos. 2, 3, 4, 5	45	30
16th St., I.C. Crossing	15	15
22nd St. and Archer Ave. curves	20	20
Through crossovers	10	10
NYC trains approaching junction of CRI&P and NYC railroads at 61st Street	25	25
CRI&P trains or engines through reverse curves at 61st Street.	25	25
Trains of mixed passenger and freight equipment	30	30
Light engines running backward	30	30
Switch engines without cars	30	30

From 4:00 p.m. to 6:30 p.m. daily except Sunday, trains and engines using Track No. 2 between 51st and 53rd Streets move at restricted speed.

## OVERHEAD CLEARANCES

Employees are warned of close overhead clearance at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under these signal lines, bridges or structures:

Milepost	Kind of Structure
LaSalle Street Station	Train Shed—Min. Clearance 15'11"
0.59	12th St. Viaduct concrete span 16'7"
12th St.	Signal Bridge—23'6"
15th St.	Signal Bridge—22'0"
18th St.	Signal Bridge—23'0"
Archer Ave.	Signal Bridge—22'0"
23rd St.	Signal Bridge—23'6"
25th St.	Signal Bridge—22'8"
29th St.	Signal Bridge—22'4"
32nd St.	Signal Bridge—22'6"
37th St.	Signal Cant. Bridge
3.45	Signal Cant Bridge—Trk. 5 20'0"
38th St.	Signal Cant. Bridge
3.73	Signal Cant. Bridge
3.74	Chicago Jct. Trestle Span (40th St.) 18'4"
Root St.	Signal Bridge—23'0"
41st St.	Signal Cant. Bridge—23'5"
44th St.	Signal Bridge—22'5"
47th St.	Signal Bridge—22'10"
49th St.	Signal Bridge—22'7"
53rd St.	Signal Bridge—22'6"
57th St.	Signal Bridge—22'6"
6.17	Rapid T. Co. RR. Trestle Span (59th St.) 21'9"
61st St.	Signal Cant. Bridge

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

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

## TEMPORARY SPEED RESTRICTIONS

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

Yellow signs by day and yellow light in addition, by night, placed in both directions on engineer's side of track, not less than 2,000 feet from point where the slow track begins.

In the absence of specified instructions speed of trains and engines must not exceed 10 miles per hour over track by restricted speed signs.

Resume speed sign, green sign by day and a green light in addition by night, placed at a point 150 feet beyond the point where slow track ends, and on the engineer's side.

In territory where two or more main tracks are in

service, each track must be protected in both directions the same as if it were single track.

NOTE: Reflectorized signs may be used in lieu of lights.

## RAILROAD GRADE CROSSINGS

Stop boards are located at the south end of 18th Street Yard and balloon track connection with AT&SF, Archer Avenue. After stop has been made, permission must be obtained from towerman at 16th Street, before fouling the crossing.

Trains or engines from NYC track No. 6 to the AT&SF must obtain permission from the AT&SF Yardmaster before fouling the balloon track.

## RESTRICTIONS

Engines with less than 30 ft. wheel base must not be operated in automatic block signal territory except when coupled to another engine or car.

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

## LOUD SPEAKERS AND LOUD SPEAKER TELEPHONES ARE LOCATED AS FOLLOWS:

Offices, Yards, Towers and Pole Boxes	Location	Side of Track	O-Loud Speaker
NYC, Chief Dispr. Office, Stationmasters Office .....	LaSalle Station		
Tower .....	Polk St. ....	W	.....O
Yard Office .....	12th St. ....	E	.....O
Pole Box .....	13th St. ....	E	
Switch Tender .....	14th St. ....	W	.....O
Tower .....	16th St. ....	W	.....O
Pole Box .....	Archer Ave. ....	W	
Pole Box .....	22nd St. ....	E	
Pole Box .....	25th St. ....	E&W	
Pole Box .....	32nd St. ....	E	
Pole Box .....	35th St. ....	E&W	
Pole Box .....	37th St. ....	E&W	
Pole Box .....	38th St. ....	E	
Tower .....	41st St. ....	E	.....O
Pilots Shanty .....	43rd Pl. ....	E	
Yard Office .....	44th St. ....	E	.....O
Tower .....	45th St. ....	W	.....O
Pole Box .....	46th St. ....	E	
Diesel House .....	47th St. ....	W	
Switch Tender .....	50th St. ....	W	
Pole Box .....	50th St. ....	E	
Pole Box .....	53rd St. ....	W	
Pole Box .....	59th St. ....	E&W	
Tower .....	61st St. ....	W	.....O
Englewood Depot .....	63rd St. ....		.....O

## **LOUD SPEAKERS AND TELEPHONES**

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

Use of this line must be brief as possible and profanity will not be tolerated.

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

## **STAND CLEAR OF TRACK CIRCUITS**

Trains, engines or cars standing on other than main tracks or signaled tracks must be clear of track circuit.

## **USING SAND**

If necessary to use sand to stop, and engine is moving light, only sufficient sand will be used to insure safe operation. After stopping, such engine must be moved immediately a sufficient distance to clear sanded portion of rail, to insure proper operation of block or interlocking signals.

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

## **CAR RESTRICTIONS**

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

### **44th Street**

Switch No. 41 — Leading into Track No. 1 from Track No. 6 immediately north of 44th Street.

### **44th Street**

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

### **45th Place**

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

Root Street

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

NOTE: Trains having 85 ft. or longer piggyback cars  
in their consist will not exceed 5 (five) miles per hour  
through crossovers and switches mentioned above.

FLEXI-VAN cars are restricted at the following loca-  
tions:

Root St. Yard, Mogg Coal Company  
18th St. Yard, Track into warehouse "F"  
18th St. Yard, Track No. 2

R. C. Harrison  
Superintendent  
N.Y.C. RR.

G. H. Voss  
Superintendent  
C.R.I.&P. RR.