

*Compliance with*  
**OPERATING RULES**

AND  
**SAFETY RULES**

INSURES  
**SAFE and EFFICIENT  
Operation**

In Case of DOUBT or UNCERTAINTY  
the SAFE COURSE MUST BE TAKEN

| IMPACT FORCE AT VARIOUS<br>STRIKING SPEEDS |    |                 |
|--|----|-----------------|
| CAR<br>COUPLED<br>AT (MPH)                 |    | IMPACT<br>FORCE |
| SAFE                                       | 1  | 1               |
|  | 2  | 4               |
|  | 3  | 9               |
|  | 4  | 16              |
| DAMAGING                                   | 5  | 25              |
|  | 6  | 36              |
|  | 7  | 49              |
|  | 8  | 64              |
|  | 9  | 81              |
|  | 10 | 100             |

**THE BALTIMORE AND OHIO CHICAGO  
TERMINAL RAILROAD COMPANY**

**Safety Above Everything**



**TIMETABLE No. 190**

To Take Effect 12:01 A.M. Central Standard Time

**SUNDAY, OCTOBER 31, 1965**

DESTROY ALL TIMETABLES OF PREVIOUS DATE

**Read The Instructions**

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Central Standard Time

J. L. ROGERS, JR.,  
*Vice President and  
General Manager.*

E. L. REEVES,  
*Superintendent.*

DIVISION OFFICERS

| OFFICER         | TITLE       | TERRITORY |
|-----------------|-------------|-----------|
| W. J. Booth     | Asst. Sup't | B&OCT     |
| C. J. Rosenbach | TM          |           |
| J. A. Crinion   | ATM         |           |
| T. E. Chester   | TTM         |           |
| J. E. Moss      | ATM         |           |
| H. Pate         | ATM         |           |
| B. J. Lester    | ATM         |           |
| S. Hadt         | ATM         |           |
| K. R. Hanegan   | ATM         |           |
| G. T. Wassack   | ATM         |           |
| J. E. Shifflett | RFE-ATM     |           |
| R. A. Downey    | DE          |           |
| J. F. Jenkins   | CTD         |           |
| J. B. Miller    | ACTD        |           |
| G. E. Carlberg  | ACTD        |           |
| B. H. Hesser    | ACTD        |           |
| F. W. Rhode     | TD          |           |
| A. R. Franicich | TD          |           |
| C. D. Helwig    | TD          |           |
| J. A. Johnstone | TD          |           |
| P. E. Jenkins   | TD          |           |
| B. J. Steele    | TD          |           |
| D. E. Beaty     | TD          |           |

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MAIN LINE SUBDIVISION

| TIMETABLE No. 190<br>In Effect 12:01 a.m.,<br>October 31, 1965 |          | OUTBOUND                                      |                                   |                                     |                                   |                                     | INBOUND                                      |                                   |                                   |  |                                   |  |            |           |            |           |            |           |           |           |           |
|--|----------|---|-----------------------------------|-------------------------------------|-----------------------------------|-------------------------------------|--|-----------------------------------|-----------------------------------|--|-----------------------------------|--|------------|-----------|------------|-----------|------------|-----------|-----------|-----------|-----------|
|  |          | FIRST CLASS                                   |                                   |                                     |                                   |                                     | FIRST CLASS                                  |                                   |                                   |  |                                   |  |            |           |            |           |            |           |           |           |           |
|  |          | <b>610</b><br>C&O No. 10<br>Daily<br>Ex. Sat. | <b>8</b><br>B&O<br>No. 8<br>Daily | <b>608</b><br>C&O<br>No. 8<br>Daily | <b>6</b><br>B&O<br>No. 6<br>Daily | <b>10</b><br>B&O<br>No. 10<br>Daily | <b>607</b><br>C&O No. 7<br>Daily<br>Ex. Mon. | <b>9</b><br>B&O<br>No. 9<br>Daily | <b>5</b><br>B&O<br>No. 5<br>Daily | <b>609</b><br>C&O No. 9<br>Daily<br>Ex. Sun. | <b>7</b><br>B&O<br>No. 7<br>Daily | <b>613</b><br>C&O<br>No. 13<br>Sun. only |            |           |            |           |            |           |           |           |           |
|  | <b>L</b> | <b>PM</b>                                     | <b>L</b>                          | <b>PM</b>                           | <b>L</b>                          | <b>PM</b>                           | <b>L</b>                                     | <b>PM</b>                         | <b>L</b>                          | <b>PM</b>                                    | <b>A</b>                          | <b>AM</b>                                | <b>A</b>   | <b>AM</b> | <b>A</b>   | <b>AM</b> | <b>A</b>   | <b>PM</b> | <b>A</b>  | <b>PM</b> |           |
| <b>CHICAGO</b>   | 1.8      | 940   | 1025                              | 515                                 | 400                               | 1045                                | 430  | 635                               | 830                               | 1055   | 405                               | 840                                      |            |           |            |           |            |           |           |           |           |
| <b>Halsted St.</b>   | 1.9      | 943   | 1028                              | 518                                 | 403                               | 1048                                | 424  | 624                               | 822                               | 1049   | 358                               | 832                                      |            |           |            |           |            |           |           |           |           |
| <b>Western Ave.</b>  | 0.2      | 946   | 1031                              | 521                                 | 406                               | 1050                                | 418  | 623                               | 816                               | 1042   | 352                               | 829                                      |            |           |            |           |            |           |           |           |           |
| <b>14th St.</b>  | 2.6      | 947   | 1032                              | 522                                 | 407                               | 1051                                | 407  | 612                               | 805                               | 1032   | 340                               | 828                                      |            |           |            |           |            |           |           |           |           |
| <b>Brighton Park</b>   | 1.4      | 953   | 1038                              | 528                                 | 413                               | 1057                                | 401  | 606                               | 800                               | 1026   | 335                               | 822                                      |            |           |            |           |            |           |           |           |           |
| <b>49th St.</b>  | 1.8      | 956   | 1041                              | 531                                 | 415                               | 1100                                | 358  | 603                               | 758                               | 1023   | 333                               | 819                                      |            |           |            |           |            |           |           |           |           |
| <b>63rd St.</b>  | 2.1      | S 959   | S1045                             | S 535                               | S 420                             | S1105                               | S 355  | H 600                             | H 755                             | S1020  | H 330                             | S 816                                    |            |           |            |           |            |           |           |           |           |
| <b>79th St.</b>  | 1.6      | 1001  | 1047                              | 538                                 | 422                               | 1107                                | 351  | 555                               | 752                               | 1016   | 328                               | 810                                      |            |           |            |           |            |           |           |           |           |
| <b>Beverly Jct.</b>  | 6.0      | 1003  | 1049                              | 541                                 | 424                               | 1108                                | 348  | 552                               | 750                               | 1013   | 325                               | 806                                      |            |           |            |           |            |           |           |           |           |
| <b>Sou Chicago</b>   | 0.3      | S1018   | S1103                             | S 553                               | 438                               | S1123                               | S 335  | H 542                             | 737                               | S1000  | H 312                             | S 753                                    |            |           |            |           |            |           |           |           |           |
| <b>Rock Island Jct.</b>  | 0.3      | 1019  | 1104                              | 555                                 | 439                               | 1124                                | 334  | 540                               | 735                               | 959  | 310                               | 752                                      |            |           |            |           |            |           |           |           |           |
| <b>C. R. Tower</b>   | 3.8      | 1022  | 1106                              | 556                                 | 441                               | 1126                                | 333  | 538                               | 734                               | 958  | 308                               | 750                                      |            |           |            |           |            |           |           |           |           |
| <b>Whiting</b>   | 3.2      | 1026  | 1110                              | 600                                 | 445                               | 1130                                | 329  | 535                               | 732                               | 954  | 306                               | 747                                      |            |           |            |           |            |           |           |           |           |
| <b>Indiana Harbor</b>  | 2.4      | 1032  | 1116                              | 604                                 | 449                               | 1136                                | 325  | 532                               | 728                               | 950  | 302                               | 742                                      |            |           |            |           |            |           |           |           |           |
| <b>PINE JCT.</b>   |          | 1035  | 1120                              | 612                                 | 454                               | 1140                                | 322  | 530                               | 725                               | 947  | 300                               | 740                                      |            |           |            |           |            |           |           |           |           |
|  |          | <b>A</b>                                      | <b>PM</b>                         | <b>A</b>                            | <b>PM</b>                         | <b>A</b>                            | <b>AM</b>                                    | <b>L</b>                          | <b>AML</b>                        | <b>L</b>                                     | <b>AML</b>                        | <b>L</b>                                 | <b>AML</b> | <b>L</b>  | <b>AML</b> | <b>L</b>  | <b>AML</b> | <b>L</b>  | <b>PM</b> | <b>L</b>  | <b>PM</b> |

ALTENHEIM SUBDIVISION

INBOUND

| TIMETABLE No. 190<br>In Effect 12:01 a.m.,<br>October 31, 1965 |     | FIRST CLASS                                     |                                   |                                   |   |                                   |     |     |     |    |
|--|-----|---|-----------------------------------|-----------------------------------|---|-----------------------------------|-----|-----|-----|----|
|  |     | INBOUND   |                                   |                                   |   |                                   |     |     |     |    |
|  |     | <b>607</b><br>C&O<br>No. 7<br>Daily<br>Ex. Mon. | <b>9</b><br>B&O<br>No. 9<br>Daily | <b>5</b><br>B&O<br>No. 5<br>Daily | <b>609</b><br>C&O<br>No. 9<br>Daily<br>Ex. Sun. | <b>7</b><br>B&O<br>No. 7<br>Daily |     |     |     |    |
| <b>WESTERN AVE. JCT.</b>                                       | A   | AM  | A                                 | AM                                | A   | AM                                | A   | AM  | A   | PM |
|  | 418 | 623   | 816                               | 1042                              | 352   |                                   |     |     |     |    |
| <b>ROCKWELL ST.</b>  | L   | AML   | AML                               | AML                               | AML   | AML                               | AML | AML | AML | PM |
|  | 410 | 615   | Y 808                             | 1034                              | Y 344   |                                   |     |     |     |    |

Note.—The times shown on schedule pages in italics convey no timetable authority and are for information only.

**OUTBOUND STATIONS, ETC. INBOUND**

| Distance | Passing Siding Capacity in Cars (45 ft.) | MAIN LINE SUBDIVISION | OFFICE HOURS |       | Office Call | Jct. or Crossing                   |
|----------|--|-----------------------|--------------|-------|-------------|------------------------------------|
|          |  |                       | From         | To    |             |                                    |
| STATIONS |  |                       |              |       |             |                                    |
| 0.0      | .....                                    | CHICAGO               | 1.0          | C     | C           | GC                                 |
| 1.0      | .....                                    | 16th Street           | 0.8          | C     | C           | .....                              |
| 1.8      | .....                                    | Halsted St.           | 1.4          | ..... | .....       | .....                              |
| 3.2      | .....                                    | Wood St.              | 0.5          | ..... | .....       | .....                              |
| 3.7      | .....                                    | Western Ave. Jct.     |              | C     | C           | .....                              |
|          |  |                       | 0.2          | ..... | .....       | C&NW, PRR, CJ, Alt. SD             |
| 3.9      | .....                                    | 14th St. Jct.         | 0.7          | ..... | .....       | CJ                                 |
| 4.6      | .....                                    | 22nd St.              | 0.5          | ..... | .....       | .....                              |
| 5.1      | .....                                    | 26th St.              | 0.6          | C     | C           | .....                              |
| 5.7      | .....                                    | Ash St.               | 0.8          | C     | C           | .....                              |
| 6.5      | .....                                    | Brighton Park         |              | ..... | .....       | I.N.R.R.                           |
|          |  |                       | 1.4          | ..... | .....       | AT&SF, IC                          |
| 7.9      | .....                                    | 49th St.              | 1.8          | C     | C           | .....                              |
|          |  |                       | 1.8          | ..... | .....       | PRR                                |
| 9.7      | .....                                    | 63rd St.              | 1.5          | ..... | .....       | .....                              |
| 11.2     | .....                                    | 75th St.              | 0.6          | C     | C           | .....                              |
| 11.8     | .....                                    | 79th St.              | 1.6          | C     | C           | .....                              |
| 13.4     | .....                                    | Beverly Jct.          |              | C     | C           | .....                              |
|          |  |                       | 6.3          | ..... | .....       | PRR, CRI&P                         |
| 19.7     | .....                                    | Rock Island Jct.      |              | C     | C           | .....                              |
|          |  |                       | 0.3          | ..... | .....       | CRI&P, BRC                         |
| 20.0     | .....                                    | C. R. Tower           | 3.8          | C     | C           | CR                                 |
| 23.8     | .....                                    | Whiting               | 3.2          | C     | C           | MS                                 |
| 27.0     | W 90                                     | Indiana Harbor        | 2.4          | C     | C           | .....                              |
| 29.4     | .....                                    | PINE JCT.             |              | C     | C           | NE                                 |
|          |  |                       |              | ..... | .....       | NYC, Akron, Chg. Div. Blue Is. Sd. |

C-Continuous.

**OUTBOUND STATIONS, ETC. INBOUND**

| Distance | Passing Siding Capacity in Cars (45 ft.) | BLUE ISLAND SUBDIVISION | OFFICE HOURS |       | Office Call | Jct. or Crossing                    |
|----------|--|-------------------------|--------------|-------|-------------|-------------------------------------|
|          |  |                         | From         | To    |             |                                     |
| STATIONS |  |                         |              |       |             |                                     |
| 0.0      | .....                                    | 79TH ST. JCT.           |              | C     | C           | .....                               |
|          |  |                         | 2.3          | ..... | .....       | Main Line SD                        |
| 2.3      | .....                                    | 95th St. Crossover      | 3.4          | ..... | .....       | .....                               |
| 5.7      | .....                                    | Ill. Brick Yd. Xover    | 1.3          | ..... | .....       | .....                               |
| 7.0      | .....                                    | Blue Island Jct.        | 0.9          | C     | C           | .....                               |
| 7.9      | .....                                    | Harvey Jct.             |              | ..... | .....       | .....                               |
|          |  |                         | 0.7          | ..... | .....       | GTW, IHB                            |
| 8.6      | Yard                                     | Barr Yd. (Ashland Ave.) | 1.0          | ..... | .....       | .....                               |
| 9.6      |  | Barr Yd. (Halsted St.)  | 1.0          | ..... | .....       | .....                               |
| 10.6     | .....                                    | Riverdale               | 0.7          | C     | C           | .....                               |
| 11.3     | .....                                    | Dolton                  | 1.0          | C     | C           | .....                               |
| 12.3     | .....                                    | Chg. Brick Xover        | 2.4          | ..... | .....       | .....                               |
| 14.7     | .....                                    | Calumet Park            |              | C     | C           | MG                                  |
|          |  |                         | 1.4          | ..... | .....       | PRR, MC, IHB                        |
| 16.1     | .....                                    | State Line Tower        |              | C     | C           | .....                               |
|          |  |                         | 1.1          | ..... | .....       | IHB, CIL, EL, NYC&StL, C&WI, EJ&E   |
| 17.2     | .....                                    | Hammond                 | 0.4          | ..... | .....       | .....                               |
| 17.6     | .....                                    | Whiting Jct.            | 0.6          | ..... | .....       | CSS&SB                              |
| 18.2     | .....                                    | East Wye Switch         | 0.1          | ..... | .....       | Whit'g SD                           |
| 18.3     | .....                                    | East Chicago            | 0.5          | ..... | .....       | .....                               |
| 18.8     | .....                                    | Republic                | 0.6          | ..... | .....       | .....                               |
| 19.4     | .....                                    | Calumet                 |              | C     | C           | .....                               |
|          |  |                         | 2.3          | ..... | .....       | EJE, IHB, NYC                       |
| 21.7     | .....                                    | Clarke Jct.             | 0.4          | C     | C           | CJ                                  |
| 22.1     | .....                                    | PINE JCT.               |              | C     | C           | NE                                  |
|          |  |                         |              | ..... | .....       | PRR, N&W                            |
|          |  |                         |              | ..... | .....       | Main Line SD, NYC, Akron, Chg. Div. |

| SOUTHWARD |      | WHITING SUBDIVISION | NORTHWARD |                             |
|-----------|------|---------------------|-----------|-----------------------------|
| 0.0       |      | WHITING             | C         | C                           |
|           |      |                     | MS        | .....                       |
|           | Yard |                     |           | .....                       |
| 3.8       |      | WHITING JCT.        | .....     | .....                       |
|           |      |                     | .....     | .....                       |
|           |      |                     | .....     | Main Line SD, PRR, NYC, IHB |
|           |      |                     | .....     | Blue Is. SD                 |

C-Continuous.

| Distance | Passing Siding Capacity in Cars (45 ft.) | ALTENHEIM SUBDIVISION | OFFICE HOURS |       | Office Call | Jct. or Crossing  |
|----------|--|-----------------------|--------------|-------|-------------|-------------------|
|          |  |                       | From         | To    |             |                   |
| 0.0      | .....                                    | WESTERN AVE. JCT.     | C            | C     | .....       | Main Line SD C&NW |
| 0.5      | .....                                    | Rockwell St.          | C            | C     | .....       | CNW,PRR           |
| 0.8      | .....                                    | Francisco Ave.        | .....        | ..... | .....       | .....             |
| 0.9      | .....                                    | Sacramento Ave.       | .....        | ..... | .....       | .....             |
| 1.7      | .....                                    | St. Louis Ave.        | .....        | ..... | .....       | .....             |
| 2.1      | .....                                    | Springfield Ave.      | .....        | ..... | .....       | .....             |
| 2.9      | .....                                    | 45th Ave.             | .....        | ..... | .....       | .....             |
| 3.2      | .....                                    | 48th Ave.             | .....        | ..... | .....       | .....             |
| 4.4      | .....                                    | Central Ave.          | .....        | ..... | .....       | .....             |
| 5.9      | .....                                    | Oak Park Ave.         | .....        | ..... | .....       | .....             |
| 6.8      | .....                                    | CGW Jct.              | C            | C     | KC          | CGW               |
| 7.3      | .....                                    | FOREST PARK           | .....        | ..... | .....       | Sooline           |

| SOUTHWARD |              | CHICAGO HEIGHTS SUBDIVISION |     | NORTHWARD                     |              |
|-----------|--------------|-----------------------------|-----|-------------------------------|--------------|
| 0.0       | .....        | HARVEY JCT.                 | 0.7 | .....                         | Blue Isl. SD |
| 0.7       | .....        | North Harvey                | 0.2 | C                             | IHB          |
| 0.9       | .....        | Posen Jct.                  | 0.6 | .....                         | .....        |
| 1.5       | .....        | St. Paul Jct.               | 0.6 | .....                         | .....        |
| 2.1       | .....        | West Harvey                 | 1.1 | .....                         | .....        |
| 3.2       | .....        | Harvey                      | 0.4 | C                             | GTW          |
| 3.6       | .....        | Phoenix                     | 3.0 | .....                         | .....        |
| 6.6       | 110          | Berg                        | 0.9 | .....                         | .....        |
| 7.5       | N 38<br>S 35 | Thornton                    | 0.5 | .....                         | .....        |
| 8.0       | .....        | Glenwood                    | 1.2 | .....                         | .....        |
| 9.2       | 111          | McDonald                    | 1.9 | .....                         | .....        |
| 11.1      | .....        | Chicago Heights             | 5.3 | .....                         | CHTT         |
| 16.4      | .....        | FAITHORN                    |     | *900 A 500 P<br>**900 P 500 A | Milw.        |

C-Continuous.  
 \*-Daily.  
 \*\*-Daily except Sunday and Monday.

# SPECIAL INSTRUCTIONS

## TIMETABLE ABBREVIATIONS:

- TT.....Timetable
- SI.....Special Instructions
- E.....Stop on signal to discharge passengers
- H.....Stops only to discharge revenue passengers
- S.....Station Stop
- Y.....Indicates that trains will use wye at 14th and Rockwell Sts.

## 1-A.—DESIGNATION AND USE OF MAIN TRACKS.

| SUBDIVISION OR TRACK SECTION BETWEEN            | RULES IN EFFECT                           | TRACK/S |
|---|---|---------|
| Chicago (Polk St. Interlocking) and 16th Street | 261-264                                   |         |
| 16th Street and 75th Street                     | 251-254                                   |         |
| 75th Street and 79th Street                     | 251-254 on inbound<br>261-264 on outbound |         |
| 79th Street and Beverly Jct.                    | 251-254                                   |         |
| Beverly Jct. and Rock Island Jct.               | CRI&P Rules and T.T.                      | 2       |
| Rock Island Jct. and Pine Jct.                  | 251-254                                   |         |
| 79th St. and Blue Island Jct.                   | TTSI-6                                    |         |
| Blue Island Jct. and Clarke Jct.                | 251-254                                   |         |
| Clarke Jct. and Pine Jct.                       | 261-264                                   | Single  |
| Western Ave. Jct. and Francisco Ave.            | TTSI-6 and 12(e)                          | 2       |
| Francisco Ave. and CGW Jct.                     | 251-254                                   |         |
| Harvey Jct. and North Harvey                    | 261-264                                   |         |
| North Harvey and Faithorn                       | TT&TO                                     | Single  |
| Whiting SD                                      | 93 (See TTSI-17)                          |         |

Note.—Where Rules 251-254 or 261-264 are in effect, Rules 505-519, inclusive, are also in effect.

Where two main tracks are in service, current of traffic is to the right, except where Rules 261-264 are in effect, and tracks are designated as follows:

*Inbound Main.*—Right-hand main when moving toward Grand Central Station.

*Outbound Main.*—Right-hand main when moving away from Grand Central Station. Rule 41 modified accordingly.

## JOINT USE OF TRACKS

1-C.—B&OCT Trains and engines will use the tracks of other railroads in accordance with their Timetables, Rules and Regulations as follows:

- Beverly Jct. and Rock Island Jct.....CRI&P  
(See Note 1)
- 21st St. and Union Station.....Chicago Union Station Co.
- Forest Park and Bellwood.....CGW
- Blue Island Jct. and Franklin Park..IHB

1-C.—Concluded.

Note 1.—Train Director at Rock Island Jct. is in charge of all movements at that point. Movements will be made on hand signals from the Train Director as follows:

From CRI&P to B&O and from B&O to CRI&P.....Green flag by day and Green light by night.

From BRC to B&O and from B&O to BRC.....Yellow flag by day and Yellow light by night.

Conductor and Engineer of B&O and C&O trains meeting with unusual delay while on CRI&P tracks will report to B&OCT Train Dispatcher promptly as possible.

1-D.—Except as provided in Special Instruction 1-E, trains and engines of other railroads will be governed by B&OCT Timetable Instructions and are not required to have a Baltimore and Ohio Railroad Company Book of Operating Rules.

Between:

|  |         |
|--|---------|
| Pine Jct. and Rock Island Jct.....       | C&O     |
| Beverly Jct. and Grand Central.....      | C&O     |
| Ash St. and Wood St.....                 | AT&SF   |
| Ash St. and 75th St.....                 | AT&SF   |
| CGW Jct. and Grand Central.....          | CGW     |
| 48th Ave. and Brighton Park.....         | CGW     |
| Faithorn and North Harvey.....           | MILW    |
| North Harvey and Riverdale.....          | IHB     |
| Calumet Park and Riverdale.....          | IHB     |
| 119th St. and Whiting (NYC).....         | IHB     |
| Forest Park and Grand Central.....       | SooLine |
| Forest Park and Brighton Park.....       | SooLine |
| Rock Island Jct. and Indiana Harbor..... | CSL     |
| Beverly Jct. and Western Ave. Jct.....   | N&W     |
| 75th St. and Rockwell St.....            | N&W     |
| State Line and Clark Jct.....            | N&W     |

1-E.—Baltimore and Ohio Operating Rules are in effect except as deleted or modified in Special Instructions or General Order. Foreign line train and enginemen on the Chicago Heights Subdivision are required to have a copy of the Baltimore and Ohio rules.

Employes whose duties are in any way affected by timetables must have a copy of the current timetable and current General Order. If a new timetable is to take effect during the trip they must also have a copy of the new timetable. Each employe must acknowledge by signing for a new timetable before performing duties governed thereby. Rule 3 modified.

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS:

| STATION                | LOCATION OF CLOCK    | GENERAL ORDERS, ETC. |
|------------------------|----------------------|----------------------|
| G. C. Station, Chicago | Sta. Master's Office | Sta. Master's Office |
|                        | Dispatcher's Office  | .....                |
|                        | Yard Office          | Yard Office          |
| Wood St.               | Roundhouse           | Roundhouse           |
|                        | Yard Office          | Yard Office          |

2.—Concluded.

| STATION     | LOCATION OF CLOCK          | GENERAL ORDERS, ETC.       |
|-------------|----------------------------|----------------------------|
| Cicero      | Agent's Office             | Agent's Office             |
| Forest Hill | Agent's Office             | Agent's Office             |
|             | Yd. Office, Ashland Ave.   | Yd. Office, Ashland Ave.   |
|             | Register room, Halsted St. | Register room, Halsted St. |
| Barr Yard   | Register room, Coal Chute  | Register room, Coal Chute  |
|             | Caller's Office            | Caller's Office            |

3.—TRAIN REGISTER STATIONS.

Conductors of freight trains and light engines will register on Form C, showing engine number, conductor, engineer and number of loads and empties.

| STATION          | REGISTER LOCATION | TRAINS REQUIRED TO REGISTER        |
|------------------|-------------------|------------------------------------|
| Rock Island Jct. | Rock Island Jct.  | All trains and engines use Form C. |
| C. G. W. Jct.    | C. G. W. Jct.     | Soo Line trains will use Form C.   |

4.—CLEARANCE CARD FORM A.

Rules 111 and 112 are not in effect on the B&OCT Railroad. Rule 220 modified.

Conductors, Engineers or others authorized to direct movements must secure permission from the Train Dispatcher before entering the main track or cross from one main track to another. They must report to the Train Dispatcher the time the main track is clear, or completion of movement.

Rules 6, 55, 93, and 2nd Paragraph of Rule 58 modified

5.—SPEEDS.

Definitions: *Maximum Authorized Speed.*—The maximum speed authorized by timetable, or by General Order, for a subdivision or a portion of a subdivision, subject to designated 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.

MAXIMUM AUTHORIZED SPEED.

| BETWEEN   | PSGR. | FRT. |
|---|-------|------|
|   | MPH   | MPH  |
| Grand Central Station, Chicago and Beverly Jct. | 50    | 50   |
| Rock Island Jct. and Pine Jct.                  | 65    | 50   |
| Blue Island Subdivision                         | 40    | 40   |
| Altenheim Subdivision                           | 40    | 40   |
| Whiting Subdivision                             | 10    | 10   |
| Chicago Heights Subdivision                     | 40    | 40   |
| Brookdale Industrial Lead                       | 10    | 10   |

5(a).—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

| DIESEL UNITS  | MPH |
|---|-----|
| 1415-1430   | 100 |
| 1408-1413, 1433-1457, 2407-2419   | 98  |
| 3500-3575, 6200-6215, 6700-6701, 6900-6976, 7400-7419, 7437-7440 (See Note)   | 70  |
| 1826-1840, 4018-4037, 4467-4499, 4500-4599, 4600-4654, 5010-5020, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 9400-9428, 9600-9621 | 65  |
| 8010-8015, 9000-9099, 9100-9144, 9200-9278, 9376-9399, 9500-9551, 9700-9726   | 60  |
| 8400-8422   | 45  |
| 8301-8302   | 35  |
| C&O Leased<br>7032-7093, 7503-7546, 8500-8506   | 65  |
| Budd Cars<br>1900-1910, 1951, 1960-1961, 1970   | 83  |
| C&O Budd Car Leased<br>9082   | 75  |

Note.—Where engines 3500-3575 are referred to in special instructions, they apply to both B&O and C&O units.

5-1.—SPEED RESTRICTIONS.

| LOCATION AND CONDITIONS  | PSGR. | FRT.  |
|--|-------|-------|
|  | MPH   | MPH   |
| <i>Main Line Subdivision:</i>  |       |       |
| Around curve on inbound main between Morgan St. and Halsted St.  | 40    | 40    |
| Around reverse curve at Robey Yard between Wood Street and Leavitt Street in both directions   | 25    | 25    |
| Through interlocking Western Ave. Jct. in both directions  | 15    | 15    |
| Through Interlocking, 49th St.   | 35    | 35    |
| Through Interlocking, 16th St. (Chicago River Bridge); IN, 26th St., Ash St.; Beverly Jct.   | 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    |
| Through crossovers and turnouts 79th St. Jct. on inbound from Blue Island  | 15    | 15    |
| Passenger trains backing Rockwell St. to Polk St. Interlocking   | 35    | ..... |
| Within Limits Polk St. Interlocking  | 10    | 10    |
| Passenger trains backing Polk St. to Grand Central Station tracks  | 5     | ..... |

5-1.—Concluded.

| LOCATION AND CONDITIONS   | PSGR. | FRT. |
|---|-------|------|
|   | MPH   | MPH  |
| <i>Main Line Subdivision—Concluded:</i>   |       |      |
| B&O and NYC Connections Pine Jct.   | 20    | 20   |
| Indiana Harbor Ship Canal Bridge  | 50    | 50   |
| Through Interlocking, CR Tower and Ind. Harbor  | 50    | 40   |
| On curves Rock Island Jct.  | 10    | 10   |
| <i>Blue Island Subdivision:</i>   |       |      |
| On curves between 79th St. Jct. and 87th St. Broadway to Western Ave.   | 25    | 25   |
| 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 | 30    | 30   |
| Through Interlocking, Riverdale; Dolton; Calumet Park; State Line; Clarke Jct., Pine Jct.   | 25    | 25   |
| Over Gauntlet Bridge 685D, State Line   | 20    | 20   |
| Within City Limits of Hammond   | 15    | 15   |
| Within City Limits of East Chicago  | 25    | 25   |
| 25  | 25    |      |

*Altenheim Subdivision:*

|   |    |    |
|---|----|----|
| Through Interlocking, Western Ave. Jct. | 20 | 20 |
| Single Wye track, 14th St. to Rockwell  | 15 | 15 |
| Western Ave. Jct. and Rockwell St.      | 20 | 20 |
| Through Interlocking C. G. W. Jct.      | 20 | 20 |

*Chicago Heights Subdivision:*

|  |    |    |
|--|----|----|
| Over Bridge 1962C (Harvey Jct.)  | 15 | 15 |
| Through Interlocking, North Harvey and Harvey  | 20 | 20 |
| Through spring switch leaving Berg siding southward and through spring switch leaving McDonald siding southward                        | 15 | 15 |
| Over CHTT RR crossings, 10th St.; 17th St.; about 500 feet south of EJ&E viaduct and about 500 feet south of 26th St., Chicago Heights | 15 | 15 |

5-1(a).—GENERAL (All Subdivisions).

| UNLESS OTHERWISE RESTRICTED | M.P.H. |
|-----------------------------|--------|
| Light Diesel Switch Engine  | 30     |
| Light single road unit      | 30     |
| Single Budd car unit        | 30     |

| STATION, TRACK, BRIDGE, ETC.   | ENGINE OR EQUIPMENT  | RESTRICTION          |
|--|--|----------------------|
| Triangle Container Corp.<br>Bridge 246-A/2                                     | Cars with gross weight exceeding 230,000 lbs.  |                      |
| Jefferson Ice Co.<br>Bridge 264-A/1  | Engines other than 8010-8015, 8301-8302, 8400-8422   |                      |
|  | Cars with gross weight exceeding 170,000 lbs.  |                      |
|  | Engines 1454-1457, 1826-1840, 3500-3575, 4202-4220, 5202-5213, 6600-6618, 6693-6699, 6900-6976, 7400-7419, 7437-7440 |                      |
| A. L. Strachan & Son Co.—Bridge 977-C/1  | Cars with gross weight exceeding 190,000 lbs.  |                      |
|  | Engines 1826-1840, 3500-3575, 4202-4220, 5202-5213, 6900-6976, 7400-7419, 7437-7440                                  |                      |
| Altenheim SD:<br>Chicago, Ill.,<br>Fidelity Coal Co.<br>Sdg.<br>Bridge 415-A/1 | Cars with gross weight exceeding 200,000 lbs.  | Must not operate on. |
|  | Engines 1826-1840, 7400-7419, 7437-7440  |                      |
| U. S. Sanitary Specialties Co.<br>Bridge 420-A/1                               | Cars with gross weight exceeding 210,000 lbs.  |                      |
| Sears Roebuck & Co. (Power House)<br>Bridge 491-A/2                            | Cars with gross weight exceeding 230,000 lbs.  |                      |
| Chicago Water Works Sdg.—Bridge 509-A/1  | Cars with gross weight exceeding 240,000 lbs.  |                      |
| Chicago Water Works Sdg.—Bridge 509-A/3  | Cars with gross weight exceeding 230,000 lbs.  |                      |
| Sears Roebuck & Co.<br>Bridge 538-A/1  | Cars with gross weight exceeding 220,000 lbs.  |                      |
|  | Engines 1826-1840, 7400-7419, 7437-7440  |                      |
| Coca-Cola Co. Sdg.<br>Bridge 578-A/1   | Cars with gross weight exceeding 210,000 lbs.  |                      |
| J. B. Kausal Coal Co. Sdg.—Bridge 619-A/1                                      | Cars with gross weight exceeding 240,000 lbs.  |                      |

| STATION, TRACK, BRIDGE, ETC.  | ENGINE OR EQUIPMENT   | RESTRICTION  |
|---|---|--|
| Blue Island SD:<br>Barr Yard, Railroad Co. Sdg.<br>Bridge 1280-D/1 (Coal Pit) | Engines 1826-1840, 7400-7419, 7437-7440<br>Cars with gross weight exceeding 210,000 lbs.  |  |
| Chicago Heights SD:<br>Bridge 1962-C  | Engines 6900-6976, 2407-2413, 1408-1413, 1415-1430, 2414-2419, 1433-1453, 1454-1457, 1826-1840, 7400-7419, 7437-7440<br>Cars with gross weight exceeding 251,000 lbs. | Must not operate on.   |
| McCook Branch (IHB):<br>East End Bridge 2793-D to end of B&OCT                | Engines 7400-7419, 7437-7440<br>Cars with gross weight exceeding 230,000 lbs.   |  |
| East End Bridge 2793-D to McCook  | Relief Cranes X-155, X-215 to X-219   | Must operate between 80,000 lb. maximum weight cars and be separated from hauling locomotive by three cars. Adjacent track on bridge must not be occupied during passage of crane. |

## 6.—RULES FOR MOVEMENT BY TRAIN ORDERS.

200.—*Single Track*.—Extra trains must not be run without train orders, except where Rules 261 to 264, inclusive, are in effect.

*Two or More Tracks*.—Extra trains may be operated with the current of traffic without train orders. Work extras must move with the current of traffic unless otherwise directed. No train or engine will move against the current of traffic without train order authority, except as provided by Rule 42 modified below:

Rules 42 and 200 are modified on the B&OCT as follows:

Movement of trains and engines against the current of traffic will be authorized in writing on Form 14-CT (instead of Form D-R order) by the Train Dispatcher over the signature of the Superintendent.

(a).—Before moving a train or engine against the current of traffic, the Train Dispatcher must know that the track is clear of opposing trains, engines and all track cars and must establish a block at the advance station, any intermediate stations, and the station from which the train or engine is to be diverted by requiring the levermen to place a reminder on all signals or switches governing opposing or conflicting routes and requiring switchtenders to place a red flag by day and a red light by night on the track on which the train or engine is to operate.



6.—Concluded.

(b).—After proper protection has been provided, the Train Dispatcher will issue Form 14-C T "Detour Order" addressed to the Conductor and Engineer of the train or engine being diverted. The leverman and/or Switchtender at all stations within the limits of the detour order will repeat the information contained in Form 14-C T to the Train Dispatcher and if correctly repeated the Train Dispatcher will authorize time issued. Levermen and Switchtenders will deliver a copy to the Engineer and Conductor addressed, forward a copy to the Chief Train Dispatcher and retain a copy.

(c).—A positive block must be maintained ahead and behind all trains carrying passengers moving against the current of traffic. Other trains and engines making a reverse movement must be notified in writing when having other than a clear block between two stations. After the train being diverted has passed a station where the block has been established, the Train Dispatcher may authorize the leverman or switchtender in the rear to remove his red flag, red light or reminder.

(d).—Conductors and Engineers are authorized to copy detour order Form 14-C T at stations where Switchtenders or Levermen are not located.

(e).—Altenheim S.D.—Rule 200 is modified to permit movement against current of traffic between CGW Junction and Madison St. on authority of the Train Dispatcher and then only after flag protection has been provided by a member of crew preceding the train.

3(a).—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 timetable 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.

3(b).—RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS.

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 timetable 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.

3(c).—INTERLOCKING RULES.

620.—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.

630.—*Stop Indication—Attended Interlockings.*—When authorized by the Train Dispatcher, Operators may use yellow flag by day or yellow light by night to permit a train to pass an Interlocking signal displaying stop-indication. Trains must not proceed on hand signals until they are fully informed and know they are protected. Movement must be made at restricted speed.

Hand signals must be given from such a place and in such a manner that there can be no misunderstanding on the part of engineers or trainmen as to the signals or for whom they are intended. Hand signals must not be used when proper indication can be displayed. Rules 228 and 630 modified accordingly.

631.—During the period that an interlocking station is closed, under the provisions of Operating Rule 631, the movements of trains within interlocking limits must be confined to through movements on main tracks. The use of crossovers, junction switches and sidings within the interlocking limits, including outlet switches, is prohibited, unless operator is called and on duty to control movements.

632.—*Stop Indication—Remote Control Interlockings*—When a signal indicates "Stop" at a remote control interlocking, the conductor or engineer must communicate with the Train Dispatcher or operator.

633.—The following rules apply only at remote control interlockings equipped with power-operated switch machines:

Should the signals and all means of communication fail and no cause for detaining the train be known, after the conductor has an understanding with the engineer, trains moving on tracks where Rules 505 to 519, inclusive, are in effect, will be governed by the following:

(1).—Where power-operated dual control switch machines are used, place all switch machines over which train is to be routed on hand-throw in accordance with Rule 106(a). Keep selector levers in hand-throw position until the last wheels of train or engine have passed over switch. Before leaving, place hand-throw levers in normal position. Where power switch machines are not equipped with dual control, spike all switches over which train is to be routed in accordance with Rule 106(b). After last wheels of train or engine have passed over switch, spike will be removed and switch returned to position found.

(2).—Where signal protects facing switch at entrance of two or more tracks signalled for movement in one direction only, train will proceed with current of traffic at restricted speed until entire train passes the next signal.

(3).—Where signal governs the entrance to a passing siding, after waiting 10 minutes, the train may take siding when preceded by a flagman a sufficient distance to insure full protection. (See TTSI 9-1(b)).

## 9.—AUTOMATIC BLOCK SYSTEM RULES.

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 crossovers, 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 all means of communication have failed:

After waiting ten (10) minutes, when preceded by a flagman a sufficient distance to insure full protection, it will proceed to the next point of communication. When next block signal in advance is displaying a more favorable indication than "Stop and Proceed", the flagman may be taken up and 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.

512.—All hand-operated switches must be opened three minutes (five minutes between Rock Island Jct. and Pine Jct.), before fouling main or crossover 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.

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.

9.—Concluded.

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.

9-1.—ADDITIONAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES UNDER AUTOMATIC BLOCK SIGNAL RULES 505-519, INC.

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

(b).—State Line River Bridge.—When signals governing movement over gauntlet bridge display Stop-Indication and no conflicting movements are apparent, member of crew will operate proper emergency release button (located in box on "High-Signal" mast). If signal then fails to clear after waiting two minutes, movement may be made over bridge under flag protection and failure reported.

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—Semaphore Signals.—Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

(b).—Starting Signal—Grand Central Station.—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.

10.—Concluded.

(c).—Switching Signal—Robey Street Yard.—Color Position Light Switching Signal, located on C&NW Ry. property about 100 feet east of Leavitt St. and South of C&NW running track, governs switching movements on West Lead of Robey Street Yard with aspects and indications as follows:

| Aspect                               | Indication                             |
|--------------------------------------|--|
| 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              |
| Signal dark.....                     | Signal not in use, hand signals govern |

Note.—Control box is located east of telephone booth. To avoid giving more than one signal indication at a time, use only one plug in jack box.

(d).—West Harvey.—Automatic Block Signal just south of West Harvey governs movements of Northward trains through the switches at south end of West Harvey Yard only.

(e).—Blue Island Jct.—The inbound Home signal governs movements through interlocking limits only.

(f).—79th Street.—When switches are lined for movement to outbound main on Blue Island Subdivision, signal at 79th Street governs the movement through the switches only.

11.—HAND SIGNALS—FLAGGING.

(a).—Flagging Equipment.—Rule 11-A is modified to eliminate red and white lanterns on engines.

(b).—Rule 99 is modified as follows:

99.—Unless otherwise provided, trains, engines, and other On-Track equipment must be given flag protection as follows:

When Moving.—Lighted fuses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

When Standing.—A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

When necessary, head end must be protected in the same manner.

Stop signals must be answered promptly. Flagging signals will be repeated until train or engine has stopped.

Exception.—When operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for Trains and Engines is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On-Track Equipment or where Special Instructions require otherwise.)

(a).—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.

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

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

(b).—*Robey Yard.*—Crews crossing from Robey Yard to Enginehouse must restore and lock switches to normal position for No. 4 and No. 5 lead after movement is completed.

## 11-2.—MARKERS AND CLASSIFICATION SIGNALS.

Rules 21, 22, 25, 26, 27 are not in effect on B&OCT.

Markers are signals displayed on each side of the rear of every train to indicate the rear of the train.

Reflectorized markers may be used on Freight trains.

## 12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—Trains and engines using other than the main track must proceed prepared to stop within one-half the range of vision.

(b).—Passing 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.

*Note.*—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.

(c).—*Industrial Tracks.*—Cars on team tracks or freight house tracks must not be switched or moved until a member of the crew has ascertained that all trucks and gang planks are clear and that all persons whose duties requires their presence have been given 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.

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.

(d).—*Rock Island Jct.—Brookdale.*—The former Brookdale Subdivision is designated as an industrial track instead of main track and movements will be made in accordance with TTSI-12(a).

(e).—*14th St.—Rockwell St. Wye.*—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.

The operator at Western Ave. Jct. Tower must obtain permission from the switchtender at Rockwell St. for train movements from 14th St. toward Rockwell St. on single track wye.

The Switchtender at Rockwell St. must obtain permission from the Operator at Western Ave. Jct. Tower for train movements from Rockwell St. toward 14th St. on single track wye.

Only one train will be allowed on single track wye between 14th St. and Rockwell St. at a time.

(f).—*West Wye—48th Ave.*—Trains entering west wye from 48th Ave. either from the main track or the C. G. W. yard will secure permission from the Train Dispatcher before entering the West Wye.

(g).—*East Wye—46th Ave.*—Trains using the East Wye at 46th Ave. must secure permission from the Train Dispatcher before using the East Wye.

(h).—*Wye Tracks—Roosevelt Road.*—Trains using either wye at Roosevelt Road for movement to the B&OCT mains or into Cicero must secure permission from the Train Dispatcher before entering wye tracks. All switches must be returned to normal position for movement from the West Wye to and from Belt Railway after being used.

### 13.—AIR BRAKES.

(a).—*Backup Movements—Grand Central Station.*—All B&O and C&O passenger trains backing into Grand Central Station from Rockwell St. Station will enter the wye at 14th St. and after making statutory stop at Pennsylvania R. R. crossing, 12th and Rockwell Sts., will pull up to clear Rockwell St. Station and be governed by hand signal from switchtender for back-up movement.

All trains backing into Grand Central Station must be equipped with air whistle and brake valve on the rear or be equipped with backup hose.

Backup men will entrain at Rockwell St. and be in charge of backup movement to Grand Central Station. Conductor and/or flagman will ride rear of train with the backup man.

Backup man will signal engineman with communicating signal a sufficient distance in advance to stop train short of cars or bumping post on station tracks.

Backup men and engineers will be held equally responsible when backing trains into the Grand Central Station, Chicago, or the Lincoln St. Coach Yard. Rule 70 modified.

(b).—Trains designated as the "New Yorker" or the "Chicagoan" will carry 90 lbs. brake-pipe pressure.

(c).—Rules 14 and 208(a) of Form 1118-D Rev. 4 are modified to read as follows:

"Rule 14.—The standard brake pipe pressure for freight service is 80 lbs., except where Special Instructions provide for a higher pressure. Engines charging the brake system on cars to be placed on rear will carry 65 lbs. brake pipe pressure to avoid overcharging car brakes".

"Rule 208(a).—After the brake system on a freight train is charged to within 15 lbs. of the setting of the feed valve on the locomotive, but to not less than 65 lbs., as indicated by an accurate gauge at the rear end of train, and upon receiving signal to apply brakes for test, a 15 lb. brake pipe service reduction must be made and brake valve lapped. Brake pipe leakage must not exceed 5 lbs. per minute. After leakage test is completed, engineer will reduce brake pipe pressure to make full service application. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that the brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given, brakes released and each brake inspected to see that all have released."

"Rules 200(e), 212(a), 213(a) and 214(a) are modified accordingly".

Where caboose is equipped with type A-1 caboose valve it will be used for making all service applications from rear, complying with instructions governing its use as posted in caboose.

### 13.—Concluded.

(d).—Form 1118-D-Rev. 4, modified by addition of New Rule No. 48:

"Rule 48.—Before detaching locomotive or cutting train for any reason, a brake pipe reduction totaling at least 40 pounds must be made. After the brake pipe exhaust stops blowing, Engineer will sound one blast of horn (or use other signal method which is clearly understood by crew) as a signal to close brake pipe angle cocks".

(e).—Rule 102, Form 1118-D-Rev. 4, is modified as follows:

"Rule 102.—Before motive power is detached or angle cocks are closed, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be fully applied. After recoupling, brake system must be recharged to required pressure and before proceeding and upon request or signal, application and release tests of brakes on rear car must be made from locomotive. Inspector or member of train crew must determine if brakes on rear car of train properly apply and release.

At a point, other than initial terminal, where locomotive is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consists otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly".

Rules 102(a) and 102(b) cancelled.

### 14.—LOCATION AND USE OF SPRING SWITCHES.

#### *Barr Yard:*

(a).—*Eastbound Classification Yard.*—Outlet switch, Eastbound Classification Yard 240 feet east of signal 122-A, is equipped with spring switch mechanism, normal position of switch is for train movements leaving yard.

Automatic Dwarf Signal 122-B, 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.

Indication displayed on dwarf Signal "W" located on outbound main track, 30 feet east of spring switch, governs movement over spring switch only and will not authorize movement against current of traffic.

(b).—*Westbound Classification Yard.*—Outlet switch, westbound classification yard, Barr, 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.

Indication displayed on dwarf Signal "E" located on inbound main track, 30 feet west of spring switch, governs movement over spring switch only and will not authorize movement against current of traffic.

#### 14.—Concluded.

Dwarf signal 139B, 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 139B 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.

(c).—*Chicago Heights*.—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.

#### 14-1.—LOCATION OF DUAL CONTROL SWITCHES.

(a).—Dual control switch machines in service as follows:

Harvey Jct. switch east wye to outbound main track just west of Little Calumet River Bridge.

Crossover switches between inbound and outbound mains just east of Little Calumet River Bridge at Harvey Jct.

(b).—Dual-control switches must not be placed in hand-operation without permission of Train Dispatcher, unless otherwise provided. (See Rule 633)

(c).—When Stop-indication is displayed for movement over dual-control switches, movement must not be made until the switch or switches are placed on hand-throw.

#### 14-2.—ELECTRICALLY-LOCKED SWITCHES.

(a).—*North Harvey and Harvey Jct.*—Hand-throw switches at West Wye connection and McLean lead 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) Light will illuminate through top of electric lock when lock is unlocked.
- (4) Operate switch by hand lever.

(b).—*14th St.*—The hand throw switches on crossover between B&OCT outbound main and PRR main are equipped with electric locks. Conductor or others in charge of train using this connection will call operator at Western Avenue Jct. Tower for unlock. Light will illuminate through top of electric lock when lock is unlocked by operator at Western Avenue Jct. Tower. After unlock is obtained Conductor or others in charge of train must again call operator for permission before movement is started.

(c).—Electrically-locked switches must not be operated unless the indicator displays clear. If the electric lock fails emergency release, where provided, may be used by authority of Train Dispatcher.

#### 15.—JUNCTIONS AND CROSSINGS.

(a).—*Interlockings*.—Rules 605-633, inclusive, are in effect at Railroad Crossings designated below:

|                           |                        |
|---------------------------|------------------------|
| Western Ave. Jct.....     | C&NW-CJ                |
| CGW Jct.....              | CGW-SooLine            |
| 26th Street.....          | IN RR                  |
| Ash Street.....           | IC-AT&SF               |
| 49th Street.....          | PRR                    |
| 75th Street.....          | Belt-N&W               |
| Beverly Jct.....          | PRR                    |
| Whiting (Whiting SD)..... | PRR-NYC-IHB            |
| Grasselli.....            | NYC                    |
| Ind. Harbor.....          | NYC-IHB                |
| Clarke Jct. (Note 1)..... | PRR-N&W                |
| Calumet.....              | NYC-EJ&E-IHB           |
| State Line.....           | IHB-CI&L-NKP-Eric-EJ&E |
| Calumet Park.....         | MC-PRR-IHB             |
| Dolton.....               | C&WI (C&EI)            |
| Riverdale.....            | PRR                    |
| Blue Island Jct.....      | GTW-IHB                |
| North Harvey.....         | IHB                    |
| Harvey.....               | GTW                    |

*Note 1.*—*Clarke Jct.*—Outbound trains on arrival at Clarke Jct. with the home signal in stop position, will stop west of Industrial Highway (near the telephone) and call towerman at Clarke Jct. to determine if it will 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.

#### 15-1.—AUTOMATIC RAILROAD CROSSINGS.

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays Stop-indication, in addition to complying with Stop Signal Rules in effect the movement must be protected against opposing or conflicting movements.

|   |        |
|---|--------|
| Youngstown Sheet and Tube (Note 1).....                         | EJ&E   |
| Republic (Note 2).....  | IHB    |
| Hammond (Note 3).....   | CSS&SB |
| Chicago Heights, 10th St. (Note 4).....                         | CHTT   |
| Chicago Heights, 17th St. (Note 5).....                         | CHTT   |
| Chicago Heights, 500 ft. south of EJ&E viaduct<br>(Note 5)..... | CHTT   |
| Chicago Heights, 500 ft. south of 26th St. (Note 5)...          | CHTT   |

*Note 1.—Youngstown Sheet and Tube.*—Normally B&O home signal governing entrance to 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 the EJ&E crossing do not clear and the crossings are not occupied, trainmen will push B&O button mounted in box on side of relay house at crossing. Button should be held depressed until indicator light is lighted. When light goes out, signal has cleared. If signal fails to clear and no trains are approaching on EJ&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 must push button to obtain signal for movement.

*Note 2.—Republic.*—Home signals governing entrance to plant will clear when approach sections are 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 the IHB 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 waiting three (3) minutes and no trains are approaching on IHB tracks, movement over crossing may be made under flag protection.

When movement has been made through interlocking and a reverse move is necessary, trainmen will push button located in box at crossing to obtain signal for movement.

*Note 3.—Hammond.*—Home signals governing entrance to plant will clear when approach sections are 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 again clear only after passing "C. S." sign and Columbia Avenue gates have been lowered.

If the signals of the CSS&SB 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 waiting one (1) minute and no trains are approaching on CSS&SB tracks, movement over crossing may be made under flag protection.

When movement has been made through interlocking and a reverse move is necessary, trainmen will push button located at B&O signals to obtain signal for movement.

*Note 4.—Chicago Heights Automatic Interlocking, 10th Street.*—Southward train in siding at Chicago Heights must operate push button in box on southward home signal mast to obtain signal to proceed. If crossing is clear, push the button marked "Take" to get signal for immediate movement. If "Take" button has been pushed and train is delayed, interlocking can be released by pushing button marked "Release."

*Note 5.—Chicago Heights, 17th St., 500 ft. South of EJ&E Viaduct and 500 ft. south of 26th St.*—When signals at CHTT RR crossing, Chicago Heights, display "Stop" and crossings are not occupied, trainmen will operate release button to clear signal; if signal fails to respond move may be made over crossing under flag protection.

## 15-2.—NON-INTERLOCKED CROSSINGS.

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).—Instructions applying to Non-interlocked Railroad Grade Crossings located as designated below:

| STATION                  | CROSSING          | POSITION OF TILTING TARGET, GATE OR OTHER PROTECTION |
|--------------------------|-------------------|--|
| Rockwell St.             | PRR-C&NW          | Hand Signal  |
| Rockwell St., West Wye   | PRR               |  |
| Brighton Park            | GM&O              | Vertical for B&OCT<br>(See TTSI 15-3(c))             |
| Brighton Park, South Wye | PRR               |  |
| R. I. Jct.               | CRI&P Belt<br>NYC | Diagonal for B&OCT<br>(See Note 1)                   |
| Commercial Ave.          | IC                | Vertical for B&OCT<br>(See Note 2)                   |
| 71st St.                 |                   | Hand Signal<br>(See Note 3)                          |
| Grasselli                | EJ&E              | Statutory Stop                                       |
| Hammond Yard Lead        |                   |  |

*Note 1.—R. I. Jct.*—Movements from Brookdale Industrial Lead at Rock Island Jct. will stop in clear of NYC, Belt and CRI&P crossings and not proceed until permission is received from operator at C. R. Tower. Normal position of targets governing movement over these crossings on Brookdale Industrial Lead at Rock Island Jct. is horizontal. Trains to and from Brookdale Industrial Lead will change target to diagonal position, after movement over crossing is completed, target must be restored to normal position.

*Note 2.—Commercial Ave.*—The Illinois Central crossing on the Brookdale Industrial Lead 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 IC and stop for the B&O. Before B&O movement over crossings is made, after ascertaining no IC trains are approaching, member of crew will place IC signals in stop position, then place B&O

15-2.—Concluded.

signal in position for B&O movement. 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 occupying Commercial Avenue. B&O signal lever *Must Not* be restored to normal position for IC movements until B&O train has cleared IC tracks and Commercial Avenue.

*Note 3.—71st St.*—Trains crossing the IC Wye, 71st St. Brookdale Industrial Lead will stop and send flagman ahead and must know the route is clear before proceeding over crossing.

15-3.—ADDITIONAL INSTRUCTIONS APPLYING TO RAILROAD GRADE CROSSINGS AND JUNCTIONS.

Rules 13A and 42 are modified to require switchtenders (when on duty) to be responsible for handling all switches in the routes designated below. Movement must not be made until proper hand signal from switchtender (when on duty) is received.

The following hand signals will govern:

| <u>Movement Governed</u>   | <u>Hand Signal</u>           |
|--|------------------------------|
| <b>(a). Over Rockwell St. Crossing on:</b>   |                              |
| BOCT tracks.....   | White flag or light          |
| PRR tracks.....  | Yellow flag or light         |
| C&NW tracks.....   | Green flag or light          |
| <b>(b). Between 14th St. and Rockwell St. on:</b>  |                              |
| Wye track over PRR<br>or<br>Crossover or Connection<br>towards Forest Park                                   | } ..... White flag or light  |
| Inbound on BOCT Connection<br>towards PRR<br>or<br>Wye Connection to 14th Street                             |                              |
| <b>(c). Brighton Park on:</b>  |                              |
| Main tracks.....   | Green flag or light          |
| To and from<br>CJ Ry.<br>PRR<br>South Wye Connections  | } ..... Yellow flag or light |
|  |                              |
| <b>(d). 79th Street Jct.</b>   |                              |
| For movements against the current<br>of traffic beyond 79th St. Jct. and<br>for crossover movements.....     | Yellow flag or light         |
| <b>(e). Halsted Street:</b>  |                              |
| To and from Coach Yard leads<br>and<br>Crossover movements; also to<br>proceed against current of<br>traffic | } ... Yellow flag or light   |
| To and from Soo Line Connection...   |                              |

(Between 4:00 p.m. and 8:00 a.m., crews will handle own switches at Halsted Street when switchtender is not on duty. Switches must be restored to normal position.)

15-4.—DRAWBRIDGES.

(a).—Drawbridges are located as designated below and their use will be governed by proper interlocking signal indication:

| <i>Station</i>      | <i>River</i>       | <i>Proceed</i> |
|---------------------|--------------------|----------------|
| 16th Street.....    | Chicago River..... | Interlocking   |
| C. R. Tower.....    | Calumet River..... | Interlocking   |
| Indiana Harbor..... | Ship Canal.....    | Interlocking   |

16.—YARDS.

(a).—*Barr Yard-Scale Track.*—When cars are to be weighed on scale track, Barr Yard, crews will be held responsible for damage done to cars on C-3 track. If scale track is fouled by cars on C-3, cut must be made and cars pulled back to clear scale track before starting to weigh. Scale track switch to C-3 at east end of scale track must be lined back for C-3 by crew weighing cars after completion of weighing.

(b).—*Whiting Subdivision.*—Whiting Subdivision is under the jurisdiction and control of the yardmaster at East Chicago (Hammond). Telephone ring is two (2) shorts on all lines.

*Yard-General:*

(c).—Switch engines working on leads will have preference over other movements.

(d).—When shoving tracks or when doubling over, or placing cars on a track, unless it is *seen or known* the track will accommodate the movement without fouling other tracks, or without shoving over end of track, a man must be stationed on the leading car or at rear of track in position to be clearly seen and give hand signals to control the movement, unless the movement is otherwise protected.

(e).—Movement on yard tracks must be made at a speed that will avoid accident and permit stop to be made within one half the range of vision.

(f).—An engine or cars must not foul a track unless switches and derails connected with the movement are properly lined and, in addition, the route is *seen or known* to be clear. When engines enter yard tracks from switching lead and return movement to switching lead is to be made, a member of crew must remain at yard lead switch to protect the return movement.

(g).—Conductors and engineers of trains and/or yard engines are responsible to know the above instructions are strictly complied with.

18.—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.

19.—FUEL.

(a).—Fuel is available for diesel units at the following locations:

Lincoln Street and Barr Yard.

20.—ENGINE WHISTLE OR HORN SIGNALS.

Rule 14(A) not in effect on the B&OCT.

Except on the Chicago Heights Subdivision, inbound and outbound trains will sound engine whistle signals 14(e) and 14(d) as follows to recall flagman:

Inbound — — — —

Outbound — — — —

Rule 14 modified.



## MAXIMUM HEIGHT TABLE

|  | Maximum<br>Height |
|--|-------------------|
| 21st St., CTA overhead—CB&Q. Approach track to West Wye.....         | 17' 6"            |
| Drainage Canal—8-track bridge.....                                   | 21' 2"            |
| 49th St., CR&I, IHB and GTW overhead.....                            | 18' 6"            |
| Rock Island J&T, NYC and PRR overhead—CRI&P...                       | 17' 2"            |
| Calumet River Bridge, South Chicago.....                             | 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.....  | 20' 4"            |
| Hammond, CSS&SB, high tension line.....                              | 22' 0"            |
| State Line, Calumet River.....                                       | 20' 2"            |
| 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.....                                | 19' 6"            |
| West Harvey, Wyman Gordon viaducts.....                              | 21' 6"            |
| Harvey, IC overhead.....   | 19' 7"            |
| McDonald, C&EI.....  | 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.....                                     | 19' 0"            |
| Broadview, IC overhead—IHB.....                                      | 19' 0"            |
| 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 Subdivision, Sinclair viaduct.....                           | 20' 10"           |

MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE  
(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 Odgen Ave., and on PRR and C&NW RR 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.

## 26.—ACCIDENTS.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

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

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short period of time, train will proceed without further delay, a member of the crew or other agent of the company being left at the scene to notify the police and make sure that the body is placed in hands of the proper authority.

Crews involved in crossing accidents should make every effort to obtain names and addresses of witnesses, and obtain license numbers of any automobile at scene. When automatic flashers and gates are involved, obtain names of those who observed flashers and gates operating before and/or after an accident.

Trainmen or Enginemen.—Form 490 will be used reporting all derailments or damages 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.

## 27.—UNCLASSIFIED.

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 platform, a train or engine must not pass between it and the station platform unless proper safeguards are provided.

Where operating conditions require the engineer to depend upon other members of crew for proper observance of clearance, position of switches, signal indications, etc., engineer will be held responsible for requiring them 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.

Leverman 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.

The front 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 front or rear trainman, they must take prompt action for the safety of their train and other trains.

Enginemen must, and when practicable the front 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.

Engine and train crews must be on the alert to prevent accidents.

28.—MOVEMENT OF MofW CARS.

(a).—Any reference to Form 1089-D for the movement of track cars in the Operating Rules, MofW Rules and Timetable Special Instructions will also apply to B&O Form CF-872.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

COLOR POSITION LIGHT SIGNALS

| Day and Night Aspects | Signal Diagrams  |  |   |  |
|-----------------------|--|--|---|--|
|                       |  |  |   |  |
| Indication            | Stop, then proceed at restricted speed until entire train passes next signal.  | 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, 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 slow speed. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.                           |
| Name                  | Stop and Proceed   | Permissive   | Approach  | Approach Slow  |
|                       | RULE 291   | RULE 289   | RULE 285  | RULE 284   |
| Day and Night Aspects | Signal Diagrams  |  |   |  |
|                       |  |  |   |  |
| Indication            | Proceed, approaching next signal at medium speed.<br>(Note A)—Proceed, approaching next signal not exceeding 45 m.p.h. | Proceed  | Proceed at medium speed approaching next signal at medium speed.  | Proceed, medium speed within interlocking limits or through non-interlocked switches immediately beyond the signal.<br>(Note A)—Proceed, not exceeding 45 m.p.h., within interlocking limits. Block Clear. |
| Name                  | Approach Medium  | Clear  | Medium Approach Medium  | Medium Clear   |
|                       | RULE 282   | RULE 281   | RULE 283A   | RULE 283   |


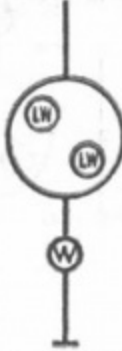






ASPECT LEGEND

- (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.

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

## COLOR POSITION LIGHT SIGNALS

| Day and Night Aspects  | Day and Night Aspects  | Day and Night Aspects  | Day and Night Aspects  |
|--|--|--|--|
|   |   |   |   |
| Stop, then proceed at restricted speed until entire train passes next signal.  | 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 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. | Proceed at medium speed approaching next signal at slow speed.                     |
| <b>Stop and Proceed</b>  | <b>Medium Permissive</b>   | <b>Medium Approach</b>   | <b>Medium Approach Slow</b>  |
| RULE 291   | RULE 289A  | RULE 286   | RULE 283B  |
| Day and Night Aspects  | Day and Night Aspects  | Day and Night Aspects  | Day and Night Aspects  |
|    |    |    |  |
| 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, and then at not exceeding medium speed, prepared to stop at next signal.                       | Proceed at slow speed until entire train passes through switches. In automatic block territory approach next signal at slow speed.   | Stop   |
| <b>Restricting</b>   | <b>Slow Approach</b>   | <b>Slow Clear</b>  | <b>Stop</b>  |
| RULE 290   | RULE 288   | RULE 287   | RULE 292   |






### ASPECT LEGEND

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

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

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

## SEMAPHORE SIGNALS

| Day and Night Aspects  | Day and Night Aspects   | Day and Night Aspects   |
|--|---|---|
|   |    |  |
| Proceed  |   |   |
| Clear  |   |   |
| RULE 281   |   |   |
| Day and Night Aspects  | Day and Night Aspects   | Day and Night Aspects   |
|  |   |   |
| Proceed, approaching next signal at medium speed.                                    | Proceed; medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal. Block clear. |   |
| <b>Approach Medium</b>   | <b>Medium Clear</b>   |   |
| RULE 282   | RULE 283  |   |

### ASPECT LEGEND

- (R)—Red                      (G)—Green                      (Y)—Yellow

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

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

## SEMPHORE SIGNALS

|                       |  |
|-----------------------|--|
| 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.   |
| Name                  | Approach   |
|                       | RULE 285   |
| 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. Where used approaching interlocking, train must not exceed 20 miles per hour within interlocking limits. |
| Name                  | Distant Signal   |
|                       | RULE 285A  |
| Day and Night Aspects |  |
| Indication            | 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.   |
| Name                  | Medium Approach  |
|                       | RULE 286   |
| Day and Night Aspects |  |
| Indication            | Proceed at a slow speed until entire train passes through switches. In automatic block territory approach next signal at slow speed.   |
| Name                  | Slow Clear   |
|                       | RULE 287   |

### ASPECT LEGEND

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

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

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

## SEMPHORE SIGNALS

|                       |   |
|-----------------------|---|
| 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 |
| Name                  | Restricting   |
|                       | RULE 290  |
| Day and Night Aspects |   |
| Indication            | Stop, then proceed at restricted speed until entire train passes next signal  |
| Name                  | Stop and Proceed  |
|                       | RULE 291  |
| Day and Night Aspects |   |
| Indication            | Stop  |
| Name                  | Stop  |
|                       | RULE 292  |

### ASPECT LEGEND

- (R)—Red
- (LW)—Lunar White

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

**SIGNAL ASPECTS, SIGNAL INDICATIONS  
AND SIGNAL RULES**

|                       |   |   |   |
|-----------------------|---|---|---|
| Day and Night Aspects |   |   |   |
|                       | 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              | Permanent speed restriction shall be carried in Special Instructions and designated by triangular sign Fig. B placed at the point of restriction. |   |
|                       | <b>Temporary Speed Restriction Sign</b>   | <b>Permanent Speed Restriction Sign</b>   | <b>Stop Sign</b>  |
|                       | RULE 298 Fig. A   | RULE 298 Fig. B   | RULE 298 Fig. C   |
| Day and Night Aspects |   |   |   |
|                       |   | Location of Cut Section for guidance of trains switching near automatic highway crossing signals. See Rule 109(A).                                | 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. |
|                       | <b>Mechanical Flagging Device Indication—STOP</b><br>(Only to be used in conjunction with appropriate Train Order giving location and other pertinent information.) | <b>Cut Section Sign</b>   | <b>End of Track Circuit Sign</b>  |
|                       | RULE 298 Fig. D   | RULE 276  | RULE 277  |

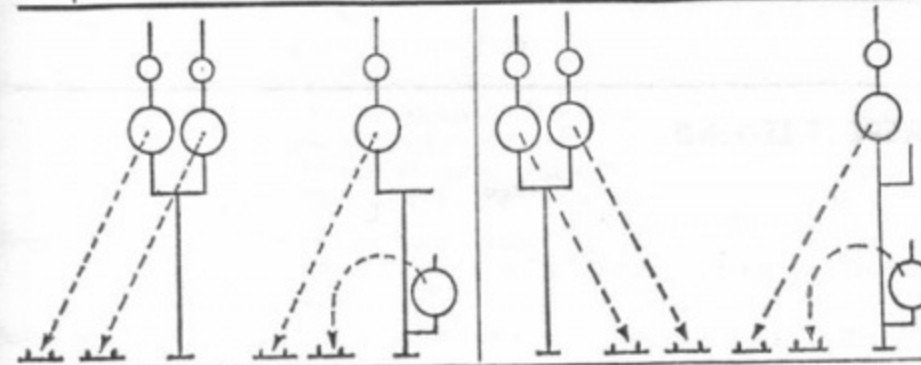
**ASPECT LEGEND**

Ⓡ—Red

Ⓨ—Yellow

**SIGNAL ASPECTS, SIGNAL INDICATIONS  
AND SIGNAL RULES**

|                       |                               |                               |                             |
|-----------------------|-------------------------------|-------------------------------|-----------------------------|
| Day and Night Aspects |                               |                               |                             |
|                       |                               |                               |                             |
|                       | <b>Temporary Whistle Post</b> | <b>Permanent Whistle Post</b> | <b>Spring Switch Target</b> |
|                       | RULE 299 Fig. A               | RULE 299 Fig. B               | RULE 295                    |



**TYPICAL BRACKET POST SIGNALS**

Variations from these illustrations will be used under special conditions where required

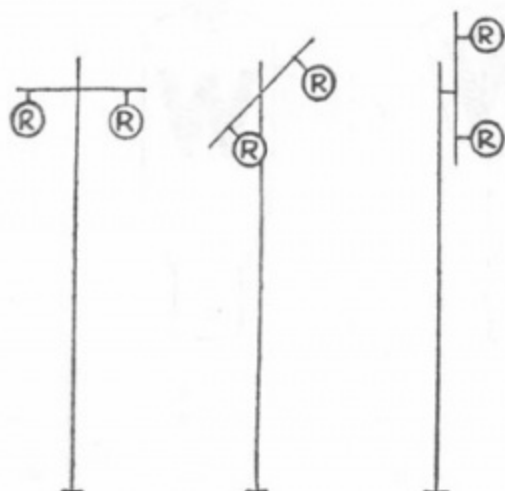
Rule 297

**ASPECT LEGEND**

Ⓨ—Yellow

Ⓦ—White

**SIGNAL ASPECTS, SIGNAL INDICATIONS  
AND SIGNAL RULES**



Horizontal

Diagonal

Vertical

**RAILROAD GRADE CROSSING TARGETS**

**INDICATION—Stop or proceed as prescribed by Special Instructions**

**RULE 294**

**ASPECT LEGEND**

Ⓡ—Red

**MEDICAL DEPARTMENT  
I. Kaplan, M. D., Director**

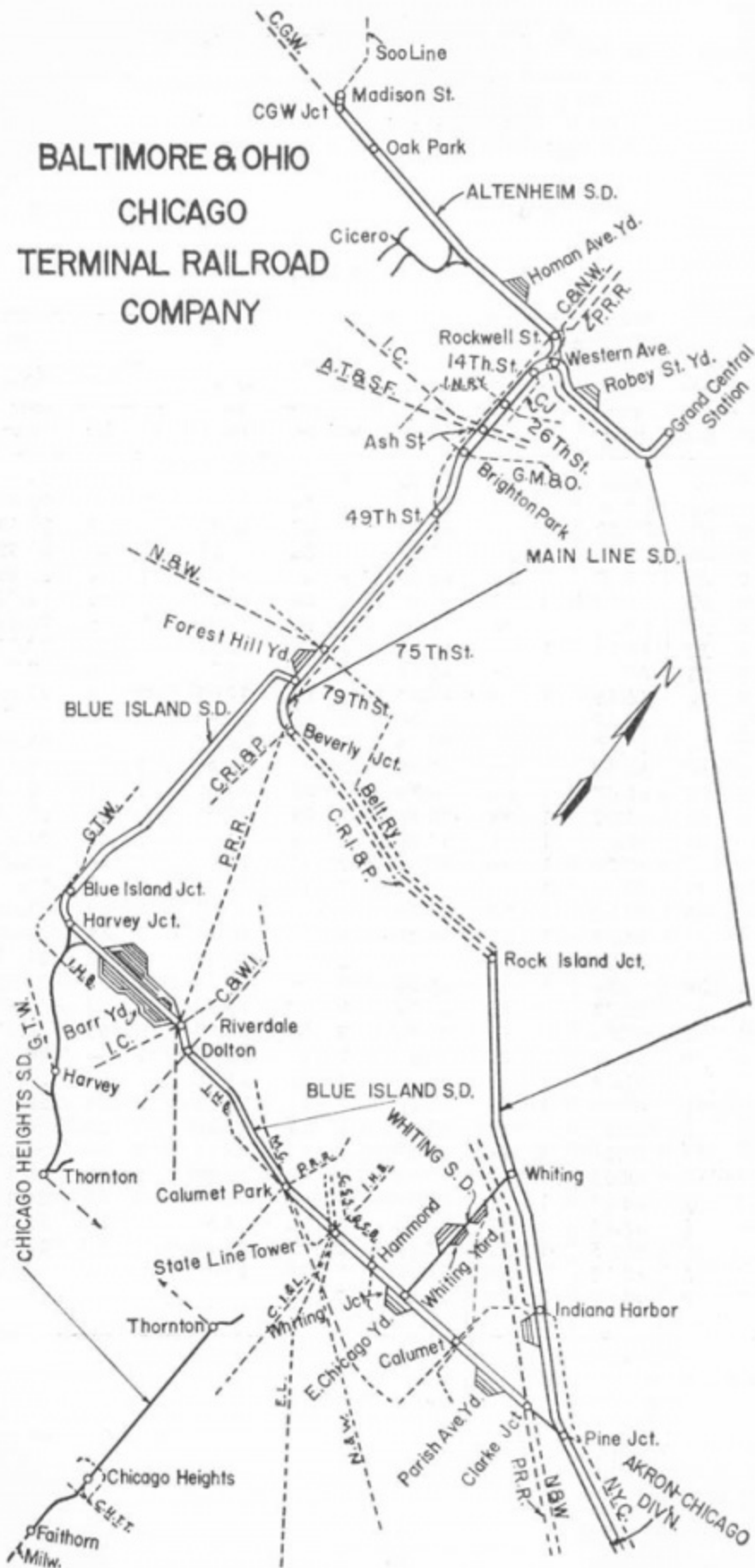
**COMPANY SURGEONS**

- Chicago.....Dr. R. J. Overstreet, 310 So. Michigan Ave. Phone 427-1282. Home phone MOhawk 4-0643.  
Dr. Carl H. Christoph, Oculist, 30 N. Michigan Ave. Phone CEntal 6-4900.  
Dr. Roger W. Poborsky, Office, 5548 W. 65th Street. Phone POrtsmouth 7-6600.  
Dr. Harvey 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 9-3755.  
Dr. Frank G. Murphy, Office, 9204 Commercial Avenue. 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 Avenue. Telephone FULTon 5-6100.
- Harvey.....Dr. A. R. Anderson, 15400 Page Avenue. Phone EDison 3-0010. Resident phone EDison 1-1760.
- Chicago Heights.....Dr. Victor Lodato, 1529 Chicago Road. Phone SKYline 4-0332.
- Indiana Harbor.....Dr. E. A. Campagna, Office, 3406 Guthrie. Phone EXport 7-0125. Resident, 4320 Ivy. Phone EXport 7-5093.  
Dr. Harry L. Shulruff, E.N.T. 3701 Main Street. Phone EXport 8-2323.
- 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 Street. Phone TIllden 5-1314. Residence TIllden 4-1614.
- Munster.....Dr. Hedwig Kuhn, Oculist.  
Dr. Arthur J. Kuhn, E. N. T., 7095 Calumet Avenue. Phone BAyport 1-3747
- East Chicago.....Dr. Fay F. Boys, Office, 4712 Magoun Avenue. Phone EXport 7-8966. Residence TEmpLe 8-5018.

**HOSPITALS AND FIRST AID CLINICS**

- Chicago.....Presbyterian-St. Luke's Hospital, 1753 W. Congress St. Phone SEeley -84411.  
St. Anthony's Hospital, W. 19th St. and Marshall Blvd. Phone LAwndale 1-1711.  
South Shore Hospital, 8015 Luella Ave. Phone SOuth Shore 8-0810.  
Grand Central Station, 203 W. Harrison St., Room 462.
- Blue Island District...St. Francis Hospital, 12934 Gregory Street. Phone FULTon 5-7300.
- Hammond.....St. Margaret's Hospital, 33 Clinton Street. Phone WEstmore 2-2300.
- East Chicago.....St. Catherine's Hospital, 4321 Fir Avenue. Phone EXport 7-3080.
- Harvey.....Ingalls Memorial Hospital, 155 Page Street. Phone EDison 3-2300.

**BALTIMORE & OHIO  
CHICAGO  
TERMINAL RAILROAD  
COMPANY**



# AVOID DAMAGE

## SWITCH CUSTOMERS CARS CAREFULLY

### JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but **16 TIMES AS GREAT**. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

### SPEED CARD

#### To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

| Seconds | 40 Foot Car    | 50 Foot Car    |
|---------|----------------|----------------|
|         | Miles Per Hour | Miles Per Hour |
| 1       | 28.            | 35.            |
| 2       | 14.            | 17.5           |
| 3       | 9.3            | 11.6           |
| 4       | 7.             | 8.7            |
| 5       | 5.6            | 7.             |
| 6       | 4.7            | 5.9            |
| 7       | 4.             | 5.             |
| 8       | 3.5            | 4.4            |
| 9       | 3.1            | 3.9            |
| 10      | 2.8            | 3.5            |
| 11      | 2.5            | 3.1            |
| 12      | 2.3            | 2.9            |
| 13      | 2.15           | 2.7            |
| 14      | 2.             | 2.5            |