

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O C T (from the President down) . . . but, it begins with

You

THE BALTIMORE & OHIO CHICAGO TERMINAL
RAILROAD COMPANY

SAFETY ABOVE EVERYTHING



185

TIME-TABLE No. 185

**EFFECTIVE 12:01 A. M.
CENTRAL STANDARD TIME**

SUNDAY, APRIL 30, 1961

E. L. REEVES,

Superintendent

BALTIMORE & OHIO CHICAGO TERMINAL

SUPERINTENDENT

E. L. REEVES

TRAINMASTER

C. J. ROSENBACH

ASST. TRAINMASTER

J. A. CRINION

ROAD FOREMAN OF ENGINES

L. M. LEIKEL

CHIEF TRAIN DISPATCHER

W. F. PETERS

ASST. CHIEF TRAIN DISPATCHERS

J. F. JENKINS

J. B. MILLER

G. E. CARLBERG

TRAIN DISPATCHERS

C. D. HELWIG

B. H. HESSER

J. A. JOHNSTONE

A. F. BROWNING

F. W. RHODE

A. R. FRANICICH

P. E. JENKINS

GENERAL YARDMASTERS

C. M. HAUGH

K. R. HANEGAN

C. M. HENDERSON

J. E. MOSS

R. R. HOSMEYER

B. J. LESTER

GENERAL FOREMAN

W. E. GRAHAM, JR.

MASTER MECHANIC

P. R. LEWIS

GENERAL FOREMAN

J. C. BAUMILLER

REGIONAL ENGINEER

C. E. ZEMAN

SENIOR ENGINEER

D. A. BRENNAN

DIVISION ENGINEER

J. R. RYMER

ASST. DIVISION ENGINEER

W. A. BUCKMASTER

CAPT. OF POLICE

J. A. MARTRANO

CLAIM AGENT

G. J. HESSLAU

Fillmore 4-8699

GENERAL SAFETY SUPERVISOR

D. L. ITZEL, Pittsburgh, Pa.

SAFETY SUPERVISOR

L. W. BARNES, Akron, O.

SAFETY AND SMOKE INSPECTOR

S. J. CALIENDO

Relief Department
I. C. WHITE, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

CHICAGO..... { DR. R. J. OVERSTREET, 122 So. Michigan Ave. Phone HARRISON 7-6854. Home phone MOhawk 4-0643.
 DR. CARL H. CHRISTOPH, Oculist, 30 N. Michigan Ave. Phone CENTRAL 6-4900.
 DR. ROGER W. POBORSKY, Office, 5548 W. 65th St. Phone PORTSMOUTH 7-6600.
 DR. HARLEY E. KIMBLE, 8237 S. Ashland Ave. Phone HUDSON 3-3036. Residence Phone RADCLIFFE 3-1029.
 DR. LAWRENCE D. RYAN, 4458 W. Madison St. Phone AUSTIN 7-9800. Residence Phone LINCOLN 9-2755.
 DR. FRANK G. MURPHY, Office, 9204 Commercial Ave. Phone BAYPORT 1-6664. Residence Phone, SAGINAW 1-1530.
 DR. ALLEN F. MURPHY—address, same as above.

BLUE ISLAND. { DR. JOHN F. VAN DE ROOVAART, JR., 12757 S. Western Ave. Phone office and home FULTON 8-0325. If no answer FULTON 8-0673.
 DR. HOMER B. FIELD, Oculist, 13000 South Maple Ave. Telephone FULTON 5-6100.

HARVEY..... { DR. A. R. ANDERSON, 15400 Page Ave. Phone EDISON 8-0010. Residence Phone, EDISON 1-1760.

CHICAGO HEIGHTS..... { DR. VICTOR LODATO, 1529 Chicago Road. Phone SKYLINE 4-0322.

INDIANA HARBOR..... { DR. E. A. CAMPAGNA, Office, 3406 Guthrie. Phone EXPORT 7-0125. Residence, 4320 Ivy, Phone EXPORT 7-5093.
 DR. HARRY L. SHULRUFF, E.N.T. 3701 Main St. Phone EXPORT 8-2323.

GARY..... {

COMPANY'S SURGEONS—Continued

HAMMOND... { DR. E. S. JONES, Office, 30 Douglas St. Phone, WESTMORE 3-0012. Residence, 50 Kenwood, Hammond. Home Phone, WESTMORE 3-0016.
 DR. EDWARD R. COTTER, Office, 2415 169th St. Phone TILDEN 5-1314. Residence TILDEN 4-1614.
 DR. HEDWIG KUHN, Oculist.
 DR. ARTHUR J. KUHN, E. N. T. 112 Rimbach St. Telephone WESTMORE 2-0435.

EAST CHICAGO..... { DR. FAY F. BOYS, Office, 4712 Magoun Ave. Telephone EXPORT 7-8966. Residence Phone TEMPLE 8-5018.

HOSPITALS

CHICAGO..... { PRESBYTERIAN-ST. LUKE'S HOSPITAL, 1753 W. Congress St. Telephone SEELEY 8-4411.
 ST. ANTHONY'S HOSPITAL, W. 19th St. and Marshall Blvd. Telephone LAWDALE 1-1711.

SOUTH SHORE HOSPITAL, 8015 Luella Ave. Telephone SOUTH SHORE 8-0810.

BLUE ISLAND DISTRICT... { ST. FRANCIS HOSPITAL, 12934 Gregory St. Telephone FULTON 5-7300.

HAMMOND... { ST. MARGARET'S HOSPITAL, 33 Clinton St. Telephone WESTMORE 2-2300.

EAST CHICAGO.... { ST. CATHERINE'S HOSPITAL, 4321 Fir Ave. Telephone EXPORT 7-3080.

HARVEY..... { INGALLS MEMORIAL HOSPITAL, 155 Page St. Telephone EDISON 3-2300.

AMBULANCE SERVICE

CHICAGO DISTRICT... { BESS. Motor Ambulance, Warren Ave. and Leavitt St. Phone SEELEY 2-2400. When ambulance not necessary use Yellow Cab. Phone CALUMET 5-8000.

BLUE ISLAND DISTRICT... { KRUGGER AMBULANCE, 13050 Greenwood Ave. Phone FULTON 8-1300.

EAST CHICAGO DISTRICT... { FIFE AMBULANCE, 4201 Indianapolis, East Chicago, Ind. Telephone EXPORT 8-3210.

EXAMINING POINTS

Examiner's Office Days and Hours

DR. J. J. KAZAK, Medical Examiner, Room 462, Grand Central Station. Phone WABASH 2-2311, Local 255.

Chicago, Grand Central Station—9:00 a.m. to 4:00 p.m., D.S.T., daily except Wednesday, Saturday and Sunday.

Hammond. (East Chicago) General Office—First and Third Wednesday of each month, 9:00 a.m. to 12:00 noon, D.S.T.

Barr Yard, General Office—Second and Fourth Wednesday of each month, 9:00 a.m. to 12:00 noon, D.S.T.

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control.

If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.

2. Notify the company's surgeon of the number of persons injured, and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.

3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.

4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone

accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.

5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.

6. Company's surgeons will be expected to go outside of their assigned limits whenever required.

7. Employees will, when able, visit the company's surgeon for treatment.

8. The company will not be responsible when an injured employee selects other than a company's surgeon.

I. KAPLAN, M.D.
Medical and Surgical Director.

SPECIAL INSTRUCTIONS

1 Superiority of Trains

2 Location of Watch Inspectors

CHICAGO

CHARLES H. BERN, Union Station, LaSalle St. Station and 5019 So. Ashland Ave.

COLE & YOUNG, 9144 Commercial Ave.

HARRISON JEWELERS, 5854 W. Roosevelt Rd.

BLUE ISLAND

ADAM C. KRANICH, 13035 So. Western Avenue.

GEORGE C. LUOHTENMYER, 13013 S. Western Avenue.

EAST CHICAGO

FRIEDMAN JEWELERS, 809 W. Chicago Ave.

3 Standard Clocks, Bulletin Boards and Train Registers (Located as indicated by "x")

	Standard Clock	Bulletin Board	Train Register
GRAND CENTRAL STATION CHICAGO			
Station Master's Office.....	X	X	X
Telegraph Office.....	X		X-W
Dispatcher's Office.....	X		
Chicago Great Western Jct.....			X
LINCOLN STREET			
Yard Office.....	X	X	X-W
ROBEY STREET			
Yard Office.....	X	X	X-W
Round House.....	X	X	X-W
HOMAN AVENUE			
Yard Office.....	X	X	X-W
CICERO			
Agent's Office.....	X	X	X-W
FOREST HILL			
Agent's Office.....	X	X	X-W
BARR YARD			
Yard Office, Ashland Ave....	X	X	X-W
Register Room, Halsted St..	X	X	X-W
Register Room, Coal Chute..	X	X	X-W

3 Standard Clocks, Bulletin Boards and Train Registers

(Located as indicated by "x")

(Continued)

	Standard Clock	Bulletin Board	Train Register
WHITING JUNCTION			
Switchtender's Office.....	X	X	X
Caller's Office.....			X-W
ROCK ISLAND JUNCTION			
Train Director's Office.....			X
PHOENIX			
Agent's Office.....			X-W
CHICAGO HEIGHTS			
Phone Booth.....			X
W—Watch comparison only.			

Last sentence of Rule 2 is amended to read as follows:

These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

Conductors of freight trains and light engines will register on Form C, showing engine number, conductor, engineer and number of loads and empties at Whiting Junction. All trains and light engines register at Rock Island Junction on Form C. Soo Line trains will register at CGW Jct. on Form C.

4 Clearance Card Form A

B. & O. trains dispatched from Grand Central Station, Chicago, will receive Clearance Card Form A at Telegraph office to operate beyond Pine Jct. B. & O. trains dispatched from all points except Grand Central Station, Chicago, will receive Clearance Card Form A at Pine Jct. Rules 111 and 112 are not in effect on the B&OCT RR.

Trainmen, or others, handling or directing movements, except on the Whiting Sub-Division must secure permission from the Train Dispatcher before allowing engines or trains to enter the main track, or before crossing from one main track to another, and must report to the Train Dispatcher time main track is clear at completion of movement. Rules 6, 55, and second paragraph of Rule 58 modified.

SPECIAL INSTRUCTIONS—Continued

LIMITS	CLASS OF SERVICE		
	Pas-senger and express trains	Fast freight trains	Slow freight, local, pickup and work trains
Passenger and express trains handled by freight diesel engines will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger and express trains where such restrictions are less than 65 miles per hour.			
Grand Central Station, Chicago and Beverly Jct. except as noted below—	50	50	30
Around reverse curve at Robey Yard between Wood Street and Leavitt Street in both directions, around curve on inbound main between Morgan Street and Halsted Street.....	40	40	30
Through Interlocking, 49th St.....	35	35	30
Through Interlocking, 16th St. (Chicago River Bridge); IN, 26th St., Ash St.; Beverly Jct.....	20	20	20
Outbound main through crossover and turnouts at 79th St. and throughout entire length of curve at 63rd St. passenger station, in both directions....	30	30	30
Through crossovers and turnouts 79th St. Jct. on inbound from Blue Island and through Interlocking Western Ave. Jct., in both directions.....	15	15	15
Rock Island Jct. to Pine Jct. except as noted below—	65	50	30
B. & O. and N. Y. C. Connections Pine Jct.....	20	20	20
Indiana Harbor Ship Canal Bridge.....	50	50	30
Through Interlocking, C R Tower and Ind. Harbor.....	50	40	30
On curves Rock Island Jct. and over Brookdale Sub-division.....	10	10	10
Western Ave. Jct. and Forest Park except as noted below—	40	40	30
Through Interlocking, Western Ave. Jct.	20	20	20
Through Interlocking C. G. W. Jct....	20	20	20
79th St. Jct. and Pine Jct. via Blue Island Jct. except as noted below—	40	40	30
Through spring switch on inbound main track, west end, westbound receiving yard, and spring switch outbound main track at east end of eastbound receiving yard, Barr Yard.....	25	25	25
Through Interlocking, Riverdale; Dol-ton; Calumet Park; State Line; Clarke Jct., Pine Jct.....	20	20	20
Through Gauntlet Bridge 685D State Line.....	15	15	15
Within City Limits of Hammond.....	25	25	25
Within City Limits of East Chicago....	25	25	25
Harvey Jct. and Chicago Heights except as noted below—	40	40	30
Through Interlocking, North Harvey and Harvey.....	20	20	20
Through spring switch leaving Berg siding southward and through spring switch leaving McDonald siding southward.....	15	15	15
Over C. H. T. T. R. R. crossings, 10th St.; 17th St.; about 500 feet south of E. J. & E. viaduct and about 500 feet south of 26th St., Chicago Heights...	15	15	15

LIMITS	CLASS OF SERVICE		
	Pas-senger and express trains	Fast freight trains	Slow freight, local, pickup and work trains
Within Limits Polk St. Interlocking....	10	10	10
Through crossovers and turnouts unless otherwise specified.....	8	8	8

Maximum Speed of Light Engines

	For-ward	Back-ward
Diesel Switch Engine.....	30	30
One Diesel Road Unit.....	30	30
Single Budd Car Unit.....	30	30
All Steam Engines (except as noted below).....	40	25
All Engines; without engine or pony trucks....	25	25

Trains and engines operating over the Whiting Sub-division will run at restricted speed.

Work trains, and relief trains consisting of steam derrick 30 miles per hour maximum speed, 20 miles per hour around curves and over railroad crossings. 15 miles per hour when derrick is handled ahead of engine.

Dead steam engines moving in a train shall be headed in the direction of the train movement, and trains handling such engines are not to exceed a speed of twenty-five miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Trains handling scale test cars will not exceed 35 miles per hour as these cars are not equipped with air brakes. They will be spaced three cars ahead of caboose, and train must have 85% operative brakes.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on driver due to engine being jacked up for a broken axle or having truck removed, will not exceed 15 miles per hour.

Speed Restrictions

- MEDIUM SPEED—A speed not exceeding 30 Miles per hour.
- SLOW SPEED—A speed not exceeding 15 Miles per hour.
- RESTRICTED SPEED—Proceed, prepared to stop short of train, obstruction, improperly lined switch or broken rail.

6 Train Orders

On the Chicago Heights Sub-division south of North Harvey, trains will operate on train order authority only.

When it is necessary to operate trains against the current of traffic, levermen or switchtenders who cross trains over from one main track to the other must deliver to the engineer (and conductor when possible) Form 14 C. T., showing the destination to be run against the current of traffic.

A train must not proceed against the current of traffic without Form 14 C. T., except in emergencies under flag protection as prescribed by Rule 99.

Instructions to operate against the current of traffic must be in writing over the signature of the Superintendent, and copy mailed to the Chief Dispatcher.

When taking train orders on telephone at a box or booth, they will be made in triplicate on regular train order blank, one copy for the conductor, one copy for the engineer and one copy to be mailed to the Chief Dispatcher.

SPECIAL INSTRUCTIONS—Continued

7 Extra Trains

Rules Nos. 21 and 22 are not in effect on the B. & O. C. T. RR.

8 Operating Trains by Signal Indication

Rules 261 to 264 inclusive are in effect between:

Polk St. and 16th St. Interlockings.
Outbound main only, 75th St. Interlocking and 79th St. Jct.
Harvey Jct. and North Harvey Interlocking.
Pine Jct. and Clarke Jct. Interlockings.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS BY BLOCK SIGNALS

261. On portions of the railroad and on tracks designated in Special Instructions, trains will be governed by block signals, the indications of which will supersede time-table superiority of trains for both opposing and following movements on the same track.

262. The movement of trains will be controlled by the Train Dispatcher, who will issue instructions to operators when required.

262 (A). When a train approaches a train order or interlocking station, the operator will report promptly to the Train Dispatcher after the train operates the approach indicator. Operator will give station name, train or engine number, direction, and track on which train is approaching. The Train Dispatcher will then instruct the operator the route to be used. When interlocking or train order stations are not equipped with indicators, operators will report to the Train Dispatcher when the train passes the train order station in the rear.

At passing sidings where train order station is located so that train cannot be routed to siding by signal indication, the train must be given advance notice.

Should a train desire to enter a siding where signals are controlled by an operator it may do so on authority of Train Dispatcher.

263. A train having work to do which may delay it more than ten minutes or is unable to make usual speed, must get permission from the operator at the last station at which there is a passing siding before proceeding. The operator must obtain such authority from the Train Dispatcher.

264. Except as affected by Rules 261 to 263 inclusive, all Block and Operating Rules remain in effect.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

Rules 251 to 254 inclusive are in effect between:

16th St. and C. G. W. Jct. Interlockings except between Western Ave. and Francisco Ave.
Western Ave. and Beverly Jct. Interlockings except outbound main between 75th St. Interlocking and 79th St. Jct.
Rock Island Jct. and Pine Jct. Interlocking.
Inbound main Clarke Jct. and Blue Island Jct. Interlockings.
Outbound main 119th St. and Clarke Jct. Interlocking.

251. On portions of the railroad and on tracks designated in Special Instructions, trains will run with the current of traffic being governed by block signals, the indications of which will supersede time-table superiority.

251 (A). When a train or engine clears the main track at a point where switches are hand-operated by crews, the conductor or engineer will report clear.

251 (B). When trains are in the clear, permission must be obtained from operator before fouling the main track, unless authorized by signal indication.

252. The movement of trains will be controlled by the Train Dispatcher, who will issue instructions to operators when required.

252 (A). When a train approaches a train order or interlocking station, the operator will report promptly to the Train Dispatcher after the train operates the approach indicator. Operator will give station name, train or engine number, direction, and track on which train is approaching. The Train Dispatcher will then instruct the operator the route to be used. When interlocking or train order stations are not equipped with indicators, operators will report to the Train Dispatcher when the train passes the train order station in the rear.

At passing sidings where train order station is located so that train cannot be routed to siding by signal indication, the train must be given advance notice.

Should a train desire to enter a siding where signals are controlled by an operator, it may do so on authority of Train Dispatcher.

253. A train having work to do which may delay it more than ten minutes, or is unable to make usual speed, must get permission from the operator at the last station at which there is a passing siding before proceeding. The operator must obtain such authority from the Train Dispatcher.

254. Except as affected by Rules 251 to 253 inclusive, all Block and Operating Rules remain in effect.

9 Spacing Trains

AUTOMATIC BLOCK SYSTEM RULES

Rules 505 to 519 inclusive are in effect between:

Pine Jct. interlocking and Rock Island Jct.,
Inbound main Pine Jct. and Blue Island Jct. interlocking,
Inbound main via Blue Island Jct. 87th St. to 79th St.,
Outbound main 119th St. and Pine Jct. interlocking,
Beverly Jct. and Western Ave. Jct. interlockings,
Chicago and C. G. W. Jct. interlockings except between Western Ave. interlocking and Francisco Ave.

505. Block signals govern the use of the blocks. Unless otherwise provided, they do not supersede the superiority of trains nor do they dispense with the use or the observance of other signals when they may be required.

506. At an interlocking in automatic block signal territory, interlocking rules govern movements through the interlocking limits. Interlocking home signals will be used as block signals.

507. Unless otherwise provided, block signals for a track apply only to trains or engines moving with the current of traffic on that track.

509. Except as provided in Rules 509 (A), 509 (B) and 509 (C), when a train is stopped by a "Stop" indication, it must stay until authorized to proceed. It will then proceed at restricted speed until the entire train passes the next signal.

509 (A). In Color Position Light Automatic Block Signal territory where a track is signaled in one direction only:

When an automatic block signal equipped with a number board indicates "Stop", a member of the crew will examine switches, including both ends of cross-overs, within 1,000 feet of the signal involved. If such switches are in proper position, train will proceed at restricted speed until entire train passes next signal or ETC sign.

509 (B). On track that is signaled in both directions:

When a train receives a "Stop" indication at an absolute signal, conductor or engineer will communicate with Train Dispatcher. On receiving a train order that there is no opposing train between such absolute signal and the next opposing absolute signal, or a designated point beyond the train will proceed at restricted speed until entire train passes the next signal. Train receiving a "Stop" indication at an intermediate signal equipped with number board, after having received such train order, will stop and then proceed at restricted speed until entire train passes the next signal.

509 (C). When a train on track that is signaled in both directions is stopped by a "Stop" indication and communication is not available:

When preceded by a flagman a sufficient distance to insure full protection, it will proceed to the next point of communication. When the next block signal in advance is displaying a more favorable indication than "Stop and Proceed," the flagman may be taken up and the train proceed at restricted speed until entire train passes the next signal.

510. When a train is stopped by a block signal which is evidently out of order, prompt report must be made to the Train Dispatcher.

511. When it is observed that an automatic signal fails to display its proper indication after any part of a train has entered the block, a flagman must be left at the signal to notify following trains. He will stay until relieved by a competent employe. The conductor will notify the engineer of his train, who will proceed at restricted speed to the next signal. Report will be made to the Train Dispatcher from the first point of communication.

SPECIAL INSTRUCTIONS—Continued

9 Spacing Trains—Concluded

512. All hand operated switches must be opened three minutes (or more, when specified in Special Instructions), before fouling main or cross-over tracks. When indicator displays clear on electric lock and seal has not been broken for emergency use, this waiting time is not required. Switches will not be restored to normal position until movement is completed.

To expedite the movement, the switch should be opened immediately after the train to be followed has passed the switch.

Between Rock Island Jct. and Pine Jct. interlocking trainmen will open switches and derails and wait five (5) minutes before fouling main tracks. Rule 512 modified.

This will not relieve crews from protecting their train in accordance with Rule 99.

513. When trains meet at a passing siding on single track, hand-operated switch will be thrown as soon as the rear of train to be met has passed the fouling point of the siding. Movement from siding to main track will then be governed by the indication displayed by the signal.

514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal.

When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal.

515. A train or engine having passed beyond the limits of a block must not back into that block, except under protection as prescribed in Rule 99, or by train order.

516. When a block signal is taken out of service:

If semaphore, the arm must be removed and no light displayed. If C. P. L., the housing or colored lights will be set parallel to the track or covered.

517. Cars placed on sidings provided with derails must be clear of derails and insulated rail joints. Where there is no derail, cars must be placed clear of fouling point and insulated rail joints.

519. Excessive use of sand at any point is prohibited.

Crews operating via Blue Island Jct. receiving 291 or 292 indication on the color position light signal North of 87th St. and with no train ahead will stop to clear cut section sign south of 87th Street. They will call the Switchtender at 79th St. to ascertain if there is anything in the block to prevent their train from proceeding to 79th St.

104 (A). No attempt shall be made to open a switch which is electrically locked, unless the indicator displays clear. However, if the electric lock fails, emergency release, where provided, may be used by authority of Train Dispatcher.

10 Fixed Signals

Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

An automatic block signal is in operation just south of West Harvey to govern movements of northward trains from this signal through the switches at the south end of West Harvey yard only.

Starting Signal located on entrance gate posts, Grand Central Station, Chicago, display the following indication governing the departure of passenger trains: **Red—Hold, Green—Depart**, this in no way modifies any other signal indications or rules governing starting of passenger trains.

Color position light signal governing movements of switch engines working on the West Lead at Robey Street Yard, located on C&NW Ry. property about 100 feet east of Leavitt Street and south of the C&NW Ry. running tracks, is used to signal engineer only when the engine is around curve, out of sight of men on ground, and engine crews are unable to see hand signal.

Signals are operated from a jack box located East of Telephone booth. To avoid giving more than one signal indication at a time, only one plug will be used in this jack box. Repeater lights above the jack box will show same indication displayed by color light signal.

Switchmen and Engine crews will thoroughly familiarize themselves with the operation of the jack box, and particularly the signal indications. When no lights are displayed, hand signals will govern.

The following indications will govern:

Two red lights horizontal—Stop.

Yellow Marker lights—Back.

Two yellow lights diagonal—Ahead slow.

Two lunar white lights diagonal—Ahead medium speed.

Two green lights vertical—Ahead fast, or kick signal.

At Blue Island Jct. home signal governing inbound movements toward 79th St. governs movement through interlocking plant limit only. At 79th Street the permissive type indication governing outbound movements on B&OCT tracks towards Blue Island Jct. governs movement through switches at 79th Street only.

11 Hand Signals and Flagging

Trains in both directions will operate at restricted speed, expecting to find main tracks occupied without flag protection between Riverdale Interlocker and Western Ave. Barr Yard, and between CSS&SB and Republic Tower East Chicago. Rule 99 modified.

Trains holding main track on outbound main between 75th street and 79th street are relieved of protecting their train by flag. Rule 99 modified.

Red electric lanterns of the type furnished by the Baltimore & Ohio Chicago Terminal Railroad Company may be used for flagging purposes. Rule No. 11A modified.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times: Westward—Indiana Harbor.

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 train order or in an emergency under flag protection.

At all switchtender locations listed, when switchtender is on duty, all movements over the switches within the switchtender's jurisdiction, and where hand signal is required, will be governed by the proper hand signals given by the switchtender. Rules 13-A and 42 modified.

Crews using crossover switches at 22nd St. between C. B. & Q. and C. J. will receive permission from B. & O. C. T. Train Dispatcher before entering or leaving main line. Crews required to run against current of traffic will receive permission from Train Dispatcher and have in their possession Form 14CT for such move.

48th Ave. switchtender will use yellow flag by day, yellow light by night, to signal trains to and from west wye connection, crossover movements and to proceed beyond against current of traffic. White flag by day, white light by night, to signal trains to and from the C. G. W. connection.

At Rockwell Street, Switchtender will use a white flag by day, white light by night to signal trains crossing Rockwell St. on B. & O. C. T. tracks; yellow flag by day, yellow light by night to signal trains crossing Rockwell St. on Penn Co. tracks; and green flag by day, green light by night to signal trains crossing Rockwell St. on C. & N. W. tracks. Trains on wye between 14th Street and Rockwell St. must receive white flag by day, white light by night before occupying Penn. Co. tracks or to cross over on connection toward Forest Park. Inbound trains will receive white flag by day, white light by night to use B. & O. C. T. connection towards Penn Co. Tracks or wye connection to 14th St.

36th St. switchtender will use yellow flag by day, yellow light by night, to signal trains to and from north wye, crossover movements and to proceed beyond against current of traffic.

SPECIAL INSTRUCTIONS—Continued

11 Hand Signals and Flagging—Concluded

Switchtenders at 36th St. are assigned from 7:00 A.M. to 11:00 P.M. Between the hours of 11:00 P.M. and 7:00 A.M. all crews using crossover switches between main tracks and the North Wye at that point will receive permission from B. & O. C. T. Train Dispatcher before entering or leaving main line and for making crossover movements.

Brighton Park switchtender will use green flag by day, green light by night, to signal trains on main tracks, yellow flag by day, yellow light by night, to signal trains to and from the C. J., Penn. Co. and south wye connections.

79th St. Jct. switchtender will use yellow flag by day, yellow light by night, to signal trains approaching 79th St. Jct. against current of traffic to proceed beyond 79th St. Jct. and for crossover movement.

Whiting Jct. switchtender will use yellow flag by day, yellow light by night, to signal trains to and from Whiting Sub-division, crossover movements and to proceed beyond against current of traffic.

Halsted St. switchtender will use yellow flag by day, yellow light by night, to signal trains to and from the coach yard leads, crossover movements and to proceed beyond against current traffic, white flag by day, white light by night, to signal trains to and from Soo Line connection.

Crews using crossover switches at Laffin St. will restore them to their normal position (5) five and (6) six leads when not in use.

Wood St. switchtender will use yellow flag by day, yellow light by night, to signal trains and light engines to and from coach yard and roundhouse except between the hours of 11 P.M. and 7 A.M., no switchtender will be on duty. The normal position of crossover switches when switchtender is not on duty will be lined for movement of inbound engines from 6 to 5 lead. Crews must restore these switches to normal position.

Crews crossing from Robey Yd. to Engine Hse. after movement is made must restore and lock these switches to normal position for No. 4 lead and No. 5 lead.

11A Markers and Classification Signals

Markers are signals displayed on each side of the rear of every train to indicate the rear of the train. Lighted markers will be displayed, both day and night.

12 Joint or Special Use of Tracks

B. & O. Rules are in effect on the B. & O. C. T. R. H.

B. & O. C. T. train dispatchers have no jurisdiction over operation of B. & O. and C. & O. trains while on Rock Island tracks. In the event of accident or unusual delay conductors or others in charge of B. & O. and C. & O. trains while on Rock Island tracks are required to report promptly to the B. & O. C. T. train dispatcher. Trains between Rock Island Jct. and Beverly Jct. are operated under rules and time tables of the C. R. I. & P. Ry. Inbound trains moving to C. R. I. & P. tracks and outbound trains moving to B. & O. tracks at Rock Island Jct. will proceed on signal from train director at Rock Island Jct. to be given with a green flag by day and a green light by night. Trains and engines from the B. & O. tracks to B. R. C. tracks and trains and engines from B. R. C. tracks to B. & O. tracks at Rock Island Jct. will proceed on yellow flag by day and yellow light by night.

Movement of trains through the single track wye between 14th St. and Rockwell St. will be arranged for by the Leverman at Western Ave. Jct. and the switchtender at Rockwell St.

Trainmen and others in charge of movements of trains using the east wye to the Cicero District will get permission from switchtender at 48th Ave. and will stop clear of the west wye connection at 46th Ave. and not proceed until route is known to be clear and switches properly lined.

Trainmen and others in charge of trains moving from the Cicero District will stop clear of the Belt connection and get permission to operate over either the East or West Wye from Switchtender at 48th Ave. by telephone located in box on pole nearby. Train and Engine Crews must know before passing 46th Ave. that switches are lined and route is clear before proceeding. All switches must be returned to normal position after being used, which is for movement of trains from the west wye to and from the Belt Ry.

Crews will get permission from the Train Dispatcher through the operator at C. R. Tower by means of telephone located at 100th St. crossover, Wolf Lake, before entering the main track or using crossover between the main tracks.

Train and enginemen in charge of trains and light engines operating over Whiting Sub-division in either direction will secure permission from switchtender, Whiting Jct., before entering running track between Whiting Jct. and Whiting and will report into clear to the switchtender, Whiting Jct., immediately after leaving the running track at all points. PRR Tower Whiting will notify switchtender at Whiting Jct. on southbound moves. Switchtender at Whiting Jct. will notify PRR Tower Whiting on northbound moves on Whiting Sub-division.

The main tracks over State Line River Bridge, located one-half mile west of Hammond, are gauntlet. Train movements in both directions, with the current of traffic, will be governed by high signals, and in both directions, against the current of traffic, will be governed by dwarf signals. Emergency releases located in box, on High Signal Masts locked with standard switch locks, are push buttons marked "High Signal" and "Dwarf Signal." Train arriving at Gauntlet track State Line River Bridge, finding signal aspect Rule 292 (Stop), when there is no train approaching bridge on either main track for opposing movement, or train on adjacent track making movement in the same direction, member of crew will push button to clear signal for movement of his train. Signal will clear two minutes after pushing button. Emergency train movements may be made in the absence of signal indications, or signal indicating Rule 292 (Stop) that cannot be cleared with push button operation, under full flag protection and failure reported.

At Thornton, the passing siding on the east side of the main track is the northward passing siding. The passing siding on the west side of the main track is the southward passing siding.

13 Operation of Air Brakes

At points where backup hose is used to control the movement of cars handled through city streets, or to control backup movement, Trainmen will see that backup hose is coupled to the front of the leading car, that the air is coupled through from the backup hose to engine, and that proper brake test is made by application of air through the backup hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the makeup of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the backup hose in each case.

Trains operating in territories where backup hose are required as covered by special instructions, and in Form 1118-D will have backup hose applied, after which they will be tested by the Trainmen to know that they are in proper working order.

Backup men will make a running air brake test between 500 and 1,000 feet from initial starting point. In the event backup men fail to make this test within the prescribed limits, engineer will reduce speed to four (4) miles per hour until such test has been made.

Backup men handling trains into Grand Central Station, Chicago or Lincoln St. Coach Yard will make a safety stop not less than 200 feet from cars or bumping post on such track, then back up to cars or post at a speed not to exceed 2 miles per hour. If backup men fail to make these safety stops, engineers will stop trains at an approximate point such as will conform as nearly as possible with the distance specified above and not proceed until proper hand signal is given from rear of train.

Backup men and engineers will be held equally responsible for damage done when backing trains into the Grand Central Station, Chicago or the Lincoln St. Coach Yard.

Backup men handling trains between Halsted St. and Lincoln St. Coach Yard will operate at restricted speed expecting to find coach yard leads occupied by switch engines. This will not relieve switchmen from properly protecting by flag when using these tracks for switching or industry work.

14 Spring Switches

Outlet switch, Eastbound Classification Yard, Barr, located 240 feet east of signal 122 A, is equipped with spring switch

SPECIAL INSTRUCTIONS—Continued

14 Spring Switches—Concluded

mechanism, normal position of switch is for train movements leaving yard.

Automatic Dwarf Signal 122 B, located on eastbound classification yard lead 240 feet west of lead switch on outbound main track governs train movements from yard lead to outbound main track.

Dwarf Signal 122 B is approach lighted by 400 feet of track circuit in advance of signal. Trains leaving yard will do so at slow speed until signal indication is displayed and then be governed by that indication.

Dwarf Signal "W," located 30 feet east of spring switch governs train movements against the current of traffic on outbound main track and only indicates position of spring switch points. Permissive indication on Signal "W" is not authority to run against the current of traffic.

Outlet switch, West bound classification yard, Barr, located on inbound main track, 250 feet west of signal 139 A, is equipped with spring switch mechanism; normal position of switch is for train movements leaving yard.

Dwarf signal E located 30 feet west of spring switch governs train movements against current of traffic on inbound main track and only indicates position of spring switch points. Permissive indication on Signal E is not authority to run against the current of traffic.

Dwarf signal 139B, located on westbound classification yard lead 265 feet east of lead switch on inbound main track governs train movements from yard lead to main tracks.

Dwarf signal W governs train movements from yard lead to outbound main track and only indicates that switches are properly lined for movement. Permissive indication on signal 139B is not authority to run against the current of traffic.

Dwarf signal 139B is approach lighted by 400 feet of track circuit in advance of signal. Trains leaving yard will do so at slow speed until signal indication is displayed and then be governed by that indication.

Northward home signal 10th St., Chicago Heights, in addition to protecting C. H. T. T. crossing also protects points of spring switch south end of McDonald Siding. When signal will not clear as per instructions, member of crew will check points of switch for northward main track movements.

14A "Dual Control Switches and Derails"

Interlocking rules apply at dual control switch and derail locations as follows:

Between North Harvey and Harvey Junction, all switches and signals are operated by operator at North Harvey, except hand thrown switches at West wye connection, and McLean lead located between North Harvey and Harvey Junction which are equipped with electric locks. Trains making movement to Main Track via these connections will call operator at North Harvey for permission to enter Main Track. After permission for train movement is given—

- (1) Remove switch lock from keeper
- (2) Wait 3 minutes
- (3) Operate switch by hand lever

Light will illuminate through top of electric lock when lock is unlocked.

All other switches, including switch leading to outbound main track just west of Little Calumet River bridge and the crossover switches between both main tracks just east of Little Calumet River Bridge at Harvey Junction, are dual-controlled and in case of power failure may be operated by hand throw levers.

At points within Interlockings, Centralized Traffic and other Remote Control territory, certain switches and derails are handled by dual control switch machines which may be operated by power controlled by the Train Dispatcher-Operator or by a hand throw lever. Normal operation is by power. A hand throw selector lever which forms a part of the switch machine is used to change the gearing from power to hand throw and vice versa.

To place on hand operation, unlock both the "selector" and "hand throw" levers. Throw the "selector" lever to hand operation position. Operate "hand throw" lever back and forth until switch points are seen to move with the movement of lever.

Set up route as required.

Keep "selector" lever in hand operation position until the last wheels of train or engine have passed over the switch.

Restore "hand throw" and "selector" levers to their normal positions and secure with switch lock.

Dual control switches will be operated by hand:

On instructions of the Train Dispatcher-Operator who will authorize their use in the event of failure, when the governing signal cannot be cleared, or for the purpose of facilitating switching.

When a train or engine, otherwise having the right to proceed, is delayed by the protecting signal where communication is not available.

Whenever a train or engine is required to move over a dual control switch or switches under a Stop signal indication, such switch or switches must first be placed on hand throw.

15 Railroad Crossings and Drawbridges

RAILROAD CROSSING		Position of signal indicating clear route for trains operating over B. & O.C.T. tracks
Station	Railroad	
Western Ave. Jct.	C. & N. W.—C. J.	Interlocking
Rockwell Street	P. R. R.—C. & N. W.	Hand Signal
C. G. W. Jct.	C. G. W. Soo Line	Interlocking
Rockwell St. W. Wye	P. R. R.	Hand Signal
26th Street	I. N. R. R.	Interlocking
Ash Street	I. C.—A. T. & S. F.	Interlocking
Brighton Park, N. Wye	P. R. R.	Vertical
Brighton Park	G. M. & O. R. R.	Vertical
Brighton Park, S. Wye	P. R. R.	Vertical
49th Street	P. R. R.	Interlocking
75th Street	Belt—Wabash	Interlocking
Beverly Jct.	P. R. R.	Interlocking
R. I. Jct., Note (c)	C. R. I. & P.—Belt—N. Y. C.	Diagonal
Whiting	N. Y. C.—I. H. B.	Interlocking
Whiting	P. R. R.	Interlocking
Commercial Ave.	I. C., Note (b)	Vertical
71st St.	I. C., Note (a)	Hand Signal
Grasselli	E. J. & E.	Statutory Stop
Grasselli	N. Y. C.	Interlocking
Hammond-Yard Lead	E. J. & E.	Statutory Stop
Youngstown Sheet and Tube	E. J. & E., Note (g)	{ Automatic Interlocking
Ind. Harbor	N. Y. C.—I. H. B.	Interlocking
Clarke Jct., Note (d)	P. R. R.	Interlocking
Calumet	N. Y. C.—E. J. & E.	Interlocking
Republic	I. H. B., Note (h)	Auto. Interlocking
Hammond	C. S. S. & S. B., Note (i)	Auto. Interlocking
State Line	I. H. B.—C. I. & L.— N. K. P.—Erie	Interlocking
Calumet Park	M. C.—P. R. R.—I. H. B.	Interlocking
Dolton	C. & W. I.	Interlocking
Riverdale	P. R. R.	Interlocking
Blue Island Jct.	Grand Trunk—I. H. B.	Interlocking
North Harvey	I. H. B.	Interlocking
Harvey	Grand Trunk	Interlocking
Chicago Heights		{ Automatic Interlocking
10th St.	C. H. T. T., Notes (e) (f)	Interlocking
Chicago Heights, 17th St.	C. H. T. T., Note (e)	{ Automatic Interlocking
Chicago Heights, 500 ft. south of E. J. & E.		{ Automatic Interlocking
Viaduct	C. H. T. T., Note (e)	Interlocking
Chicago Heights, 500 ft. south of 26th Street	C. H. T. T., Note (e)	{ Automatic Interlocking
Drawbridges:		
16th Street, Chicago		
River	Drawbridge	Interlocking
Calumet River	Drawbridge	Interlocking
Indiana Harbor	Drawbridge	Interlocking

SPECIAL INSTRUCTIONS—Continued

15 Railroad Crossings and Drawbridges—Concluded

In the State of Indiana at railroad crossings and drawbridges not equipped with approved interlocking, train or engines will stop not less than 40 feet nor more than 500 feet from crossing or drawbridge; in the State of Illinois within 800 feet from crossing or drawbridge; in both states they will not proceed until route is clear.

(a) Trains crossing the I. C. Wye, 71st St., Brookdale Sub-division will stop and send flagman ahead and know the route is clear before permitting their train to proceed over crossing.

(b) The Illinois Central crossing on the Brookdale Sub-division at 83rd Place and Commercial Avenue is protected by semaphore signals. The high semaphore signals govern movements of B&O trains in both directions. The normal position of these signals is clear for the I. C. and stop for the B&O. To permit a B&O train to use the crossing, trainmen will be sure there is no I. C. train approaching, place I. C. signals in Stop position, and change B&O signal to Proceed. Lever operating B&O crossing signals will start flashing light signals operating. Train crews must wait at least 30 seconds after clearing B&O signal before entering roadway of Commercial Avenue. B&O signal lever **MUST NOT** be restored to normal position until train has cleared I. C. tracks and Commercial Avenue.

(c) Trains from Brookdale Sub-division at Rock Island Jct. will stop to clear the N. Y. C., Belt and C. R. I. & P. crossings and not proceed until they receive permission from operator at C. R. Tower. Normal position of targets governing the movement of trains over Belt, N. Y. C. and C. R. I. & P. crossings on Brookdale Sub-division at Rock Island Jct. is horizontal. Trainmen in charge of trains to and from Brookdale Sub-division will change target to diagonal position until movement over crossing is completed when target will be restored to normal position.

(d) Outbound trains on arrival at Clarke Jct., with the home target in stop position, will stop west of the Industrial Highway (near the telephone) and call the towerman at Clarke Jct. for a prospective figure on how long they will be held, and thereby determine whether or not it would be necessary to cut the nearest crossing west (Cline Ave.) or when to couple up and be ready to proceed promptly after cutting the crossing.

(e) If the signals at C. H. T. T. R. R. crossings, Chicago Heights, do not clear and crossings are not occupied, trainmen will operate time release to clear signal; if signal does not clear, trains will move over crossing under flag protection.

(f) To secure clear southward home signal 10th St., Chicago Heights, automatic interlocking for southward train in siding, member of train crew must operate push button in box on southward home signal mast. If crossing is clear, push button marked "TAKE" to clear signal for train movement. If "TAKE" button has been pushed and train is not ready to proceed, interlocking can be released by pushing button marked "RELEASE."

(g) Automatic interlocking installed at Youngstown Sheet & Tube Plant, Whiting, Indiana is to protect train movement over E. J. & E. Railroad.

Normally B. & O. home signal for entering plant will clear by lining main line switch. When leaving Youngstown Sheet & Tube Plant, the reversing of hand throw switch from yard lead will clear home signal. If the signals of E. J. & E. crossing do not clear and the crossings are not occupied, trainmen will push B. & O. button which is mounted in box on side of relay house at crossing. Button should be held until light lights. When light goes out, signal has cleared. If signal fails to clear and no trains are approaching crossings on E. J. & E. tracks, trains will move over crossings under flag protection. Train dispatcher's and block telephone is located in relay house at crossings.

Push buttons are located at each B. & O. signal. Whenever movement has been made through interlocker and a reverse move is necessary, trainmen will push button and signal will clear.

All B. & O. push buttons are locked with B. & O. switch locks.

(h) Automatic interlocking installed at Republic, East Chicago, Indiana, is to protect train movement over I. H. B. Railroad.

Home signals for entering plant will clear when approach sections become occupied. If more than seven (7) minutes and thirty (30) seconds are consumed while moving through this section on inbound main and six (6) minutes on outbound main, home signals will return to "Stop" position automatically. To clear signals again, trains must move within 300 feet of home signal on inbound main and 350 feet of home signal on outbound main.

If the signals of I. H. B. crossing do not clear and crossings are not occupied, trainmen will push B. & O. button located in box at crossing. If signal fails to clear after expiration of three (3) minutes and no trains are approaching crossing on I. H. B. tracks, trains will move over crossing under flag protection.

Whenever movement has been made through interlocking plant and a reverse move is necessary, trainmen will push button located in box at crossing and signal will clear.

(i) Automatic interlocking installed at Hammond, Indiana, is to protect train movement over C. S. S. & S. B. Railroad.

Home signals for entering plant will clear when approach sections become occupied. If more than six (6) minutes is consumed while moving through this section, inbound home signal will return to "Stop" position automatically. Signal will clear after passing "C.S." sign and Columbia Avenue gates have lowered.

If the signals of C. S. S. & S. B. crossing do not clear and crossings are not occupied, trainmen will push B. & O. button located on box on relay house at crossing. If light fails to go out and signals fail to clear after expiration of one (1) minute and no trains are approaching crossing on C. S. S. & S. B. tracks, trains will move over crossing under flag protection.

Whenever movement has been made through interlocking plant and a reverse move is necessary, trainmen will push button and signal will clear. Push buttons are located at B. & O. signals.

16

Yards

Trains and engines will approach yard switching leads expecting to find them occupied. Switch engine working on leads will be given preference in movement.

Unless the amount of room is known by actual observation, or otherwise, beyond doubt, cars must not be shoved on yard tracks until a member of the train or yard crew is stationed at the opposite end of such track to ascertain the amount of room or clearance.

On yard tracks, movements must be made at such speed that stop can be made to prevent accidents. At points where tracks converge, caution must be used to prevent accidents when entering or leaving tracks.

When engines go into yard tracks beyond a switching lead, the conductor or foreman in charge will, when possible, leave a member of his crew at the yard lead switch to protect the return movement to the switching lead.

Crews in charge of trains or engines using siding or yard tracks at any point must proceed only as way is seen or known to be clear and know switches are properly lined for their movements before fouling them.

17

Helper Engines

Where helper engines are used on rear, engineer on helper engine must not move train until proper hand or whistle signal is given.

18

Mail

19

Fuel

Lincoln Street and Barr Yard.

SPECIAL INSTRUCTIONS—Continued

20 Whistle Signals

Except on the Chicago Heights Sub-division, inbound and outbound trains will sound engine whistle signals as follows to recall flagman:

Inbound — — — — —

Outbound — — — — —

Section 10, City of Whiting, Indiana, Ordinance No. 988 governing railroads reads:

"It shall be unlawful for any person running or controlling any locomotive to sound the whistle thereof or allow the same to be sounded within the corporate limits of the City, unless to prevent accident that cannot otherwise be prevented."

Corporate limits of the City of Whiting in relation to B. & O. and B. & O. C. T. tracks are as follows:

West Limits: One tenth mile west of Mile Post 255.

East Limits: Two tenths mile east of Mile Post 253.

South Limits: One quarter mile south of 129th Street.

21 Highway Crossing Protection

Trains and engines will stop and be preceded by a flagman or member of train crew who will protect Highway traffic over following crossings:

- Whiting 129th St.—No. X-4905
 121st St.—No. X-4907.
 119th St.—No. X-4908.
- East Chicago Crossings over 141st St.—Nos. X-4872
 and X-4882.
 Vernon Ave., No. X-4874.
 151st St., No. X-4880 and X-4875.
 Kennedy Ave., Grasselli Lead, X-4876.
 Chicago Ave.—No. X-4879.
 Railroad Ave. at Wyes, North No. X-
 4881, South No. X-4878.
- Hammond Hudson St., X-4894.
 Chicago Ave., No. X-4894.3.
 Hoffman St., No. X-4894.7.
 Lake Michigan Blvd., X-4901. Industrial
 Spur.
- Burnham—Hegewisch Spur.
 Burnham Ave., No. X-4910.
 Chippewa Ave., No. X-4911.
 Green Bay Ave., No. X-4913.
- Brookdale Sub- } 93rd St. to Dorchester and 71st St. in-
 division } clusive.
 Nos. X-4813 to X-4853 inclusive.
- Oak Park West Towns Lead
 Garfield St., No. X-5018
 Maple St., No. X-5019
- Cicero 54th Avenue, No. X-5036.
 55th Ave., No. X-5028.
 55th Ct., No. X-5039.
 West Wye, 16th St., No. X-5040.
- All industrial spurs across 16th Street and across 54th Ave.
- Harvey All industrial spurs across 155th, 156th,
 and 157th Sts.

When passing over any highway crossing protected by crossing gates, wig-wags, flashlights or bells, train and enginemen will, where practicable, observe if the signals are operating. If not operating properly, notify Superintendent promptly by wire.

Crews on all trains when stopping short of cut sections (C.S.) installed near highway crossings, protected by Automatic Flash Lights or gates, will consume not less than (20) twenty seconds between (C.S.) cut section sign and highway crossing.

22 Train Order Stations—Open less than 24 Hours

23 Restrictions on Structure and Tracks

24 Clearances

Employees are required to familiarize themselves with all

close clearances in territory in which they operate, both for their own protection and the protection of the Company.

They are prohibited from riding on top of engines, high box cars, and other high equipment when passing under wires and overhead structures.

Crews operating on the new permanent inbound and outbound main tracks are prohibited from riding on tops of cars between Central Ave. and Chicago Great Western Jct.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employes should not stand on the top of engines, cars, or other equipment while passing under these overhead structures or wire crossings.

The following is the maximum height and width of cars and lading (single car loads) that can be handled over main and thoroughfare tracks of the B&OCT RR and B&O RR west of Pine Jct.

	Height
Polk St., Track 2, under viaduct	B&OCT 15' 9"
" " Tracks 3 and 5 to 7 incl., under viaduct "	16' 10"
" " Tracks 8 and 9 " " "	16' 7"
" " Tracks 10 to 12 incl., " " "	16' 4"
G. C. Station canopies (Tracks 2, 5, 6, 7 and 8)	" 14' 8"
G. C. Station canopies restrict width to 7'0" above "	14' 8"
G. C. Station Mail Platform, tracks 2, 3, and 5, restricts width on box cars to 9' 8" at 4' 8" high and lower.	
Roosevelt Road Connection to CRI&P	" 18' 0"
Roosevelt Rd., Chgo., Viaduct Main tracks	" 19' 10"
Paulina St. CTA overhead	" 19' 3"
46th Ave., Main Line	" 16' 10"
East Wye Belt overhead	" 16' 8"
Laramie Ave. Viaduct	" 21' 2"
Austin Blvd. Viaduct	" 19' 6"
Lombard Ave. Viaduct	" 19' 7"
Ridgeland Ave. Viaduct	" 19' 3"
East Ave. Viaduct	" 19' 11"
Oak Park Ave. Viaduct	" 19' 2"
Home Ave. Viaduct Main tracks	" 21' 6"
Home Ave. Viaduct Mohrs Spur	" 17' 6"
Harlem Ave. Viaduct	" 19' 2"
Circle Ave. Viaduct	" 19' 0"
48th Ave. & 16th St. high tension line	B&OCT 22' 0"
18th St. and 19th St., CB&Q overhead	" 17' 0"
21 St. CTA overhead	" 20' 7"
Drainage Canal—8-Track Bridge	" 21' 2"
49th St., CR&I, IHB and GTW overhead	B&OCT 18' 6"
Rock Island Jct., NYC and PRR overhead	CRI&P and B&O 17' 2"
Calumet River Bridge, South Chicago	B&O 21' 6"
Indiana Harbor overhead Viaduct	" 21' 0"
Indiana Harbor Ship Canal Bridge	" 20' 10"
Pine Jct., EJ&E overhead main tracks	" 20' 0"
Pine Jct., EJ&E overhead	B&OCT 20' 4"
Hammond, CSS&SB, high tension line	" 22' 0"
State Line, Calumet River	" 20' 4"
Burnham Ave. Viaduct	" 21' 0"
Stony Island Ave.	" 21' 6"
Riverdale, IC overhead	" 19' 5"
Barr Yard, Halsted St. Viaduct	" 21' 3"
Blue Island Jct., CRI&P overhead	B&OCT 17' 3"
West Harvey, Wynman Gordon Viaducts	" 21' 6"
Harvey, IC overhead	" 19' 7"
McDonald, C&EI overhead	" 15' 11"
Chicago Heights, MC and EJ&E overhead	" 16' 2"
Pulaski Rd. Viaduct	" 21' 0"
McCook Drainage Canal Bridge	" 19' 7"
LaGrange, CB&Q overhead	IHB 16' 9"
Broadview, IC overhead	IHB 17' 1"
Broadview, Roosevelt Rd. Viaduct	IHB 21' 0"
Lake St., CTA overhead	PRR and C&NW 15' 6"
Lake St., CTA structure, restrict top width to 5' 0" on	C&NW at 16' 0"
Whiting Sub-division, Sinclair Viaduct	B&OCT 20' 10"

SPECIAL INSTRUCTIONS—Continued

24

Clearances—Cont.

MAXIMUM WIDTHS AT VARIOUS HEIGHTS

(See Limitation on maximum heights above)

18' 9" high above rail	1' 0" wide
18' 0" " " " "	4' 0" "
17' 0" " " " "	9' 0" "
16' 0" " " " "	10' 0" "
15' 0" " " " "	10' 6" "
14' 0" " " " "	10' 8" "
13' 0" " " " "	11' 0" "
5' 6" " " " "	*11' 0" "
4' 6" " " " "	*10' 8" "
3' 0" " " " "	10' 6" "
2' 0" " " " "	10' 4" "
1' 0" " " " "	9' 7" "
0' 6" " " " "	9' 2" "

Note: Widths marked (*) do not apply for loads to be handled on West Wye at Ogden Ave., and on P. R. R. and C. & N. W. R. R. Tracks North of Rockwell St. where width is limited to 10' 6" at slow speed.

Note: Loads with greater dimensions or multiple loads must not be handled without special permission and instructions governing train movement. See Railway Line Clearances or B. & O. Clearance Tables for more complete Clearance Tables.

25

Classification Where There Are Two or More Main Tracks

Inbound main signifies trains moving toward Grand Central Station.

Outbound main signifies trains moving from Grand Central Station.

26

Telephones

To communicate with Train Dispatcher by Bell Telephone, call Wabash 2-2211.

Location	Connects with
Station Master's Office, Grand Central Station Chicago	Train Dispatcher
Polk St. Tower	"
16th St. River Bridge	"
Halsted St. Switchtender	"
Throop St.	"
Lincoln St. Yard Office	"
Robey Yard Office	"
West End Robey Yard Booth	"
Western Ave. Tower	"
Rockwell St. Crossing	"
Sacramento Ave. Booth	"
Homan Ave. Yard Office	"
St. Louis Ave.—Box on pole	"
Springfield Ave. Booth	"
45th Ave. Booth	"
48th Ave. Switchtender	"
C. G. W. Yard Office—Laramie Ave.	"
Central Ave.—Booth	"
Oak Park Ave. Booth	"
C. G. W. Junction Tower	"
Forest Park—Soo Line Station	"
22nd St. Booth	"
26th St. Tower	"
Ash St. Tower	"
36th St. Switchtender	"
Alton Junction Switchtender	"
Brighton Park Switchtender	"
49th St. Tower	"
51st St. Booth	"
59th St. Booth	"
65th St. Booth	"
75th St. Tower	"
78th St.—Forest Hill Yard Office	"

26

Telephones—Concluded

Location	Connects with
Beverly Junction Tower	"
West end of platform—South Chicago Depot	Train Dispatcher
South Chicago Depot	"
South Chicago—Bridge Tower	"
Whiting Tower	"
Youngstown Sheet and Tube—Relay house	"
Indiana Harbor Ship Canal Bridge	"
Indiana Harbor Tower	"
Indiana Harbor, West end west bound siding—Booth	"
Indiana Harbor, East end yard—Booth	"
Pine Junction Tower	"
79th St. Jct.—Switchtender	"
95th St. Booth	"
121st Place Booth	"
Illinois Brick Co. Yard 22—Box on pole	"
Blue Island Junction Tower	"
Harvey Jct. West Wye—Box on pole	"
Harvey Junction East Wye—Booth	"
Roll Ave. Booth	"
Barr Yard—Ashland Ave.—Tower	"
Barr Yard—Halsted St.—Tower	"
Barr Yard—Callers Office	"
Riverdale Tower	"
Dolton Tower	"
Metro Glass Booth	"
Chicago Brick Co. Booth	"
Calumet Park Tower	"
State Line Tower	"
Cameron Ave., Hammond—Booth	"
Calumet Ave., Hammond—Box on pole	"
Whiting Junction Switchtender and Yardmaster Office	"
Baring Ave. Booth	"
Tod Ave.—Box on pole	"
Railroad Ave.—Box on pole	"
McCook Ave. North, West Wye Booth	"
McCook Ave. North, East Wye Booth	"
Calumet Tower	"
Parrish Ave. Yard—Box on pole—East End Receiving Yard	"
Parrish Ave. Yard Booth—West End Receiving Yard	"
Cline Ave.—Box on pole	"
Clarke Jct. Industrial Hwy. Booth	"
Clarke Junction Tower	"
Pine Junction Tower	"
Harvey Jct. So. End Wye—Booth	"
North Harvey Tower	"
St. Paul Jct. Booth	"
West Harvey (south end)—Box on pole	"
Harvey Tower	"
Phoenix—Agent's Office	"
Phoenix—Booth	"
Berg (north end) Booth	"
Berg (south end) Booth	"
Thornton Booth	"
McDonald (north end)—Booth	"
Joe Orr Road—Box on pole	"
McDonald (south end)—Booth	"
Chicago Heights—Booth	"
Lincoln Highway—Box on pole	"
North End Faithorn Yard Booth	"
Faithorn—C. M. St. P. & P. Yard Office	"

C. R. I. & P.

Gresham Tower	Train Dispatcher
Pullman Jct.—C. & W. I. Crossingman's Cabin	"
Rock Island Jct.—Train Director	"

Telephones are under the direct control of the Train dispatcher, who has the only instrument that will ring a station. When desiring to talk to another station, dispatcher should be requested to ring the desired station. If allowed to talk, the time will be limited to actual requirements, and subject to need of line by dispatcher.

SPECIAL INSTRUCTIONS—Continued

27

Unclassified

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves company premises. This must be done even though the injury is slight.

The supervisor should arrange prompt first aid for the injured; then, as soon as possible place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be removed to nearest station or some other place where information can be given the Coroner and trains should proceed without further delay.

General Orders will be issued by each Division effective 12:01 A.M. of the first of each month. (Rule 58 modified.)

Holidays—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

Engines switching on tracks adjacent to main tracks will stop operation while passenger trains are passing.

When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

The time of trains running in the same direction will appear in full face type at first station where such schedules are 10 or less minutes apart.

Main line crossovers in the vicinity of yards are subject to be occupied. Trains operating on main tracks will keep sharp lookout for flag and be prepared to stop to clear crossovers when necessary.

Cars on team tracks or freight house tracks must not be switched or moved until a member of the train or switch crew has ascertained that all trucks and gang planks are clear and that all persons whose duty requires their presence have been given advance warning of such movements.

When handling cars on industrial tracks which extend into buildings, or tracks equipped with bumping posts, cars must be moved with extreme caution to point of spotting before being cut off.

Where gates are provided across track, or where tracks extend into buildings through openings equipped with doors, trainmen must first see that door or gate is open and properly secured, and then place himself in position to pass signals, to insure cars being spotted without causing damage.

Cutting off, and kicking cars, onto team tracks, industrial tracks or freight house tracks, such as referred to above, is prohibited.

When pulling, setting or switching cars on industry or team tracks on incline, or when using incline tracks leading to such tracks, sufficient hand brakes must be applied to control movement of car or cars being handled.

Sufficient hand brakes must be securely applied, and wheels properly blocked, on all cars left on incline tracks before car or cars are uncoupled from train or engine.

When a train or engine is waiting to cross from one track to another and during the approach or passage of a train on tracks involved, all switches and derails connected with the movement must be secured in the normal position. Before starting the movement, all switches and derails must be properly lined and not restored to normal until the movement is completed. At sidings with hand-operated switches, trains must not be reported clear nor hand signals given other trains, until the switch and derail have been properly lined and secured.

Conductors or foremen are held responsible for the strict enforcement and compliance with instructions governing the movement of cars on yard tracks, industrial track, team tracks and freight house tracks.

When cars are to be weighed on scale track, Barr Yard, crews will be held responsible for damage done to cars on the old eastbound main. If scale track is fouled by cars on

old east-bound main, cut must be made and cars pulled back to clear scale track before starting to weigh. Scale track switch to old east-bound main at east end of scale track must be lined back for the old east-bound main by crew weighing cars after completion of weighing.

Where operating conditions require the engineer to depend upon the fireman for proper observance of clearance, position of switches, signal indications, etc., engineer will be held responsible for requiring the fireman to be in a position at all times to transmit promptly, signal indications and observe any danger of unsafe operation or impending damage to the Company's property.

Running switches will not be made when it can be avoided without unnecessary delay. When necessary to make a drop the engine at all times must use the straight track. Movements of this kind over street crossings at grade are prohibited.

A reverse movement within the limits of an interlocking or a forward movement after making a reverse movement, must not be made without proper interlocking signal or permission from the leverman.

Switchtenders when reporting for work will examine all switches they control to see that they are in proper working condition.

Levermen or switchtenders will promptly report to Train dispatcher all trains passing their stations.

Conductor (or man in charge of train) will be held responsible for the proper locking of all telephone booths and boxes after using same.

Each car of a passenger train will, when practicable, be connected with the engine by a communicating signal appliance.

To start passenger trains at terminals and at points where train makeup is changed, the communicating signal from the rear car will be used.

At intermediate stations proceed signal may be given from any car upon proper signal from the conductor.

When the flagman is recalled at points between stations he may give proceed signal from the rear of train.

Train Accidents:

Trainmen or Enginemen;—Form 490 will be used reporting all derailments or damage to equipment, or property. Reports will be made by Conductors and, in addition, by engineman when engine is damaged, derailed, or run through switch. Form 490 will be prepared in triplicate.

Crews operating north of 79th Street will mail reports to Trainmaster's office Robey Street, South of 79th Street to Assistant Trainmaster's office Barr Yard.

Trainmen or enginemen of foreign trains will make reports in accordance with above instructions.

Trainmen and enginemen of trains approaching or passing highway crossings at grade must observe carefully for vehicles on adjacent tracks, and when necessary must protect trains on obstructed tracks.

The forward trainman of freight trains will ride on the engine, except at such times as the rules require him to be elsewhere in performance of other duties. He must look back from each side of engine and observe the general condition of his train approaching stations and railroad crossings, and immediately after passing them, also on curves from the inside of curve and frequently at other points.

The rear trainman of freight trains from the rear platform of caboose shall in like manner observe the general condition of his train and other trains.

When unsafe conditions are observed by either the forward or rear trainman, they must take prompt action for the safety of their train and other trains.

Enginemen must, and when practicable the forward trainman will communicate to each other the condition of the track ahead and proper response must be made, promptly, to such communications, in trains approaching or moving on curves, or where the view of track is obstructed.

SPECIAL INSTRUCTIONS—Continued

27 Unclassified—Concluded

Train Accidents—Concluded:

Engine and train crews must be on the alert to prevent accidents. Firemen must assist engineer in maintaining look-out both ahead and behind the engine and promptly call attention to any condition which might cause an accident.

When making up road trains, Operating Rule 930, Rules and Regulations of the Operating Department, has been modified as follows:

Not more than four dead steam engines or four dead Diesel units will be hauled in one train. The first dead engine will be spaced five cars behind the hauling engine, with five cars between it and other dead engines. Four dead Diesel units may be coupled together, if they are equipped with brake pipe vent valves. If four dead Diesel units are coupled together, they will be spaced five cars behind hauling engine. If dead engines of unusual weight and construction are to be moved, Mechanical Department will inspect them and advise Superintendent where engines are to be placed in train and speed to be operated. When dead engines are handled in trains performing work, they will be placed in train back of all set-offs. Where Time-Table instructions provide for use of retainers, the flat maintaining feature will not be used unless a Supervisor is on dead engine to prevent overheating of tires.

28 Additional Regular and Flag Stops

All passenger trains will make station stops at 63rd Street and South Chicago unless otherwise instructed.

29 Explanation of Letters

TRACK CAR OPERATION

110. A track car operator must pass examination on the operating rules and physical characteristics of the territory on which he operates and must have a Track Car Permit.

Track car operators must secure Form 1089-D from telegraph operator for the movement of all track cars on main tracks. After Form 1089-D has been delivered to a track car operator, no additions or alterations will be made in Part I. When additional information is secured on train movements, a new Form 1089-D must be obtained.

Track car operator must give the telegraph operator his track car number, direction he is to move, points between which movement is to be made and the time required to make the movement.

Train dispatcher will furnish telegraph operator complete line-up of movement of all trains, number of line-up, track to which line-up applies and time it expires. Operator will record this information in Part I on Form 1089-D as it is received and repeat it to the Train Dispatcher. The telegraph operator will then fill in Part II, showing information as to the movement of track cars known to be operating between his station and next open train order station at the time line-up is issued. If no track cars are in territory, the words "None at (time)" will be shown in Part II.

When the track car operator receives Form 1089-D by telephone, he must repeat the information to the telegraph operator. The track car operator must read aloud to all persons on the track car the information received on Form 1089-D.

When trains other than those shown on line-up are to be operated over his territory, the Train Dispatcher will—

- (a) Fully advise such trains of the circumstances;
- (b) Instruct those trains to look out for the track car, and to use whistle frequently.

On two or more main tracks, movements against current of traffic will not be made on a track for which a line-up has been issued until line-up has expired or track car operator notified.

Information will be included in the line-up which will indicate to track car operators when certain trains may run faster than usual due to light tonnage, special equipment or other reasons.

When information cannot be obtained as to train movements, track car must be operated under flag protection.

Track car operators must secure Part II of Form 1089-D before passing any open train order station.

Track cars must clear the main track ten minutes before scheduled trains are due. Track car operators must use good judgment in clearing other trains shown on the line-up. Track car must clear the main track before the time limit on line-up expires. When communication is available, track car operator must report promptly when the car is clear of the main track, and must get permission from the telegraph operator before again occupying the main track.

Where there are three or more main tracks, track cars will be operated on outside tracks where practicable.

When a train is approaching on an adjacent track, the car must be stopped and occupants stand clear of the tracks.

Telegraph operators will keep a complete record on their block sheets of all track movements. Such track cars will be considered "in the block" between any two open stations until reported clear, or the line-up expires. In opening and closing train order stations, the telegraph operator will contact open station in each direction and these operators will record track cars that are in the extended block.

Telegraph operator will keep on file a copy of all Forms 1089-D issued.

These rules do not relieve track car operators from protecting track cars in accordance with Rule 99.

Track car operators must comply with Maintenance of Way Department Rules governing the operation of track cars.




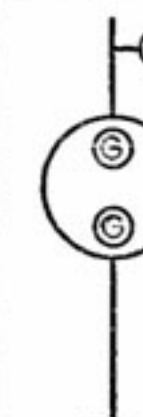





Track cars must not be operated in excess of twenty (20) miles per hour. At night, or during stormy or foggy weather, the speed must not exceed ten (10) miles per hour. Within yard limits, track car must be operated so that it can be stopped within range of vision.










Track cars must carry a white light in front and a red light on the rear, when operated at night or through tunnels, or when day signals cannot be plainly seen.


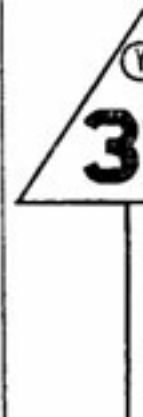
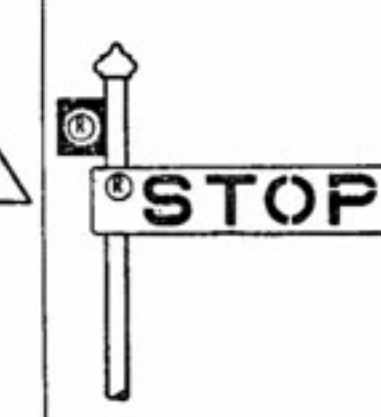


SPEED TABLE

Time Per Mile	MPH	Time Per Mile	MPH	Time Per Mile	MPH
0 min. 45 sec.	80.0	1 min. 10 sec.	51.0	2 min. 10 sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		

COLOR POSITION LIGHT SIGNALS

Day and Night Aspects	Indication	Name	Rule
	Stop, then proceed at restricted speed until entire train passes next signal.	Stop and Proceed	RULE 291
	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.	Permissive	RULE 289
	Proceed, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed or slower if necessary.	Approach	RULE 285
	Proceed, approaching next signal at slow speed. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.	Approach Slow	RULE 284
	Proceed, approaching next signal at medium speed.	Approach Medium	RULE 282
	Proceed	Clear	RULE 281
	Proceed at medium speed approaching next signal at medium speed.	Medium Approach Medium	RULE 283A
	Proceed; medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal, Block clear.	Medium Clear	RULE 283
	Stop, then proceed at restricted speed until entire train passes next signal.	Stop and Proceed	RULE 291

Day and Night Aspects	Indication	Name	Rule
	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.	Medium Permissive	RULE 289A
	Proceed at medium speed, or slower if necessary, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce speed to medium speed, or slower if necessary.	Medium Approach	RULE 286
	Proceed at medium speed approaching next signal at slow speed.	Medium Approach Slow	RULE 283B
	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.	Restricting	RULE 290
	Proceed at slow speed until entire train passes through switches, and then at not exceeding medium speed, prepared to stop at next signal.	Slow Approach	RULE 288
	Proceed at slow speed until entire train passes through switches. In automatic block territory approach next signal at slow speed.	Slow Clear	RULE 287
	Stop	Stop	RULE 292
	Location of Cut Section for guidance of trains switching near automatic highway crossing signals. See Rule 109 (A).	Cut Section Sign	RULE 276
	End of track circuit or point beyond which a train does not cause an automatic block signal to display its most restrictive indication or may be used for special purposes as covered by General Order or Special Instructions.	End of Track Circuit Sign	RULE 277

Day and Night Aspects	Indication	Name	Rule
	Temporary speed restriction shall be covered by Train Order or General Order and designated by portable sign Fig. A placed at the point of restriction.	Temporary Speed Restriction Sign	RULE 298 Fig. A
	Permanent speed restriction shall be carried in Special Instructions and designated by triangular sign Fig. B placed at the point of restriction.	Permanent Speed Restriction Sign	RULE 298 Fig. B
		Stop Sign	RULE 298 Fig. C
		Temporary Whistle Post	RULE 299 Fig. A
		Permanent Whistle Post	RULE 299 Fig. B

ASPECT LEGEND

- (R) — Red
- (LW) — Lunar White
- (Y) — Yellow
- (G) — Green
- (W) — White

Semi-automatic and Absolute signals are not equipped with number boards.

Other Automatic signals are equipped with number boards.

SEMAPHORE SIGNALS

Day and Night Aspects		Day and Night Aspects		Day and Night Aspects		
Indication	Proceed, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.		Proceed, approaching next signal at medium speed.		Proceed	
Name	Approach		Approach Medium		Clear	
	RULE 285		RULE 282		RULE 281	

Day and Night Aspects		Day and Night Aspects		Day and Night Aspects		Day and Night Aspects		<p>ASPECT LEGEND</p> <ul style="list-style-type: none"> Ⓡ — Red Ⓞ — Green Ⓨ — Yellow ⓁⓌ — Lunar White <p>Semi-automatic and Absolute signals are not equipped with number boards.</p> <p>Other Automatic signals are equipped with number boards.</p>
Indication	Stop, then proceed at restricted speed until entire train passes next signal.		Proceed at medium speed, or slower if necessary, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.		Proceed, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed or slower if necessary. Where used approaching interlocking, train must not exceed 20 miles per hour within interlocking limits.		Proceed; medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal. Block clear.	
Name	Stop and Proceed		Medium Approach		Distant Signal		Medium Clear	
	RULE 291		RULE 286		RULE 285A		RULE 283	

Day and Night Aspects		Day and Night Aspects		Day and Night Aspects		
Indication	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.		Proceed at slow speed until entire train passes through switches. In automatic block territory approach next signal at slow speed.		Stop	
Name	Restricting		Slow Clear		Stop	
	RULE 290		RULE 287		RULE 292	

INBOUND

Distance from Chicago	B. & O. C. T. Time Table No. 185 Effective 12.01 A. M. April 30, 1961	Passing siding capacity in 45 foot cars including Engine and Caboose	FIRST CLASS										
			607	9	5	304	609	7	613				
			C. & O. No. 7	B. & O. No. 9	B. & O. No. 5	SooLine No. 4	C. & O. No. 9	B. & O. No. 7	C. & O. No. 13				
			DAILY Except Monday	DAILY	DAILY	DAILY Except Sunday	DAILY Except Sunday	DAILY	Sunday Only				
29.4	Pine Junction..... 2.4	90	A.M. 3.28	A.M. 5.43	A.M. 6.20	A.M.	A.M. 9.42	P.M. 1.35	P.M. 8.40
27.0	Indiana Harbor..... N.Y.C.—Ship. 3.2 Canal Brg.		3.31	5.46	6.22	9.44	1.37	8.42
23.8	Whiting..... N. Y. C. 3.8		3.36	5.48	6.25	9.48	1.40	8.47
20.0	C. R. Tower..... Cal.Riv.Brg. 0.3		3.40	5.51	6.28	9.53	1.44	8.50
19.7	Rock Island Jct..... 0.3		3.41	5.53	6.29	9.54	1.45	8.52
19.4	South Chicago..... 6.0		83.42	85.55	86.31	89.55	81.46	88.53
13.4	Beverly Jct..... Penna.Co. 1.6		3.54	6.07	6.44	10.08	1.58	9.06
11.8	79th Street Jct..... 0.6		3.57	6.09	6.45	10.10	2.01	9.10
11.2	75th Street..... Wab.-Belt 1.5	
9.7	Sixty-Third Street.. 1.8		84.00	86.11	86.47	810.15	82.03	89.16
7.9	49th Street..... Penna. Co. 1.4	4.03	6.14	6.50	.....	10.18	2.06	9.19	.....	.....	.....	.....
6.5	Brighton Park..... G.M.&O. 0.3	4.06	6.17	6.52	.....	10.20	2.09	9.22	.....	.....	.....	.....
6.2	36th Street..... 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7	Ash Street..... A.T.&S.F.-I.C. 0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.1	26th Street..... Ill.Northern.....0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6	22nd Street..... 0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.9	14th Street Jct..... Chgo. Jct 0.2	4.12	6.23	6.58	.....	10.26	2.15	9.28	.....	.....	.....	.....
11.0	Forest Park..... 0.5	.....	.....	.....	7.05	.....	.....	.....	.....	.....	.....	.....
10.5	Chgo. Grt. West. Jct. SooLine-C.G.W.0.9	.....	.....	.....	7.08	.....	.....	.....	.....	.....	.....	.....
9.6	Oak Park Ave..... 1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.1	Central Ave..... 1.2	.....	.....	.....	7.13	.....	.....	.....	.....	.....	.....	.....
6.9	Forty-Eighth Ave... 0.3	.....	.....	.....	7.15	.....	.....	.....	.....	.....	.....	.....
6.6	Forty-Fifth Ave... 0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	Springfield Ave... 0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.4	St. Louis Ave..... 0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6	Sacramento Ave... 0.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.5	Francisco Ave..... 0.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.2	Rockwell St..... C.N.W.-Pa.Co. 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.7	Western Ave. Jct... C.&N.W. 0.5	4.13	6.24	6.59	7.22	10.27	2.16	9.29	.....	.....	.....	.....
3.2	Robey Yard..... 0.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.3	Throop Street..... 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.8	Halsted Street..... 0.8	4.16	6.27	7.02	7.25	10.31	2.19	9.32	.....	.....	.....	.....
1.0	16th Street..... Chgo.Riv.Brg. 1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0	Chicago.....	A4.30 A.M.	A6.40 A.M.	A7.15 A.M.	A 7.35 A.M.	A10.40 A.M.	A2.30 P.M.	A9.40 P.M.	.....	.....	.....	.....

PASSENGER TRAINS WILL NOT EXCEED 65 MILES PER HOUR.
SPEED AS SHOWN IN SPECIAL INSTRUCTION 5, AND SUCH OTHER RESTRICTIONS AS MAY
BE IN EFFECT, WILL NOT BE EXCEEDED.

OUTBOUND

Distance from Chicago	B. & O. C. T. Time Table No. 185 Effective 12.01 A. M. April 30, 1961	Passing siding capacity in 45 foot cars including Engine and Caboose	FIRST CLASS																	
			10	6	608	303	8	610												
			B. & O. No. 10	B. & O. No. 6	C. & O. No. 8	SooLine No. 3	B. & O. No. 8	C. & O. No. 10												
			DAILY	DAILY	DAILY	DAILY Except Saturday	DAILY	DAILY Except Saturday												
0.0	Chicago.....		A.M. 11.10	P.M. 3.50	P.M. 4.15	P.M. 5.00	P.M. 9.15	P.M. 10.30												
1.0	16th Street.....																			
1.8	Chgo. Riv. Brg. 0.8																			
	Halsted Street.....		11.13	3.53	4.18	5.03	9.18	10.33												
2.3	Throop Street.....																			
3.2	Robey Yard.....																			
3.7	Western Ave. Jct. 0.5																			
	C. & N. W.		11.16	3.57	4.21	5.06	9.21	10.36												
4.2	Rockwell St. 0.5																			
	C.N.W.-Pa.Co. 0.3																			
4.5	Francisco Ave. 0.1																			
4.8	Sacramento Ave. 0.8																			
5.4	St. Louis Ave. 0.4																			
5.8	Springfield Ave. 0.8																			
6.6	Forty-Fifth Ave. 0.3																			
6.9	Forty-Eighth Ave. 1.2					5.13														
8.1	Central Ave. 1.5					5.15														
9.6	Oak Park Ave. 0.9																			
10.5	Chgo. Grt. West Jct. 0.5					5.27														
	SooLine-C.G.W.																			
11.0	Forest Park.....					5.30														
3.9	14th Street Jct. 0.2		11.17	3.58	4.22		9.22	10.37												
4.6	Chgo. Jct. 0.7																			
	22nd Street.....																			
5.1	26th Street.....																			
5.7	Ill. Northern 0.6																			
	Ash Street.....																			
6.2	A.T.&S.F.-I.C. 0.5																			
	36th Street.....																			
6.5	Brighton Park.....		11.23	4.04	4.28		9.28	10.43												
	G.M.&O. 1.4																			
7.9	49th Street.....		11.26	4.07	4.31		9.31	10.46												
	Penna.Co. 1.8																			
9.7	Sixty-Third Street. 1.5		11.29	4.10	4.35		9.34	10.49												
11.2	75th Street.....																			
	Wab.-Belt 0.6																			
11.8	79th Street Jct.		11.31	4.13	4.38		9.36	10.51												
13.4	Beverly Jct. 1.6		11.33	4.14	4.41		9.38	10.53												
	Penna.Co. 8.0																			
19.4	South Chicago.....		11.48	4.27	4.53		9.53	11.08												
19.7	Rock Island Jct.		11.50	4.29	4.55		9.54	11.09												
20.0	C. R. Tower..... 0.3		11.53	4.33	4.56		9.58	11.13												
	Cal. Riv. Brg. 3.8																			
23.8	Whiting..... 3.2		11.58	4.37	5.00		10.03	11.18												
	N.Y.C. 2.4																			
27.0	Indiana Harbor.....		12.02	4.41	5.04		10.07	11.22												
	N. Y. C.-Ship Canal Brg.																			
29.4	Pine Junction.....		12.05	4.45	5.12		10.10	11.25												
			P.M.	P.M.	P.M.	P.M.	P.M.	P.M.												

PASSENGER TRAINS WILL NOT EXCEED 65 MILES PER HOUR.
SPEED AS SHOWN IN SPECIAL INSTRUCTION 5, AND SUCH OTHER RESTRICTIONS AS MAY
BE IN EFFECT, WILL NOT BE EXCEEDED.

Distance from 79th St.	B. & O. C. T. Time Table No. 185 April 30, 1961		SECOND CLASS TRAINS B. & O. C. T.			
			OUTBOUND		INBOUND	
0.0	79th St. Jct.					
2.3	95th St. Cross-over					
5.7	Ill. Brick Yd. Cross-over					
7.0	Blue Island Jct.					
7.9	Harvey Jct.					
8.6	Barr Yd. (Ashland Ave.)					
9.6	Barr Yd. (Halsted St.)					
10.6	Riverdale					
11.3	Dolton					
12.3	Chicago Brick Cross-over					
14.7	Calumet Park					
16.1	State Line Tower					
16.4	Hammond					
16.9	P. F. W. & C. Jct.					
17.6	Whiting Jct.					
21.4	Whiting					
18.2	East Wye Switch					
18.3	East Chicago					
18.8	Republic					
19.4	Calumet					
21.7	Clarke Jct.					
22.1	Pine Jct.					

Chicago Heights Sub-Division				
Distance from Harvey Jct.	B. & O. C. T. Time Table No. 185 April 30, 1961		SOUTHWARD	NORTHWARD
0.0	Harvey Jct.			
0.7	North Harvey			
0.9	Posen Jct.			
1.5	St. Paul Jct.			
2.1	West Harvey			
3.2	Harvey			
3.6	Phoenix			
6.6	Berg	110		
7.5	Thornton	N38 S35		
8.0	Glenwood			
9.2	McDonald	111		
11.1	Chicago Heights			
16.4	Falthorn			

THE BALTIMORE & OHIO SYSTEM
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 CHICAGO TERMINAL R.R.

SCALE IN MILES
 0 1 2 3 4 5 6

