

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

CHICAGO TERMINAL DIV'N

Time-Table No. 4

In effect 12.01 A. M., Sunday, November 14, 1943

FOR THE GOVERNMENT OF EMPLOYES ONLY

CENTRAL STANDARD TIME

H. L. NANCARROW,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

P. W. NEFF,
General Superintendent.

J. P. NEWELL,
Supt. Frt. Transportation.

C. P. FISHER,
Superintendent.

CHICAGO TERMINAL DIVISION TIME TABLE No. 4

2X 23
16978
20513
843404

10006278
P 28936

3558234
657093
183068

BAIX 1245
P 346681 X

348522 X
17023

SP 97481
LW 9578

WM 204
3370

8130

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MAIN LINE
HOBART TO CHICAGO
SCHERERVILLE TO CHICAGO VIA S. C. & S.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Pgh. & Schererville	Sidings Assigned direction Car Capacity 45 ft. Cars		
						East	West	Both
X				EAST BART	433.8			
X	X	X		BART	435.1	136	138	
				HOBART	435.2			
				NEW CHICAGO	437.4			
X	X	X		LIVERPOOL	438.2			
				BROADWAY	441.0			
X	X			TOLLESTONE	442.3			
				GARY	443.4			
X	X	X		CLARKE	444.4	57	168	
				CLARKE JCT.	446.2			
X	X	X		BUFFINGTON	446.9			
X	X	X		INDIANA HARBOR	448.6			
X	X	X		INDIANA HARBOR CANAL	449.1			
				MAHONING	449.5			
				INDIANA HARBOR SHOPS	449.8			
				STANDARD	451.1			
X	X	X		WHITING	451.4			
				ROBY	452.6			
				STATE LINE	453.8			
X	X	X		SCHERERVILLE	1.6		143	
X	X	X		HARTSDALE	4.5			
X	X	X		MAYNARD	5.3			
				AIR LINE	6.5			
				LANSING	6.5			
X	X	X		BERNICE	7.8			60
X	X	X		CALUMET PARK	11.6			
X	X	X		BURNHAM	12.5			
X	X	X		HEGEWISCH	13.2			
X	X	X		COLEHOUR JCT.	17.1			
X	X	X		COLEHOUR JCT.	454.3			
X	X	X		RIVER BRANCH JCT.	455.1			
X	X	X		SOUTH CHICAGO	455.8			
X	X	X		ENGLEWOOD	461.3			
		X		58TH STREET (Sig. Bridge)	462.2			
		X		22ND STREET	466.5			
X	X	X		ALTON JCT.	466.7			
X	X	X		ROOSEVELT ROAD	467.6			
X	X	X		CHICAGO	468.4			

SCHERERVILLE TO CHICAGO

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Columbus	Sidings Assigned direction Car Capacity 45 ft. Cars		
						East	West	Both
X	X	X		SCHERERVILLE	282.9			
X	X	X		HARTSDALE	284.5		143	
X	X	X		MAYNARD	287.4			
				AIR LINE	288.2			
				LANSING	289.4			
X	X	X		BERNICE	290.7			
X	X	X		DOLTON	296.0			
X	X	X		RIVERDALE	296.8			
X	X	X		WEST PULLMAN	299.3			
X	X	X		WASHINGTON HEIGHTS	301.3			
X	X	X		ROCK ISLAND CROSSING	303.0			
X	X	X		BEVERLY JCT.	303.1			
X	X	X		BELT CROSSING	305.2			
X	X	X		59TH STREET	307.2			
X	X	X		49TH STREET	308.5			
X	X	X		BRIGHTON PARK	310.0			
X	X	X		WESTERN AVENUE	314.6			
X	X	X		CHICAGO	317.5			

NOTE.—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated From
East Bart	Bart
Bernice	Maynard
Hegewisch	Calumet Park
Colehour Jct.	River Branch Jct.

Sidings of assigned direction that may be used in reverse direction by authority of employe in charge.

Siding	Employe in Charge
Bart (Eastward and Westward)	Block Operator Bart
Hartsdale (Westward)	Block Operator Hartsdale

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
453	456	Hobart		
All trains.	15	Gary	All trains.	
All trains.	54	Indiana Harbor	15	54
All trains.		Whiting		
All trains.		So. Chicago	All trains.	
All trains.		Englewood	All trains.	
All trains.		Chicago	All trains.	

STATIONS	FIRST CLASS		
	*◇237 DAILY	*15 DAILY	453 DAILY
	A. M.	A. M.	A. M.
Leave			
BART		5.53	6.04
HOBART			S 6.05
NEW CHICAGO			F 6.09
LIVERPOOL		5.56	6.10
BROADWAY			S 6.15
GARY		S 6.04	S 6.20
CLARKE JCT		6.10	6.24
BUFFINGTON			F 6.26
INDIANA HARBOR		S 6.16	S 6.30
MAHONING			S 6.32
IND. HAR. SHOPS			
STANDARD			
WHITING		6.20	S 6.36
STATE LINE			S 6.41
SCHERERVILLE	S 4.46		
HARTSDALE	4.51		
MAYNARD	4.54		
LANSING			
BERNICE	4.58		
CALUMET PARK	5.03		
COLEHOUR JCT	5.13		
RIVER BRANCH JCT	5.15	6.26	6.43
SOUTH CHICAGO			S 6.44
ENGLEWOOD	D 5.23	S 6.36	S 6.53
22ND STREET	5.32	6.46	7.01
CHICAGO (C.U.S.)	S 5.40	S 6.55	S 7.10
Arrive	A. M.	A. M.	A. M.
	237	15	453

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

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STATIONS	CLASS			Nov. 16, 19, 22, 25, 28. Dec. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31, 1943. Jan. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30. Feb. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29. Mar. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30. April 2, 5, 8, 11, 14, 17, 20, 23, 26, 29. May 2, 5, 8, 11, 14, 17, 20, 23, 26, 29. June 1, 4, 7, 10, 13, 16, 19, 22, 25, 28. July 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31. Aug. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30. Sept. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29. Oct. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29. Nov. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28. Dec. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31, 1944.
	118	120	308	
	Arrive	A. M.	A. M.	
BART	1.15	1.27		
HOBART	S 1.14	S 1.26		
NEW CHICAGO				
LIVERPOOL	1.10	1.22		
BROADWAY				
GARY	S 1.01	S 1.13	Operates on dates shown in adjacent column.	
CLARKE JCT	12.54	1.07		
BUFFINGTON				
INDIANA HARBOR	S 12.50	S 1.03		
MAHONING				
IND. HAR. SHOPS				
STANDARD				
WHITING	12.43	12.58		
STATE LINE				
SCHERERVILLE			8.40	
HARTSDALE			8.37	
MAYNARD				
LANSING				
BERNICE			8.34	
CALUMET PARK			8.30	
COLEHOUR JCT			8.22	
RIVER BRANCH JCT	12.39	12.54	8.20	
SOUTH CHICAGO				
ENGLEWOOD	S 12.30	S 12.45	S 8.13	
22ND STREET	12.21	12.36	8.05	
CHICAGO (C.U.S.)	S 12.15	S 12.30	S 8.00	
Leave	A. M.	A. M.	A. M.	
	DAILY	SUNDAY ONLY		
	*118	*120	308	

	FIRST CLASS				
	109 DAILY	307 DAILY	◇201 DAILY	◇63 DAILY	◇5 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
			6.37	6.47	6.58
			6.40	6.50	7.01
			*S 6.48	*B 6.57	*U 7.08
			6.51	7.02	7.12
			*B 6.55	7.05	*U 7.15
			6.58	7.08	7.18
	6.20	6.30			
	6.23	6.34			
	6.27	6.39			
	6.32	6.45			
	6.42	6.55			
	6.45	6.58	7.04	7.13	7.23
	D 6.59	*B 6.59	D 7.13	D 7.23	D 7.34
	7.08	7.19	7.23	7.32	7.43
	S 7.15	S 7.25	S 7.30	S 7.40	S 7.50
	A. M.	A. M.	A. M.	A. M.	A. M.
	109	307	201	63	5

EASTWARD

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	FIRST CLASS					
	8	52	216	22	460	208
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	9.57	10.18		12.18	1.34	1.33
	9.54	10.15		12.15	*S 1.29	1.28
	*X 9.48	S 10.07		*A 12.07	*S 1.23	1.19
	9.44	10.02		12.03	1.15	1.13
				*X 12.01	*F 1.11	1.08
					*S 1.06	1.01
	9.40	9.57		11.57	*S 1.03	*F 1.01
			10.32		Will not operate Dec. 25, 1943.	1.35
			10.29			1.32
			10.24			1.27
			10.20			1.23
			10.11			1.14
	9.36	9.53	10.09	11.53	12.58	1.12
	S 9.28	S 9.45	F 10.08	S 11.45	*S 12.57	S 12.49
	9.20	9.36	S 10.00	S 11.36	S 12.40	S 12.55
	S 9.15	S 9.30	S 9.45	S 11.30	*S 12.35	S 12.50
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	SAT. ONLY	DAILY
	◇8	52	216	◇22	◇460	208

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time table authority

STATIONS	CO-3	PF-1	PC-5	PF-7	BRC-5	FW-21	PC-7	CO-5	PF-9	NW-85	NL-1	LD-1	LD-3	NY-1	NL-3	FW-23	LD-5
	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) A.M.	(1) P.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) A.M.	(1) P.M.	(1) P.M.	(2) P.M.
WEST YARD E. T.		5.00	5.30	6.45	8.00	12.30	8.15		9.00		11.30			12.15	1.30		
JUNCTION C. T.		8.30	10.00	10.30	12.01	7.00	12.45		12.30		4.15			4.45	6.15		
BART		11.51	1.20	1.50	3.50	2.50	4.20		4.20		8.35			7.50	9.35	2.20	
LOGANSPOUT (VAN)	10.15							2.30		3.00		6.30	9.15				5.00
HARTSDALE	12.30							4.45		5.15		11.30	3.30				
DOLTON																	
CHICAGO (ROBY)		12.30	2.00		4.30	3.45	5.00		5.15		9.15	12.30			10.15	3.30	
CHICAGO (55th Street)		1.30		3.00		4.45			6.15		9.45				11.00		
CHICAGO (59th Street)	1.00							5.45					5.45				7.45
CHICAGO (Polk Street)	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily.

(2) Daily except Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time table authority

STATIONS	FW-8	LD-2	PF-8	CMB	PF-4	NW-86	LD-4	CS-8	NW-88	CO-2	IL-2	WS-4	FW-26	NW-82	FW-22	LD-6
	(3)(4) A.M.	(1) A.M.	(1) P.M.	(1) P.M.	(1) P.M.	(1) A.M.	(2) P.M.	(1) A.M.	(1) P.M.	(2) P.M.	(1) P.M.	(2) A.M.	(1) P.M.	(1) A.M.	(1) P.M.	(2) P.M.
WEST YARD E. T.	11.45		2.30	4.00	4.00			1.00				5.45	7.45			
ADAMS E. T.	8.00		10.30	12.01	12.01			9.30				3.05	9.00			
BART	1.50		8.40	5.25	6.10			4.10				10.10	10.00		11.10	
LOGANSPOUT (VAN)		5.30				11.55	4.30		9.05	9.45	10.40			1.35		
HARTSDALE		2.20				9.45	10.15		7.00	7.40	8.30			11.30		2.00
DOLTON						8.50			6.40		8.10			10.20		
CHICAGO (ROBY)	1.00	12.30	2.00	4.30	5.20			3.00					9.00		8.00	
CHICAGO (55th Street)	12.01		1.00	3.00	3.30			2.00								
CHICAGO (59th Street)						8.00	8.45		5.00		7.30			9.30		12.01
CHICAGO (Polk Street)	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Operates Monday with 10 or more cars stock.

U. S. MAIL WORK

STATIONS	Westward									Eastward				
	237	15	455	29	23	215	79	43		52	216	42	454	456
Hobart.....										CD				
Gary.....														
Indiana Harbor.....				D	CD			P		CD				
Whiting.....		D						C		CD		CD		
Roby.....			E									CD	E	EQ
South Chicago.....	D	D		D	D						D			
Englewood.....							E							
Sehererville.....						CD					CD			
Lansing.....						CD					CD			

A—Sunday only, reduce speed to twenty (20) miles per hour at non-stop stations where heavy packages of newspapers are to be discharged. Conductors, after consulting with train baggagemasters, will advise engineman where necessary to so reduce speed.

B—When more than thirty-five minutes late, stop to discharge mail.

C—Mail caught from crane only.

D—Mail delivered only.

C & D—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

N—Newspapers delivered.

O—Regular stop daily except Sunday to pick up mail.

P—Mail caught from crane Sunday only.

EQ—Train stops, mail received or delivered, or both, Saturday only.

Note.—Letters and characters as used in this page have no reference to their application as provided for in ★1201 and 1202.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★1101. Central Standard Time applies on this Division.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S**—Regular stop.
 - F**—Stop on signal to receive or discharge passengers.
 - A**—Stop on signal to receive passengers.
 - B**—Stop on signal to discharge passengers.
 - C**—Regular stop to receive passengers.
 - D**—Regular stop to discharge passengers.
 - E**—Regular stop for express, mail or newspapers.
 - G**—Regular stop, Saturday only.
 - H**—Regular stop, Saturday only, to receive passengers.
 - J**—Regular stop, Saturday only, to discharge passengers.
 - K**—Regular stop, Sunday only.
 - L**—Stop on signal, Sunday only, to receive or discharge passengers.
 - M**—Regular stop daily except Saturday and Sunday.
 - N**—Regular stop daily except Sunday.
 - No baggage service.
 - ⊕—No baggage service Sunday.
 - ✦—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
 - *—Passenger train—schedule assigned to handle passenger and freight equipment.
 - ◇—Passenger train—No train baggageman.
 - ≠—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.
- 1202.**
- O**—Stop on signal to discharge passengers from Pittsburgh or east.
 - Q**—Stop on signal to receive passengers for points south of Harrisburg.
 - R**—Stop on signal to receive passengers for points beyond Pittsburgh.
 - T**—Stop on signal to receive passengers for Plymouth and beyond.
 - U**—Stop on signal to discharge passengers from points beyond Ft. Wayne.
 - X**—Stop on signal to receive passengers for points beyond Ft. Wayne.
 - Y**—Stop on signal to receive passengers for points beyond Crestline.
 - †—Train Baggageman Saturday only.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

HAND, FLAG AND LAMP SIGNALS

1401.

ENGINE WHISTLE SIGNALS

1501.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701.

USE OF SIGNALS

1801.

SUPERIORITY OF TRAINS

★1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS EMPLOYES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees Register	Standard Clock	Location	Other Divisions	Zones
X	X		Chicago—C. U. S. Lamproom	Ft. Wayne Logansport	E, F A, B
		X	Chicago—C. U. S. Telegraph Office		
X	X		Chicago—Coach Yard Office	Ft. Wayne Logansport	E, F A, B
X	X		51st Street Yard Office		
X	X	X	55th Street Enginehouse	Ft. Wayne Logansport	E, F A, B
X	X		Damen Avenue Yard Office		
X	X		16th Street Yard Office		
X	X	X	59th Street Yard Office	Logansport	A, B
X	X		59th Street Enginehouse	Logansport	A, B
X	X		63rd Street Westbound Hump		
X	X	X	Colehour Yard Office, West End	Ft. Wayne Logansport	E, F A, B
X	X		Colehour Yard Office, East End		
X	X		110th Street Yard Office		
X	X		Republic Steel Yard Office		
X	X		East Chicago Freight Office		

2002. Standard Clocks At Other Points:

GENERAL ORDER ZONES

★2101. General Order Zones of this Division are as follows:

Zone A—Bart and 22nd Street.

Zone B—Schererville and Western Ave.

Zone C—
 { Bernice and Colehour Jct;
 { Wolf Lake-Hammond Branch;
 { Calumet River Line;
 { Calumet Western;
 { Cummings Branch;
 { Englewood Connecting Ry.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
S. C. & S.	Bernice	Colehour Jct.

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Bart to Whiting			Westward	Eastward
Whiting to 58th Street (Signal Bridge)	Westward Frt.	Eastward Frt.	Westward Psgr.	Eastward Psgr.
58th Street (Signal Bridge) to 22nd Street			Westward	Eastward
Schererville to Bernice			Westward	Eastward
Bernice to Beverly Junction			Westward Frt.	Eastward Frt.

NOTE.—Tracks are numbered from south to north, except that Whiting to Signal Bridge 58th Street, Nos. 3 and 4 tracks are south of Nos. 1 and 2 tracks.

Movement against the current of traffic on No. 3 Track, between Whiting and signal State Line will be authorized by signal indication or verbally by Signalman, Whiting.

Movement against the current of traffic on No. 3 Track, between signal State Line and Colehour Junction will be authorized verbally by Signalman, River Branch Jct.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	58th Street (Signal Bridge)	47th Street	Westward	Yardmaster 55th Street	Yardmaster 55th Street	
No. 3	47th Street	58th Street (Signal Bridge)	Eastward	Yardmaster 55th Street	Yardmaster 55th Street	(1)
No. 4	47th Street	22nd Street	Westward	Block Operator 22nd Street	Block Operator 22nd Street	
No. 3	22nd Street	47th Street	Eastward	Block Operator 22nd Street	Block Operator 22nd Street	
No. 2	Beverly Jct.	Belt R. R. Crsg.	Westward	Block Operator Beverly Jct.	Block Operator Beverly Jct.	
No. 1	Belt R. R. Crsg.	Beverly Jct.	Eastward	Block Operator Beverly Jct.	Block Operator Beverly Jct.	
No. 2	Belt R. R. Crsg.	49th Street	Westward	Yardmaster 59th Street	Yardmaster 59th Street	
No. 1	49th Street	Belt R. R. Crsg.	Eastward	Yardmaster 59th Street	Yardmaster 59th Street	
No. 2	49th Street	Western Ave.	Westward	Switchtender Brighton Park	Switchtender Brighton Park	
No. 1	Western Ave.	49th Street	Eastward	Switchtender Brighton Park	Switchtender Brighton Park	

(1) Between 47th Street and 55th Street, "Back Lead" used as No. 3—Eastward track.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
B. & O. C. T.-S. C. & S. Branch Joint Tracks.	Clarke Junction	State Line	B. & O.C.T.R.R.	
Wolf Lake-Hammond Branch	Hammond Jct.	Hegewisch	Yardmaster Colehour	
Calumet River Line Branch	Hegewisch	River Branch Jct.	Yardmaster Colehour	
Calumet Western-Cummings Branch	Calumet West-ern Jct.	South Chicago	Yardmaster Colehour	
Right of Way No. 1	Indiana Harbor	Kennedy Ave.	Yardmaster Colehour	
Right of Way No. 2	East Chicago	141st Street	Yardmaster Colehour	
Right of Way No. 3	Mahoning	B. & O. C. T.	Yardmaster Colehour	
Englewood Connecting Ry.	59th Street	58th Street	Yardmaster 59th Street	

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks.

★2302. Track cars will not operate spring switches.

M. of W. Department motor cars, push cars, weed burners, scarifiers, mowing machines, etc., will not operate spring switches or the wing rail of a spring frog. Spring switches must be hand operated. Movement must not be made over spring frog unless a man is stationed at the frog guard rail on wing rail side of the track, to see if the wheel flanges mount the guard rail. At night he must be equipped with a lantern.

The operator of the equipment will move at a speed of not more than two miles per hour and only on signal from the man at the frog.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Chicago.

Train Dispatchers, Logansport Division, will direct train movement between Schererville and Hartsdale over signature of Superintendent, Logansport Division. This does not otherwise alter the jurisdiction of the Chicago Terminal Division within this territory.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Exceptions:

Colehour Jct.; a Proceed signal displayed for eastward S. C. & S. trains or Verbal permission for eastward S. C. & S. trains to leave east wye will indicate that all trains due which are superior have arrived or left.

Bernice; a Proceed signal displayed for westward S. C. & S. trains or verbal permission for westward S. C. & S. trains to leave west wye will indicate that all trains due which are superior have arrived or left.

★2403. Rule D-83.....

2404. Eastward trains moving from the Calumet River Line at Hegewisch to Calumet Park, will do so without train orders. Block indication and permission to make the movement between these points must be secured from signalman at Calumet Park, after which movement may be made when proper interlocking signal to proceed is displayed on signal governing movements from the Calumet River Line to the main track of the S. C. & S.

2405. Chicago Union Station Company's rules govern the operation of trains and engines using Chicago Union Station Company's tracks and tracks under its jurisdiction between 22nd Street and Western Avenue.

2408. Switchtenders are stationed at and have charge of main track switches as indicated:

2409. Signalmen in charge of main track hand operated switches:

Location	Switches
22nd Street.....	Crossover; switches to Nos. 3 and 4 tracks.
Grand Crossing.....	Crossover; I. C. connection.

2410. Rule D-93 in effect as follows:
Between Bart and 22nd Street;
Between Mile Post 280 and Beverly Junction.

***2415.** Spring Switches located:
Roby.

Switch leading from westerly yard track to No. 3 main track.

Normal position is for movement on No. 3 main track.

Trains or engines moving from westerly yard track to No. 3 main track will run through spring switch in normal position.

A speed of 15 miles per hour must not be exceeded while any part of train is trailing through spring switch.

Spring Switch is marked by disc with white background and black letters "SS". Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp. The switch must be restored to normal position after movement is completed.

***2425.** Movement of trains in the same direction by Block Signals, Rules 251, 253, 254 in effect:

Bart to 22nd Street, No. 2 track.
22nd Street to Bart, No. 1 track.
Hartsdale to Beverly Jet., No. 2 track.
Beverly Jet. to Hartsdale, No. 1 track.

An engine or more than one engine coupled with or without cars may display markers and proceed as an Extra on two or more tracks by signal indication or permission of the signalman. When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Chicago Union Station by operator, GB Office.
At Chicago, 12th Street Yard, by Yard Master.

***2426.** Opposing and Following Movement of Trains by Block Signals. Rules 261, 262, 263, 264 in effect:

Between Colehour Jet. and River Branch Jet., No. 3 track.

An engine or more than one engine coupled with or without cars may display markers and proceed as an Extra by signal indication or permission of the signalman. When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Chicago Union Station by operator, GB Office.
At Chicago, 12th Street Yard, by Yard Master.

2427. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

Note: At night the position of the gates and targets, if used, is indicated by red lights.

Location	Requirements
Chicago, So. Br. Bridge: South Branch River.	Standard Signal Aspects.
Chicago, 21st Street: C. & W. I. C. & A. Ill. Cent.	Westward: Standard Signal Aspects govern after stopping. Eastward: Will not stop but will not exceed a speed of 15 miles per hour with Top light, green lower light, red.
Chicago, 12th Street: B. & O. C. T. C. & N. W.	Stop. Hand signal, yellow flag or light. Proceed.
Chicago, 26th Street: Ill. Northern.	Stop. Semaphore arm vertical or green light. Proceed.
Chicago, Ash Street: Ill. Cent. Santa Fe.	Stop. Semaphore arm vertical or green light. Proceed.
Chicago, Brighton Park: Alton R. R. Alton R. R. Wye.	Stop. Semaphore arm vertical or green light. Proceed.
CALUMET WESTERN Calumet River Bridge.	Stop. No signal. It must be known that route is clear before proceeding.
106th Street (C. W. Ry.) C. R. I. & P. C. W. P. & S.	Stop. No signal. It must be known that crossing is clear before proceeding.
S. C. & S. R. R. Hammond: C. S. S. & S. B.	Stop. No signal. It must be known that crossing is clear before proceeding.
Hammond Branch: C. S. S. & S. B.	Stop. Normal position of crossing gate is for the C. S. S. & S. B. P. R. R. trainmen open gates for movement. C. S. S. & S. B. trains not required to stop or flag over crossing when gate is in normal position.
Right of Way No. 1: E. J. & E.-I. H. Belt.	Stop. No signal. It must be known that crossing is clear before proceeding.
Track to American Steel Foundry-I. H. Belt.	Stop. No signal. It must be known that crossing is clear before proceeding.
Right of Way No. 3: E. J. & E.-I. H. Belt Jet.	Stop. No signal. It must be known that crossing is clear before proceeding.

★2440. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the following locations they do not operate for movement against the current of traffic:

Washington Heights—111th Street, 106th Street and 105th Street.

Trains moving against the current of traffic must approach these crossings, at not to exceed one-half their maximum authorized speed prepared to stop short of an obstruction, and must prolong or repeat warning whistle Rule 14 (1).

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations—147th Street, Dolton, a device is provided to cut out the operation of the automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

Dolton—147th Street.

Push buttons for manual control of automatic highway crossing signals by trainmen are located 50 feet east of water plug. Trainmen of eastward trains taking water will operate push button marked "STOP" to cut out the operation of the highway crossing signals. When ready to proceed they will operate push button marked "START" to restore automatic operation of the signals.

Gary—15th Avenue.

Push buttons for manual control of automatic highway crossing signals and gates are located in box on instrument case south of tracks, east of highway crossing. It will not be necessary

for crews shifting between Adams and Jackson Streets to operate gates manually.

Indiana Harbor—Washington, Lincoln and McKinley Streets.

To avoid unnecessary delay to highway traffic while shifting or other movements are being made on main tracks, push buttons for manual control of highway crossing signals and gates by trainmen in boxes marked "STOP AND START MAIN TRACKS" are located on instrument cases at Washington, Lincoln and McKinley Streets. Instructions for the manual operation of highway crossing signals and gates are located at the push buttons.

When house track switch is reversed, highway crossing gates at McKinley Street will raise automatically. When using house track switch, trainmen will manually control highway crossing signals and gates at Lincoln Street by operating push button in box marked "Lincoln Street Control" located on instrument case adjacent to switch. When using house track over Washington Street, trainmen will manually control highway crossing signals and gates at Washington Street by operating knife switch in box marked "House Track Control" located on instrument case at Washington Street. Gates cannot be raised while train movement occupies any portion of the highway. When using Friedland Coal Company switch, trainmen will reverse switch, then manually control highway crossing signals and gates at McKinley Street by operating push button in box marked "McKinley Street Control" located opposite the switch.

Mahoning—Riley Road, all tracks.

Highway crossing signals and gates operate automatically for movements on main tracks and for westward movements into Right of Way No. 3 at Indiana Harbor Canal. Push buttons to manually cut out operation of highway signals and gates for movements on main tracks and westward movements into Right of Way No. 3 are located in box on instrument case west of Riley Road. Highway crossing signals and gates must be manually operated for eastward movements on Right of Way No. 3 and all movements on other tracks. Push buttons to manually operate highway crossing signals and gates are located in boxes on poles north of main tracks, west of highway and south of main tracks, east of highway. Before movements, except movements on Main Tracks or westward movements into Right of Way No. 3, are permitted to occupy the highway crossing trainmen will operate push button marked "START." When movement has been completed, trainmen will operate push button marked "STOP." Signals and gates may be manually operated from either side of the highway but cannot be restored while train movement occupies any portion of the highway.

Right of Way No. 3—Indianapolis Boulevard.

Highway crossing signals manually controlled. All trains must stop and place signals in operation before crossing highway and when clear of highway signals must be restored to normal position. Control box located at each signal and at three other locations west of Indianapolis Boulevard.

Lansing—Ridge Road.

Push buttons to manually cut out operation of highway crossing signals and gates by trainmen are located in box on instrument case west of crossing. When switch leading to Meeter's Track is reversed, and no part of a westward train on No. 2 track is within 528 feet of the highway crossing, gates will raise automatically. Instructions for the manual operation of highway crossing signals and gates are located at the push buttons.

Dolton—Main Street.

Highway crossing signals are manually operated by the signalman in Dolton tower for movements in either direction on siding or storage track. Westward movements on either the siding or storage track must stop clear of the highway crossing

VARIOUS		Miles per Hour
MAIN LINE		
Circus Trains.....		30
Wreck Trains.....	No. 1 and 2 Tracks:	
	Boom Trailing.....	50
	Boom Forward.....	40
	No. 3 and 4 Tracks:	
	Boom Trailing.....	25
	Boom Forward.....	25
Schererville to Beverly Jct.; S. C. & S:	Boom Trailing.....	30
	Boom Forward.....	25
Work Trains—on straight track—boom trailing.....		30
	—on straight track—boom forward.....	20
	—on curves.....	20
Revenue Trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., moving on own wheels—see special instructions - - -		30
	—on curves.....	20
Solid trains of tank cars loaded with petroleum products		40
Snow Plows in service.....		25
Snow Flangers in service.....		20
Note—When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.		
Passenger trains operating against current of traffic.....		50
Engine running forward, pushing cars.....		30
Track Cars—unless otherwise restricted.....		20
	—when hauling track cars or trailers.....	10
	—through crossovers and turnouts, and over highway and railroad crossings.....	5
Indiana Harbor, Class K or M engines, on Shop Lead.....		10

2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS

Spring Switches—trailing movement.....	15
	—facing movement.....
Non-interlocked turnouts—diverging movements.....	10

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED CURVES

MAIN LINE		Miles per Hour
Between B. & O. C. T. Crossing and Whiting Station.....		55
Between Roby and State Line.....		55
East of South Chicago.....		60
East of Englewood.....		55
West of Englewood	{ 60th Street.....	25
	{ 55th Street.....	40
	{ 51st Street.....	50
	{ 49th Street.....	50
	{ 47th Street.....	50
	{	
S. C. & S.	Colehour Jct. 103d Street.....	20
	First and second curves east of Indianapolis Ave.....	50
	Burnham, west of bridge.....	25
	Burnham, east of bridge.....	30
	Bernice, west of Junction.....	30

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

BRIDGES

Location	Class of Engine and Tender Capacity														
	Less than 15,000 gallons										18,000, 21,000 and 25,000 gallons				
	C-1	E-G-5-K-2	H-10s-L-1-L-2	I.H.B.-H-5-U-5-G	I-1s	K-4	M-1	N-2	I-1	J-1	K-4	M-1	N-2	O-1	S-1-T-1
Indiana Harbor 448.48 (Canal).....	20	60	50	20	40	60	60	50	40	40	60	60	50	60	60
South Chicago 454.70 (Calumet River)	20	60	50	20	40	60	60	50	40	40	60	60	50	60	60
Bernice (S. C. & S.) 8.15 (1.1 mile west)....	20	60	45	20	30	40	30	40	15	X	15	15	15	15	15
Burnham 4.76 (0.1 mile east).....	10	20	20	15	X	20	10	10	X	X	20	10	10	X	10
Chicago 460.57 (State St.) to 461.93 (55th St.) incl.	15	70	50	X	25	70	30	10	10	X	#	#	10	%	#
Riverdale 204.89 (1 mile west)....															35
Chicago 310.09 (Taylor St.) to 311.28 (Fulton St.) incl.	X	15	15	X	X	X	X	X	X	X	X	X	X	X	X
Calumet Western Ry. 1.06 (Calumet River Bridge).....	5	20	20	15	X	20	10	10	X	X	20	10	10	X	X
East Chicago 2.83 (Ship Canal).....	10	20	20	20	10	10	10	10	10	X	10	10	10	X	X

X Prohibited.

{ 25 miles per hour on Tracks Nos. 1 and 2.
10 miles per hour on Tracks Nos. 3 and 4.

% 10 miles per hour on all Tracks.

2706. MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

ENGINES

Class	Miles per Hour	
	Forward	Backward
B.....	20	20
C.....	20	20
D.....	70	25
E.....	70	25
G.....	70	35
H.....	50	35
I.....	40	25
J.....	45	25
K.....	70	35
L.....	50	25
M.....	70	35
N.....	50	25
Q.....	50	25
S.....	70	35
T.....	70	35
Oil-electric rail motor cars.....	60	60

MAXIMUM SPEEDS FOR ENGINES WHEN RUNNING
FORWARD LIGHT

Passenger engines.....	50
Freight engines.....	40

FIXED SIGNALS

2801. Signal aspects not standard in service:

Slow boards used in lieu of distant signals at the following locations:

49th St. (P.C.C. & St.L.) 1060 feet east of westward home signal
49th St. (P.C.C. & St.L.) 650 feet west of eastward home signal

2802. Flag Station Signal (color type) designed to operate in connection with Rule 28 in service for eastward trains:



Indication.

White and Green Light (White light next to Main Track). Trains scheduled to stop on signal—Stop for passengers.

White Light..... No passengers

Location.	Train stop at
50 feet west of Indiana Harbor Bridge.....	Indiana Harbor.
Clarke Jet.....	Gary.

2803. Calumet Park. Aspect Figure A, Rule 285 displayed on westward home signal, the indication is:

Manual Block clear, proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

Aspect Figure A, Rule 289 displayed on westward home signal, the indication is:

Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed at reduced speed, but not exceeding thirty miles per hour; approach next signal prepared to stop.

CAB SIGNALS

2851. Cab Signal Rules 295 to 298, inclusive, are in effect:

.....

★2853. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:
55th Street Enginehouse.

59th Street Enginehouse.

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

Bernice and Colehour Jet.

Bernice and Beverly Jet.

2902. Rule 316 will apply:

.....

2903. Rule 317 will apply:

Bernice and Beverly Jet.

Bernice and Colehour Jet.

On all main tracks governing movement against current of traffic.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, are in effect as follows:

Bart and 22nd Street:

Nos. 1 and 2 tracks.

Whiting and 58th Street (Signal Bridge):

Nos. 3 and 4 tracks.

Schererville and Bernice:

Nos. 1 and 2 tracks.

3002. At Schererville, switch leading from No. 2 track to Hartsdale yard, east switch of westward siding, and switches of crossover between Nos. 1 and 2 tracks equipped with electric locks. For movements over these switches, trainmen will be governed by instructions posted in booth, 70 feet west of Signal 2801.

3015. Rules 501 to 518, inclusive, are in effect as follows:

.....

3016. Rule 515—Following exceptions authorized:

.....

INTERLOCKING

3101.

	CLASS OF ENGINES															
	B	C	CC2	E	G	H	I	J	K	L	M	N	Q	S	T	
35th STREET: Peacock Estate.....		C	C	C	C	C	C	C	C	C	C	C	C	C	C	
18th STREET (C. U. S. Tracks): Tracks other than main tracks.....			D					D					D	D	D	
DOLTON: Crossover middle track to westward freight main track at west end of yard.....		C					C	C			C		C	C	C	
Connection to C. & W. I. R. R. C. E. Waterman Track.....		C	C	C			C	C	C	C	C	C	C	C	C	
Dolton Fuel & Material Co. Track.....																
RIVERDALE: Track north of westward freight main track.....							C	C			C		C	C	C	
Crossover westward freight main track to track at 137th St.....		C									C		C	C	C	
East lead to Acme Steel Co.....		C	C	C			C	C	C	C	C	C	C	C	C	
Track north of westward freight main track Acme Steel Co.....																
WEST PULLMAN: Crossover to siding at 120th St. Connection to C.W.P. & S.R.R. Teco Products Track.....		C					C	C			C		C	C	C	
Standard Fuel & Supply Co. Track.....		C	C	C	C	C	C	C	C	C	C	C	C	C	C	
WASHINGTON HEIGHTS: Wallace Bldg. & Supply Co. Track.....																
Consumers Yard No. 221.....																
Chicago Bridge & Iron Works Track.....																
A. B. Stegens Track.....																
All yard tracks 103rd St. to 99th St.....		C	C	C			C	C	C	C	C	C	C	C	C	
McDonald & Rothstein Track.....																
Vogwill Coal & Ice Co. Track.....																
Ridge Fuel & Supply Co. Track.....																
95th St. Team Track.....																
All Industrial tracks, 85th to 79th St.....																
BELT CROSSING: Connection to Belt R. R.....		C	C	C	C	C	C	C	C	C	C	C	C	C	C	
Clayton Marks Track.....		C	C	C	C	C	C	C	C	C	C	C	C	C	C	
CHICAGO (C. U. S. Tracks): Neutral Track.....			C					C			C		C	C	C	

NOTE—Letters indicate use prohibited account:

- B—Bridge
- C—Curve
- D—Clearance
- R—Rail
- *—Permitted in Forward Motion Only

3202. 58th Street:

All passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on East and West Wye connections to the Englewood Connecting Ry.

Burlington Refrigerator Express cars series B.R.E. 300 to 320 inclusive, are prohibited on East Wye to Englewood Connecting Railway account of clearance.

★3252. P-54, MP-54, and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MIBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

★3253. Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★3254. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

★3255. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★3256. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three-position retaining valve, and air brake cylinder—10" minimum diameter.

On account of breaking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

★3257. A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

ELECTRICAL OPERATION

3301.

PERSONAL INJURIES

★3401. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost, throughout the disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services; the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3402. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Chicago.....	Dr. Walter Aye Office, Rooms 246, 248, 250 and 251, Chicago Union Station. Res, 550 Surf St.....	Central 7200, Local 348-349 Lakeview 4241
Chicago.....	Dr. A. R. Metz Office, 240 E. Superior St..... Res., 240 E. Superior St.....	Delaware 6500— Ext. 422 Delaware 6500— Ext. 422
	Dr. Raymond Householder Office, 240 E. Superior St..... Res., 3257 Newcastle Ave.....	Delaware 6500— Ext. 422 Avenue 5722
	Dr. J. F. DePree Office, 240 E. Superior St..... Res., 923 N. Marion Ave., Oak Park, Ill.....	Delaware 6500— Ext. 422 Village 5444
Indiana Har- bor.....	Dr. J. A. Teegarden Office, 3336 Michigan Ave..... Res., 4210 Parrish Ave..... Exchange Tel.....	Ind. Harbor 167 Ind. Harbor 219 Enterprise 4460 Hammond, Ind.
Gary.....	Dr. R. N. Bills Office, 504 Broadway..... Res., 534 Lincoln St.....	Gary 6106 Gary 2-6208
East Chicago..	Dr. A. G. Schlieker Office, 4711 Indianapolis Blvd. Res., 1223 Beacon St.....	East Chicago 18 East Chicago 71
Dolton.....	Dr. M. Robert Weidner Office and Residence, 14105 Lincoln Ave.....	Dolton 922

3403. Location of Hospitals

Location	Name and Address	Telephone number
Chicago.....	The Wesley Memorial Hospital, 240 E. Superior St.....	Delaware 6500— Ext. 422.
Hammond.....	St. Margaret's Hospital, 30 Clinton St.....	Hammond 228
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	Gary 9131
	Methodist Hospital, 1600 West 6th Ave.....	Gary 7471

3404. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

Passenger, Baggage, Mail and Cabin cars.
Passenger and Freight stations.
Enginehouses and M. of E. Shops.
Wreck Trains.
Track and Hand Cars.
Power Plants and Sub-stations.
Car Inspectors office.
M. of W. Cabins and Camp cars.
Block Stations and Interlockings.
Yard Offices.

Stretchers:

Combined car and baggage car of passenger trains.
Yard Offices.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

★3525. Apparatus for production of facsimile copies of typed or written train orders, clearance message and messages by means of a transmitter at a sending station connected by an electrical circuit with a recorder at a receiving station, is in service for the delivery of train orders, clearance messages and messages at the following locations:

Location of Transmitter	Location of Recorder
Calumet Park.....	Hegewisch (West Wye Connection)

The operator at the location of the transmitter will use the facsimile machine in the manner prescribed by INSTRUCTIONS TO OPERATORS IN THE USE OF AUTOMATIC TRANSMITTER OF FACSIMILE MACHINE, to effect delivery of a train order, clearance message or message to persons addressed at the locations of the recorders.

Unless otherwise provided, when a train stops at a station or is required by Special Instructions or message to stop at a point at which a recorder is located, the train must not proceed until the conductor or engineman examines the recorder, removes from the receiving receptacle all communications addressed to

him and other employes on his train, and communicates with the operator by telephone.

The conductor, engineman or other employe addressed, removing communications from the recorder, will compare the number of each train order received with numbers shown on message accompanying the train orders, and will check each train order, clearance message or message and ascertain that each copy is clear, legible and complete. The employe must then acknowledge receipt of the communications and repeat train order to the operator by telephone before acting on same. The operator must see that the copies of train orders received by the person addressed are correct copies of train orders transmitted by the operator. The employe receiving communications addressed to other employes on his train must effect delivery of a copy to each person addressed.

The operator will show on his office copy of each communication delivered by him at the recorders the name of the employe acknowledging receipt.

Recorders must be kept under lock and key and care must be exercised in their use to avoid damage to the equipment by rough usage and exposure to the weather.

GENERAL INSTRUCTIONS

***3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

***3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

***3604.** Employes 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 bridges or structures:

Between Englewood and 22nd Street:

39th Street.....Elevated R. R.

Between 22nd Street and Chicago (Union Station):

18th Street.....Viaduct

16th Street...B. & O.-C. B. & Q.-C. & N. W. R. R.

Roosevelt Road.....Viaduct

Taylor Street.....Viaduct

Polk Street.....Viaduct

Harrison Street.....Viaduct

Van Buren Street.....Viaduct

Jackson Blvd.....Viaduct

Riverdale.....I. C. R. R.

49th Street...I. H. Belt-Grand Trunk-C. R. I. & P. R. R.

Between 49th Street and Western Avenue:

18th Street.....C. B. & Q. R. R.

Van Buren Street.....Elevated R. R.

Lake Street.....Elevated R. R.

Between Western Avenue and Chicago (Union Station):

Sangamon Street.....Viaduct

Halsted Street.....Viaduct

Desplains Street.....Viaduct

Milwaukee Avenue.....Viaduct

Lake Street.....Viaduct

Randolph Street.....Viaduct

Washington Blvd.....Viaduct

Madison Street.....Viaduct

Monroe Street.....Viaduct

Adams Street.....Viaduct

***3605.** Trainmen must not pass over container cars while cars are in motion.

***3606.** Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Home Division.....	Name.....	Occupation.....	QUALIFIED FOR SERVICE											
			DIVISION	ZONE	PART OF ZONE QUALIFIED FOR									

Chicago, Illinois, November 14, 1943.

GENERAL ORDER No. 401
Applies in All Zones

Effective 12.01 A. M. Sunday, November 14, 1943.

Time-Table No. 4 takes effect and contains the necessary instructions issued in General Orders up to and including

No. 317

all of which must be removed from bulletin boards.

Each employe must carefully examine Time-Table No. 4 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time-tables to Bulletin Board Attendants after Time-Table No. 4 takes effect.

This General Order is printed in Time-Table No. 4 and will not be issued in sticker form.

CLARKE:

Trains using westward siding will do so expecting to find cars thereon.

WOLF LAKE—HAMMOND BRANCH:

Out of service from Adams Street to a point 200 feet east of Ryan Car Works switch at Hegewisch.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD
Western Region
Chicago Terminal Division

Chicago, Ill., December 9, 1943.

GENERAL ORDER No. 402
Applies in All Zones

Effective 12.01 P.M., Saturday, December 11, 1943:

Maximum speed for class "M" engines, forward, 60 miles per hour; backward, 35 miles per hour.

Special Instruction 2706, Time-Table No. 4, changed.

WHITING:

Time-Table authority for Train No. 54 changed. Coupon to Time-Table No. 4 issued accordingly and must be pasted on proper page on Time-Table.

BETWEEN WHITING AND ROBY:

Facing main track crossover, hand thrown, located 2700 feet east of Roby between 3 and 4 tracks, arranged with center locking device, in service.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Western Region

Chicago Terminal Division

Chicago, Ill., January 18, 1944.

GENERAL ORDER No. 403

Applies in Zone B

Effective 12.01 P.M. Thursday, January 20, 1944:

BRIGHTON PARK:

Track, to be known as South Wye, connecting Alton R.R. and B. & O. C. T. R.R. main tracks, crossing Pennsylvania Railroad main tracks and running track 280 feet east of Alton R.R. crossing, in service.

Switch at west end of South Wye located in Pennsylvania connection to Alton R.R., 375 feet east of Alton R.R., in service. Normal position for movement on South Wye.

Movements to or from South Wye governed by hand signals from switchtenders. Movements on South Wye will stop clear of Pennsylvania Railroad tracks, then proceed on hand signal, yellow flag (yellow light by night) from switchtender. Westward movements on Pennsylvania Railroad main tracks or running track will stop at stop board located east of South Wye crossing and remain clear of the crossing until proceed indication is displayed on semaphore signal at Alton R.R. crossing and hand signal is given by switchtender. Eastward movements on Pennsylvania Railroad main tracks or running track may proceed over South Wye crossing after proceed indication is displayed on semaphore at Alton R.R. crossing.

Track, connecting Alton R.R. and B. & O. C. T. R.R. main tracks, crossing Pennsylvania Railroad main tracks and running track 400 feet west of Alton R.R. crossing, to be known as North Wye.

Special Instruction 2427, Time-Table No. 4, changed.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Western Region

Chicago Terminal Division

Chicago, Ill., February 14, 1944.

GENERAL ORDER NO. 404

Applies in Zone "A"

Effective 12:01 P.M. Wednesday, February 16, 1944:

MAHONING—RILEY ROAD—ALL TRACKS:

Highway crossing signals and gates operate automatically for movements on main tracks, Shop Lead and for westward movements into Right of Way No. 3 at Indiana Harbor Canal.

Numbered push buttons located in box on instrument case west of Riley Road to manually cut out operation of highway crossing signals and gates for movements on the above named tracks operate as follows:

Push Button No. 1 for No. 1 Main Track.

Push Button No. 2 for No. 2 Main Track.

Push Button No. 3 for Right of Way No. 3.

Push Button No. 4 for Shop Lead.

No push button other than the push button assigned as outlined above is to be operated.

Cars must not be left standing on Shop Lead between insulated rail joints (painted yellow), and Riley Road Crossing.

Highway crossing signals and gates must be manually operated for eastward movements on Right of Way No. 3 and all movements on Fruit Growers Express Company tracks. Push buttons for this operation are located in boxes on poles, west of highway, south of main tracks and north of Shop Lead.

Before eastward movements on Right of Way No. 3 or any movement on Fruit Growers Express Company tracks are permitted to occupy the highway crossing trainman will operate the push button marked "START." When movement has been completed, trainman will operate push button marked "STOP." Highway crossing signals and gates may be manually started or stopped from either location.

Special Instruction 2450, Time-Table No. 4, changed.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Western Region

Chicago Terminal Division

Chicago, Ill., February 17, 1944.

GENERAL ORDER No. 405

Applies in Zone "A"

Effective 12:01 P.M. Friday, February 18, 1944:

RIVER BRANCH JCT.:

Maximum speed on No. 4 track over Bridge 454.70
(Calumet River).....10 miles per hour

Special Instruction 2701, Time-Table No. 4, changed.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Chicago Terminal Division

Chicago, Ill., February 23, 1944.

GENERAL ORDER NO. 406

Applies in All Zones

Effective 12:01 A.M., Friday, February 25, 1944.

New Forms of Train Orders.

S-V and D-V Speed Orders.

Coupons of New Forms of Train Orders accompanying this General Order must be pasted on Page 43 of Operating, Signal and Interlocking Rules, Effective September 28, 1941, and on Page 41 of Operating, Signal and Interlocking Rules, Effective September 28, 1941, Issue of August 16, 1943.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Chicago Terminal Division

Chicago, Ill., March 4, 1944.

GENERAL ORDER No. 407

Applies in Zones A and B

Effective 12:01 P.M. Monday, March 6, 1944:

RIVER BRANCH JCT.:

General Order No. 405 dated February 17, 1944, is annulled.

BRIGHTON PARK:

The use of hand signals, governing movements on the South Wye and on Pennsylvania main tracks and running track, made effective as part of General Order No. 403, dated January 18, 1944, discontinued and replaced by fixed signal indications.

Fixed signals, semaphore type, located north of No. 2 track, 50 feet east of South Wye, governing movements on the South Wye and on Pennsylvania main tracks and running track, in service.

Top arm vertical (Green Light), indicates proceed on Pennsylvania main tracks or running track after making stop. Bottom arm vertical (Green Light), indicates proceed on South Wye after making stop. Semaphore arm horizontal (Red Light), indicates stop.

Special Instruction 2427, Time-Table No. 4, changed.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Chicago Terminal Division

Chicago, Ill., March 29, 1944.

GENERAL ORDER No. 408

Applies in Zone A

Effective 12:01 a. m., Sunday, April 2, 1944.

BETWEEN BART AND CHICAGO:

Time-Table authority for Trains Nos. 5, 15 and 42 changed. Coupons to Time-Table No. 4 issued accordingly and must be pasted on proper pages on Time Table.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD

Chicago Terminal Division

Chicago, Ill., April 1, 1944.

GENERAL ORDER No. 409

Applies in Zones A and B

Effective 12:01 P.M. Tuesday, April 4, 1944:

GARY (Virginia Street):

Automatic Highway Crossing Signals and Gates in service.

Push buttons to manually cut out operation of highway crossing signals and gates by trainmen are located in box on instrument case east of crossing. When crossover between No. 1 and No. 2 tracks west of Virginia Street, or switch leading from No. 1 track to Industrial Lumber and Supply Company's track or from No. 2 track to Bear Brand track are reversed, and no part of train is on either main track within 800 feet west of crossing, gates will raise automatically. Instructions for the manual operation of highway crossing signals and gates are located at the push button.

Crossing Watchman at Broadway will manually control highway crossing signals and gates at Virginia Street for switching movements on No. 1 track at Adams Street.

BRIGHTON PARK (1.1 miles west):

Maximum speed on Tracks No. 1 and No. 2 over Illinois Northern Crossing.....8 miles per hour.

Special Instruction 2702, Time-Table No. 4, changed.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD
Chicago Terminal Division

Chicago, Ill., April 8, 1944.

GENERAL ORDER No. 410
Applies in Zone A

Effective 10:01 A.M., Tuesday, April 11, 1944:

WHITING:

Eastward signal bridge and home signals governing eastward movements from No. 1 and No. 3 tracks moved 330 feet west to a point 1180 feet west of B&OCT RR Crossing, in service.

Westward signal bridge and home signal governing westward movements from No. 2 track moved 232 feet east to a point 912 feet east of B&OCT RR Crossing, in service.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD
Chicago Terminal Division

Chicago, Ill., April 24, 1944.

GENERAL ORDER No. 411
Applies in All Zones

Effective 12:01 A.M. Sunday, April 30, 1944:

Time-Table authority for Trains Nos. 77, 207, 118, 120 and 208 changed. Coupons to Time-Table No. 4 issued accordingly and must be pasted on proper pages on Time-Table.

Effective 10:01 A.M., Monday, May 1, 1944.

RIVER BRANCH JCT. (1.1 miles west).

Block Signals No. 4557, governing Westward movements on No. 2 and No. 4 tracks and Block Signals No. 4558, governing Eastward movements on No. 1 and No. 3 tracks, located on signal bridge, 1500 feet east of Mile Post 456, out of service.

C. P. Fisher,
Superintendent.

THE PENNSYLVANIA RAILROAD
Chicago Terminal Division

Chicago, Ill., May 13, 1944.







GENERAL ORDER No. 412
Applies in Zone A

Effective 10:01 A. M., Wednesday, May 17, 1944:

INDIANA HARBOR CANAL:

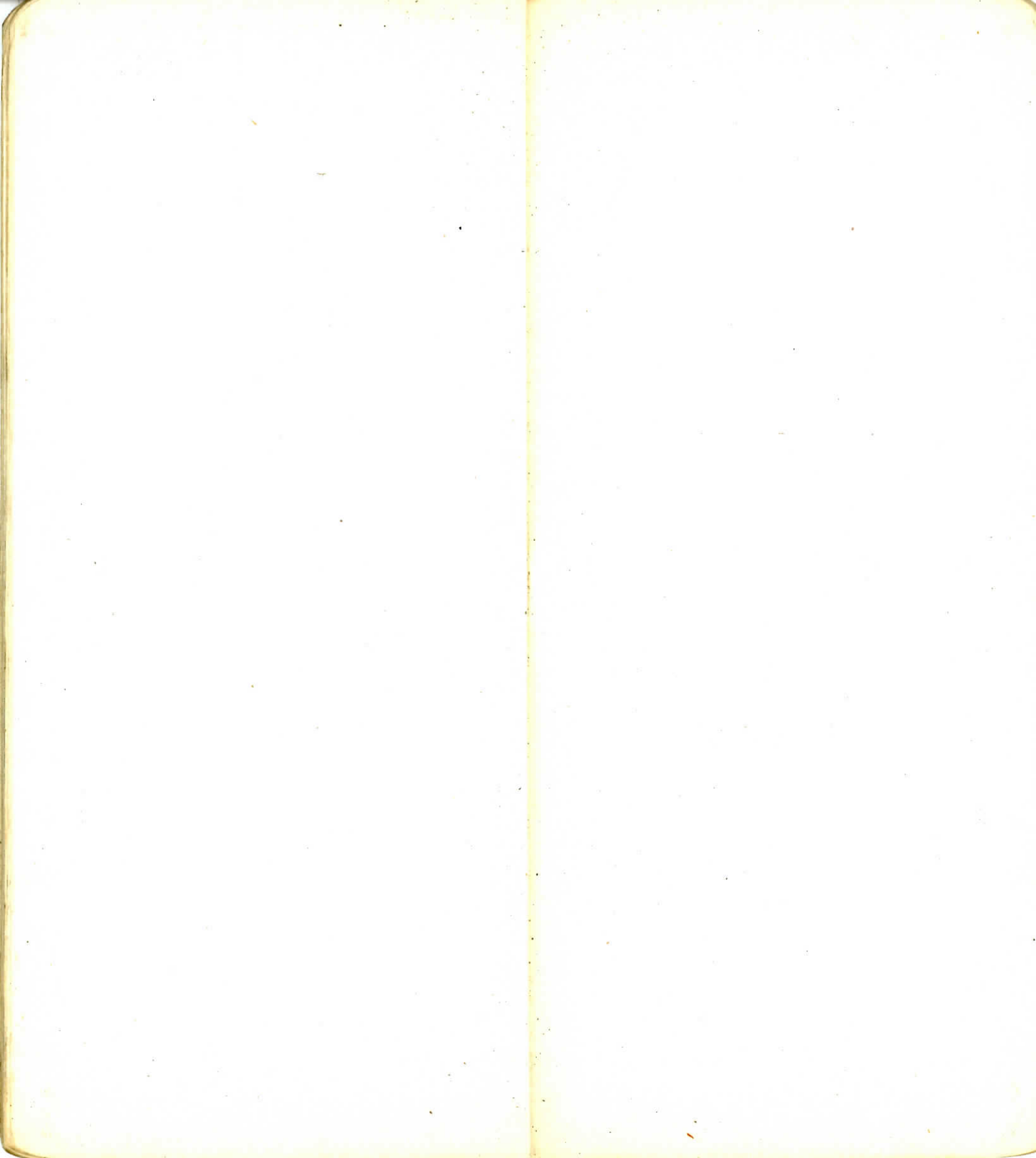
Low home signal governing eastward movements from Right of Way No. 3 track replaced by pedestal type home signal.

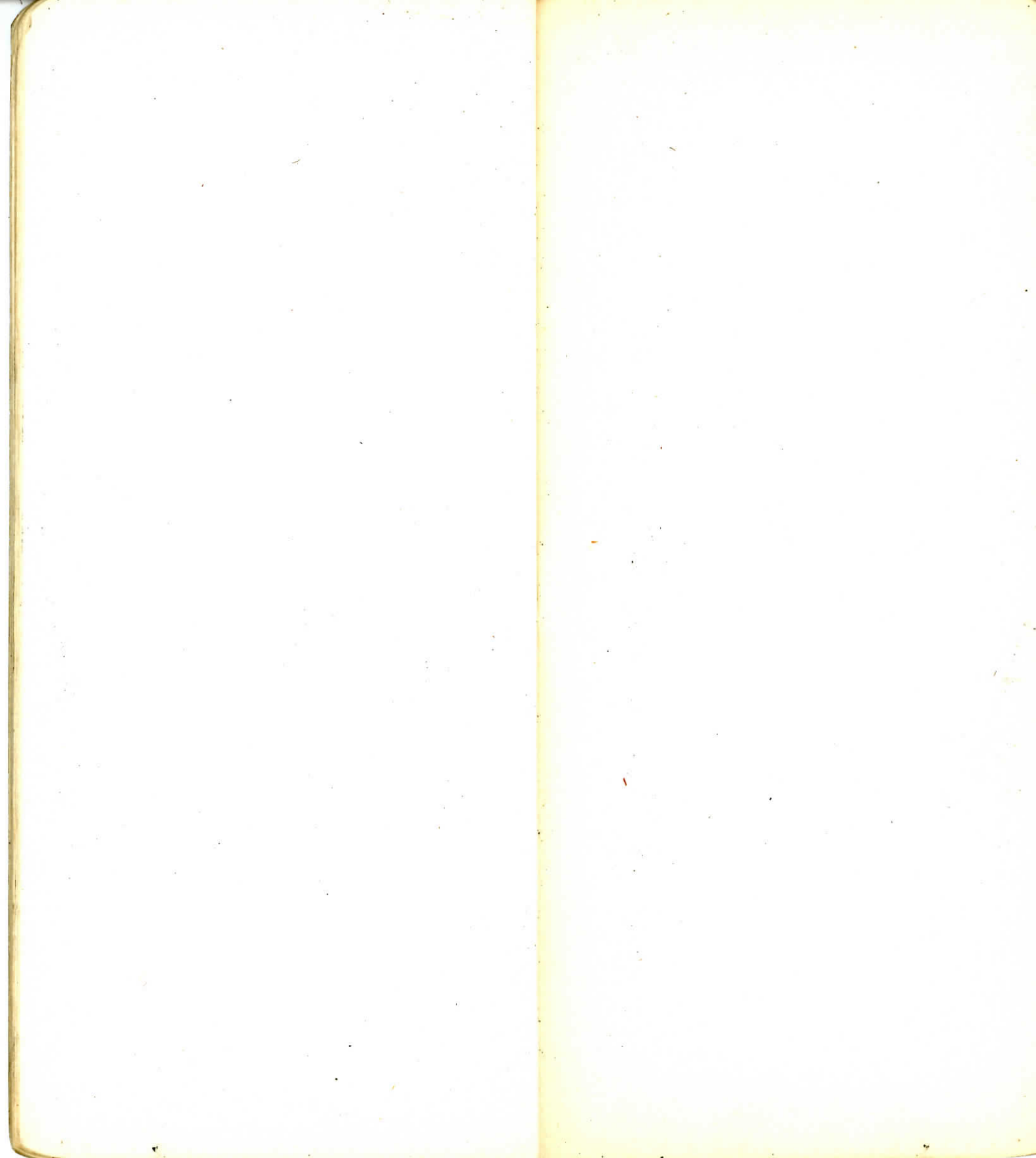
Signal aspects not standard, in service:

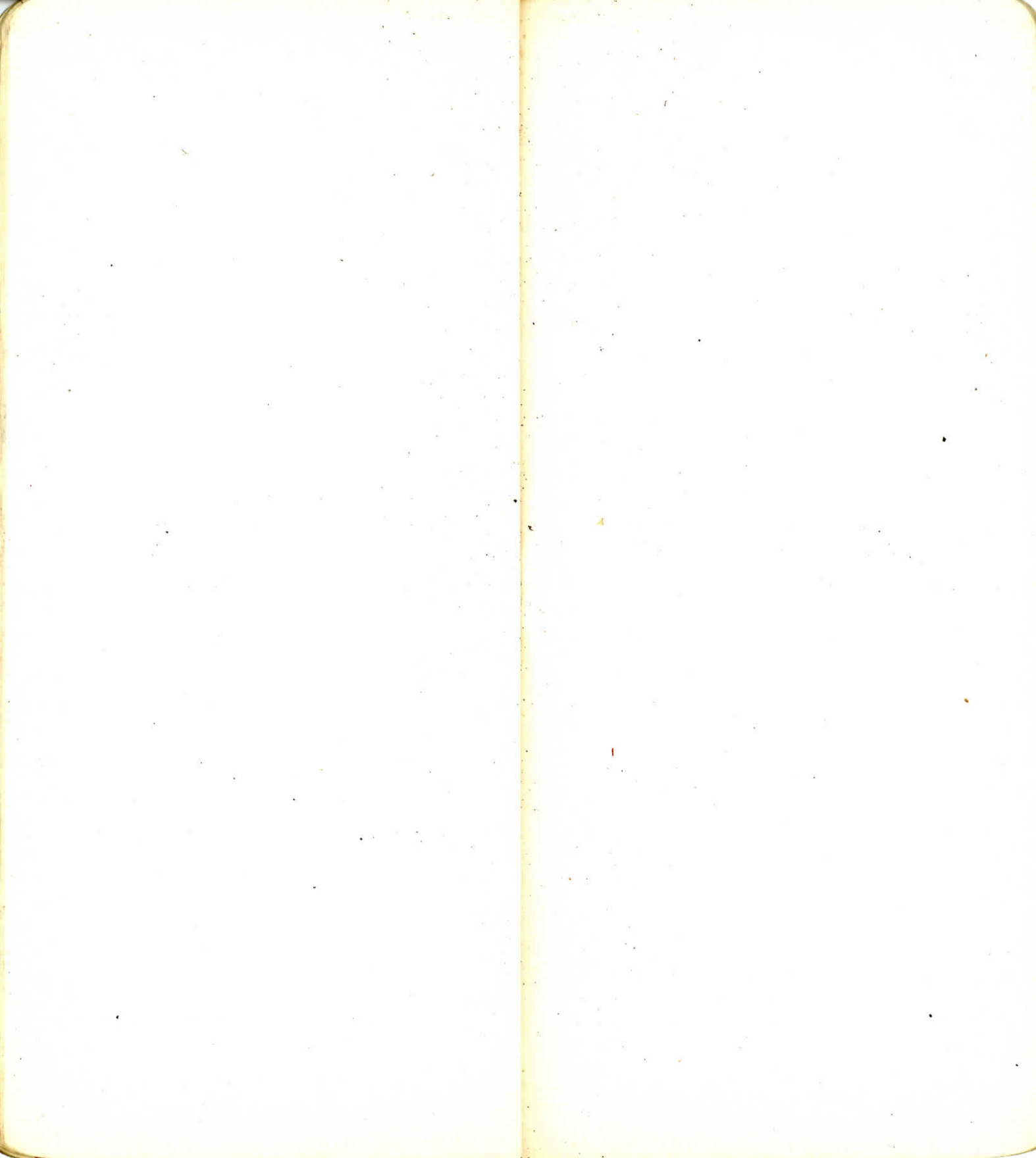
ASPECTS	INDICATION	NAME
	Proceed: medium speed within interlocking limits.	Medium-Clear
	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow-Approach
	Proceed at restricted speed.	Restricting
	Stop; then proceed at restricted speed.	Stop and Proceed
	Stop.	Stop Signal

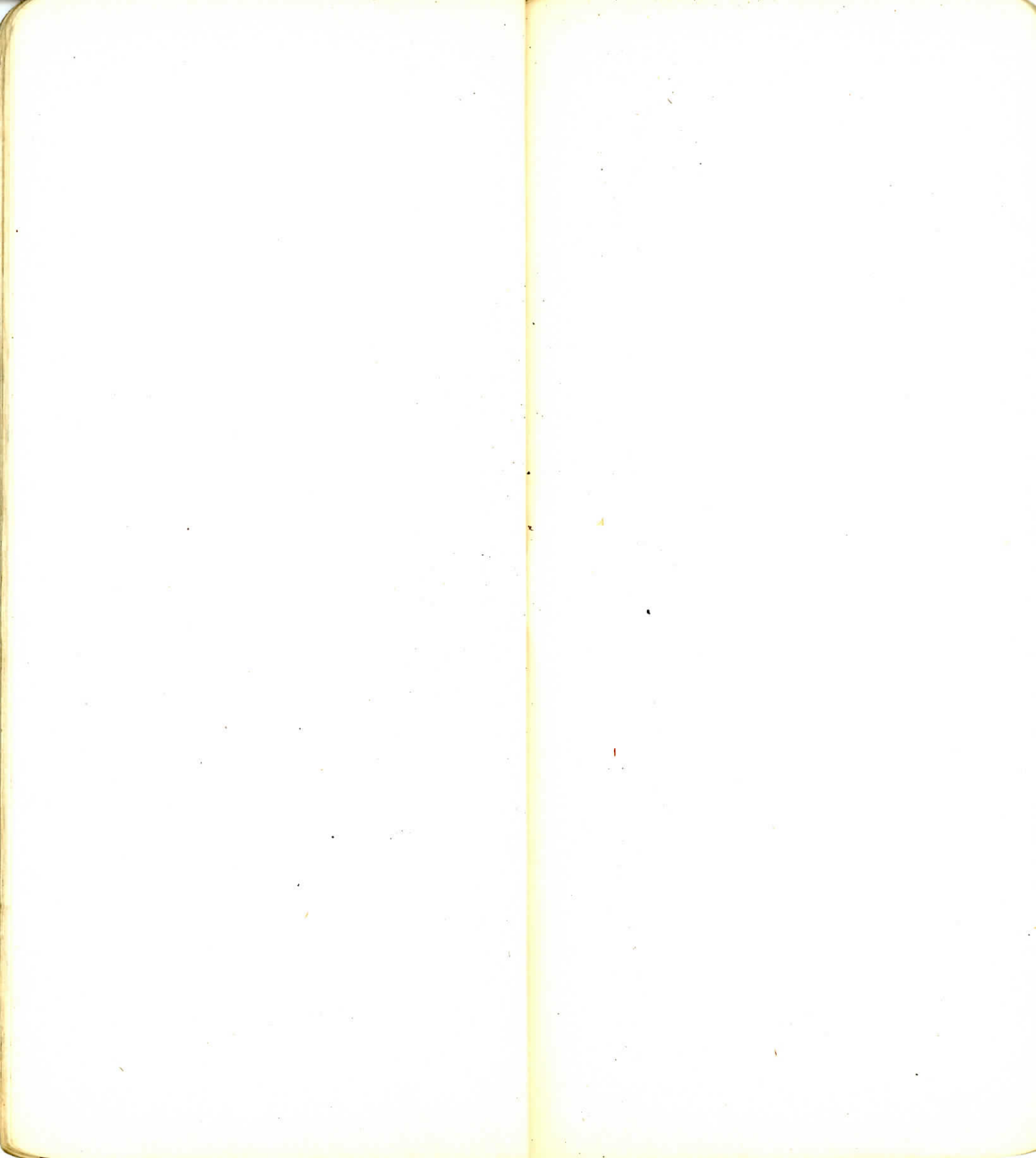
Special Instruction 2801, Time-Table No. 4, changed.

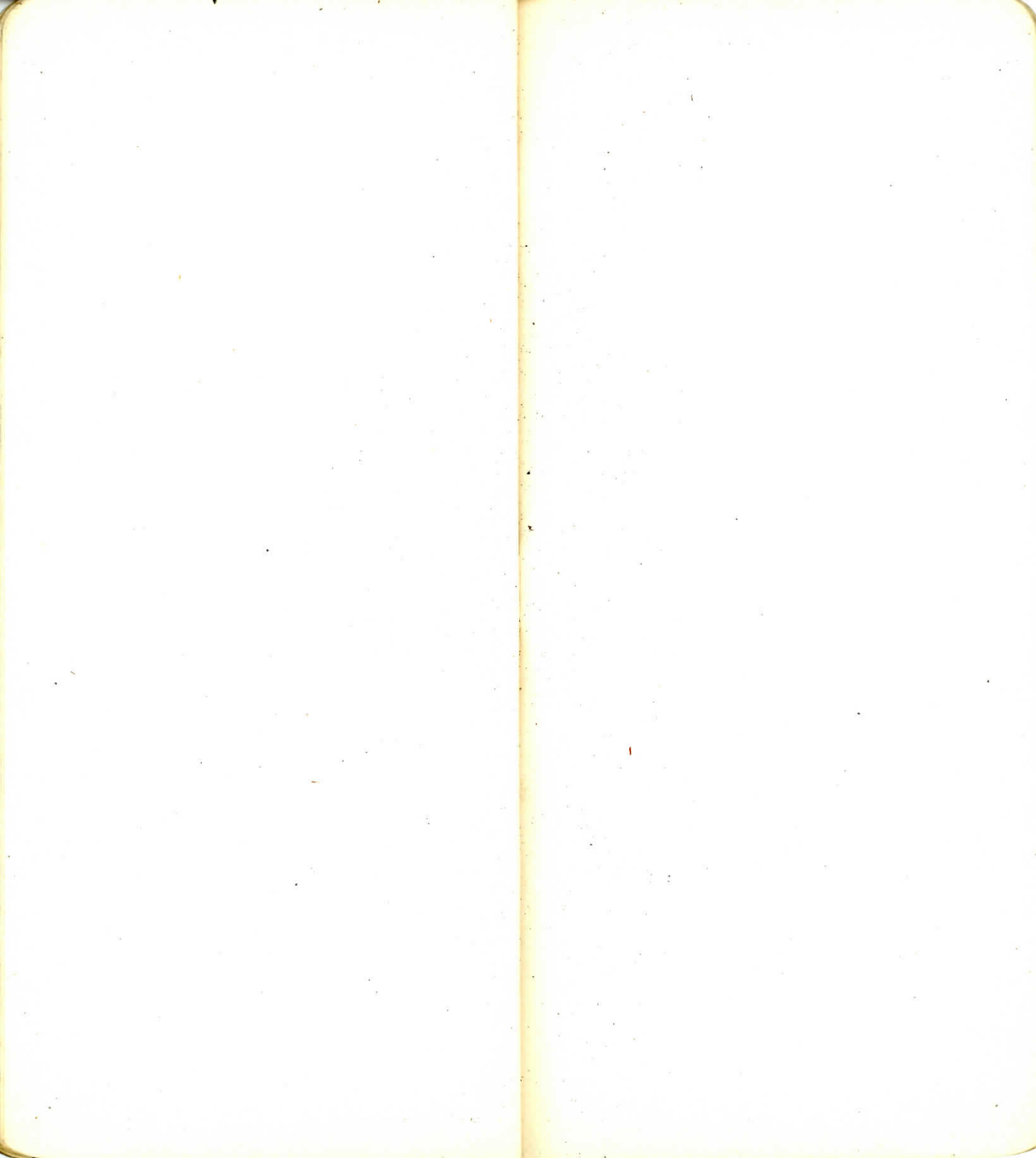
C. P. Fisher,
Superintendent.

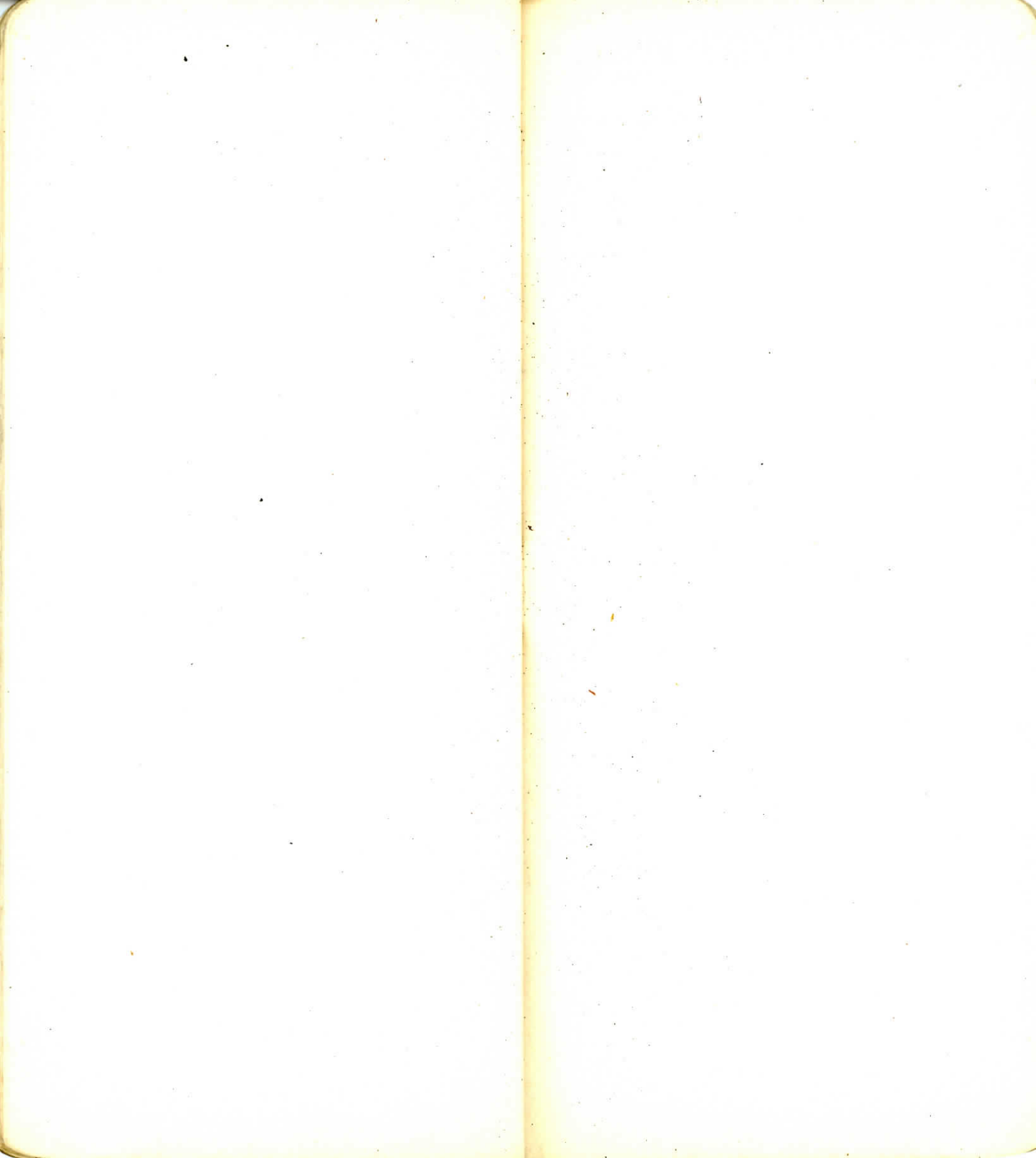


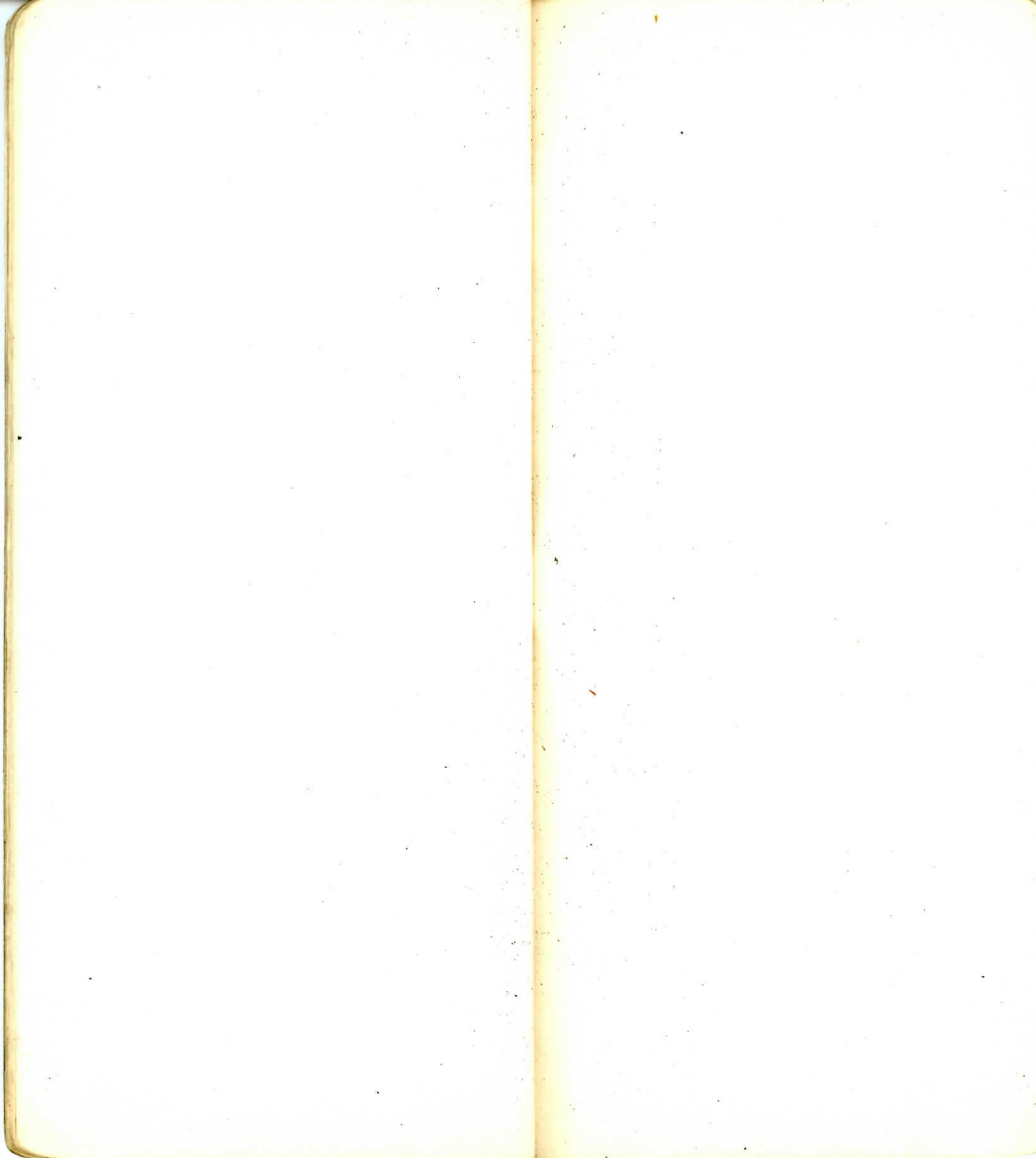


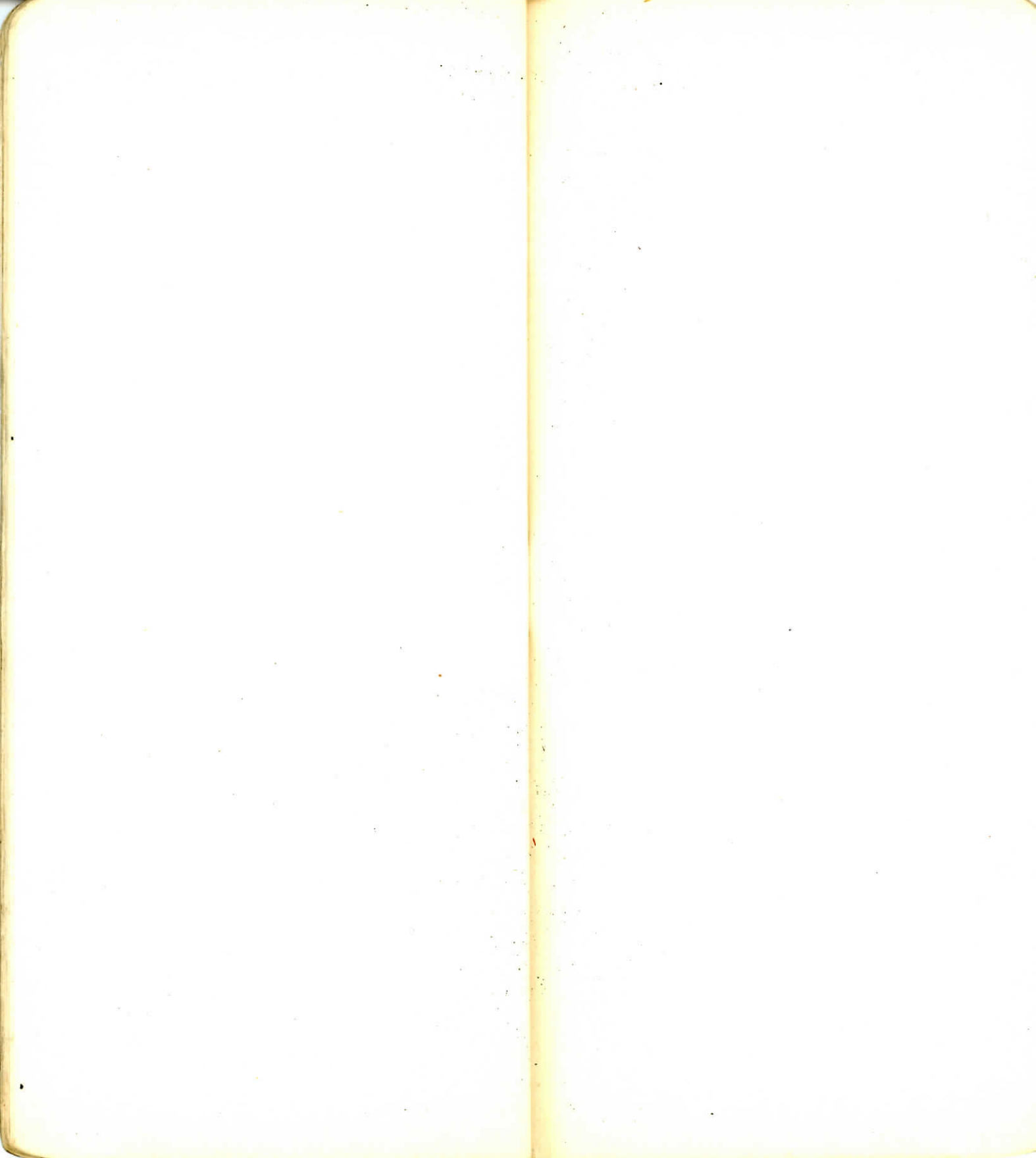


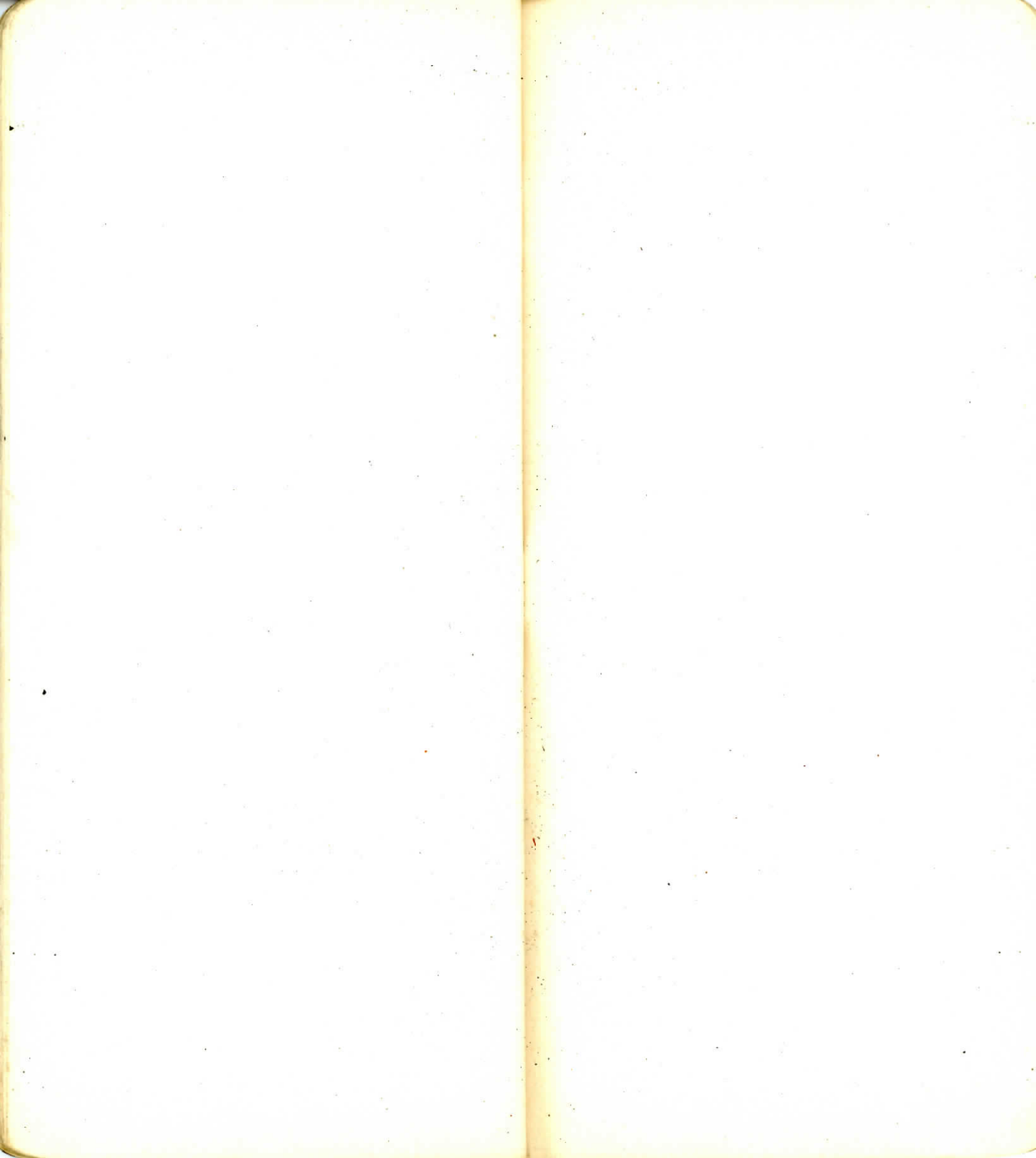


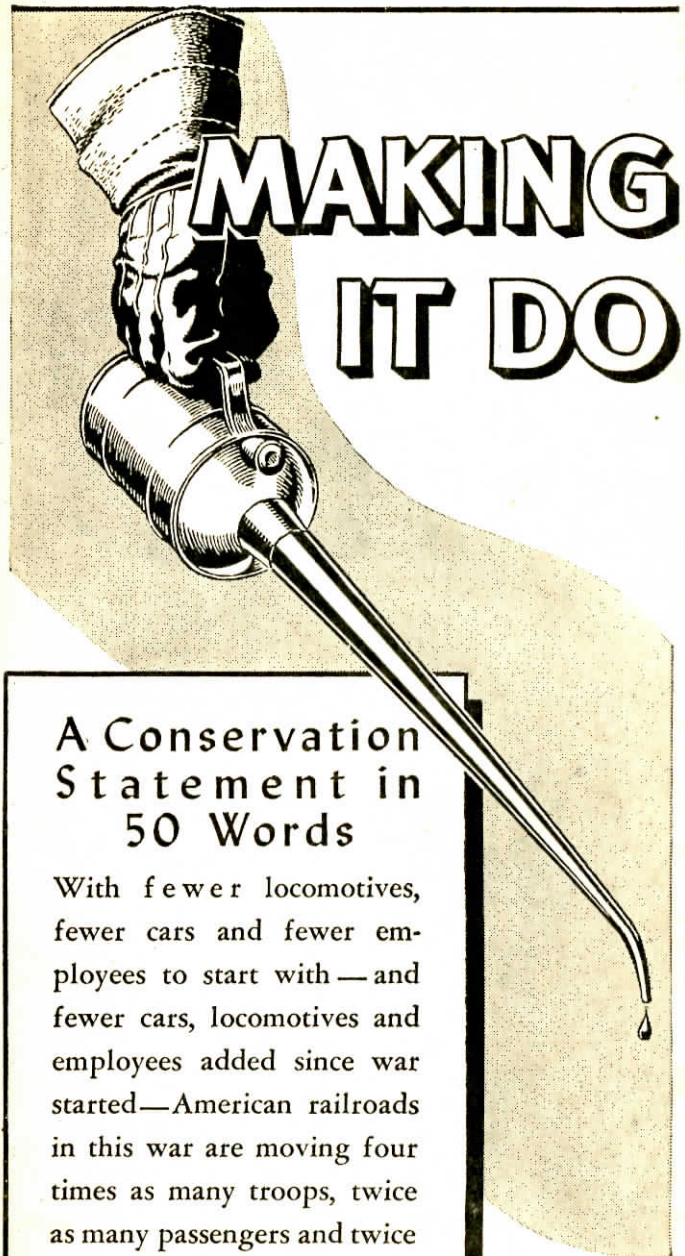












MAKING IT DO

A Conservation Statement in 50 Words

With fewer locomotives, fewer cars and fewer employees to start with—and fewer cars, locomotives and employees added since war started—American railroads in this war are moving four times as many troops, twice as many passengers and twice as much freight as they did in the first World War.

Association of
AMERICAN RAILROADS