

BALTIMORE & OHIO CHICAGO TERMINAL R. R. CO.

"SAFETY ABOVE EVERYTHING"

TIME TABLE No. 70

TAKING EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, APRIL 28, 1929

SEE PAGES 6, 7, 8 AND 9 FOR SPECIAL INSTRUCTIONS

F. S. DEVENY,
Superintendent

R. A. BARLOW,
Train Master

F. C. BATCHELDER,
President

THE UNIVERSITY OF CHICAGO
LIBRARY

100 EAST EAST

CHICAGO, ILL.

1900

1900

RELIEF DEPARTMENT

COMPANY'S SURGEONS AND RULES GOVERNING THEIR EMPLOYMENT

DR. E. V. MILHOLLAND, Medical and Surgical Director, Baltimore, Md.

DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave., Chicago, Ill., or St. Luke's Hospital, Chicago, Ill.

CHICAGO, ILL.

DR. E. C. LEDMAN, Medical Examiner, Room 224, 226, Grand Central Passenger Station. Telephone Wabash 8242, Local 12.

Office Hours

CHICAGO, ILL., GRAND CENTRAL STATION—9:00 a. m. to 4:00 p. m. except Saturdays and Sundays; 9:00 a. m. to 12 noon, Saturdays.

EAST CHICAGO, IND. Round House Foreman's Office—Tuesday, 10:00 a. m. to 11:00 a. m.

SOUTH CHICAGO. In Shops—Monday and Thursday, 10:00 a. m. to 12 m.

COMPANY SURGEONS

CHICAGO, ILL.

DR. LAWRENCE RYAN, Office 7 West Madison St., Office Hours 8:00 to 5:00 p. m., Tel. Central 2508. Residence 3520 West Jackson Blvd., Tel. Kedzie 1622.

DR. THOMAS FAITH, Company Oculist, Office 31 North State St., Tel. Central 1019. Residence 6945 Chappel Ave., Tel. Hyde Park 4165.

DR. HENRY J. WAY, Office 4458 West Madison St., Tel. Nevada 9800. Hours 8 to 4 p. m., 7 to 8 p. m. Residence phone Forest 2752.

DR. W. R. SCHUSSLER, Office Burnside Hospital, Tel. Chesterfield 0096, 0097, 0016. Residence Telephone 22-J.

DR. SYDNEY WALKER and DR. GEO. R. MCAULIFF, Company Oculists, Marshall Field Annex Bldg., 25 East Washington St., Phone Central 3753. Office Hours 9 a. m. to 4 p. m.

DR. CHARLES L. McDONELL, 4735 S. Western Blvd., S. E. Corner 47th Place and Western Ave. Office and home Tel. Lafayette 1327.

FIRST AID

DR. J. D. ELLIS, 122 South Michigan Ave., Suite 661, Office Hours 8:00 a. m. to 5:30 p. m. First Aid and Dressing Station. After 6 p. m. send all Ambulance cases to St. Luke's Hospital, 1439 S. Michigan Ave. For First Aid dressings, Dr. A. R. MORROW, St. Luke's Hospital, Tel. Calumet 4040 or Office Tel. Harrison 2280.

BLUE ISLAND, ILL.

DR. A. B. SNIDER, Office Lyric Theater Bldg., Tel. 109. Residence 233 York St., Tel. 110.

DR. CHAS. G. DAVIES, Residence 214 High St., Tel. 82.

HARVEY, ILL.

DR. STUART E. FRASER, 172 E. 154th St., Tel. Harvey 30.

CHICAGO HEIGHTS, ILL.

DR. HENRY B. DONALDSON, Office 229 East 16th St., Tel. 457, Office Hours 8:00 to 11:00 a. m., and 8:00 to 4:00 p. m. Residence 1639 Oak St., Tel. 432.

EAST CHICAGO, IND.

DR. A. G. SCHLEIKER, Office 715 Chicago Ave., Tel. 18, Office Hours 12 m. to 8:00 p. m.

DR. R. P. HALE, Office 715 Chicago Ave., Office Hours 8:30 to 10:30 a. m., 3:00 to 5:00 p. m., and 7:00 to 8:00 p. m., Tel. 220. Residence 4725 Baring Ave., Tel. 170.

SOUTH CHICAGO, ILL.

DR. G. G. O'BRIEN, Office 9157 Commercial Ave., Tel. So. Chicago 1840.

DR. FRANK G. MURPHY, 9157 Commercial Ave., Tel. So. Chicago 3308.

DR. J. S. DAVIS, Office 3018 91st Street, Hours 1:00 to 8:00 p. m., and 7:00 to 8:00 p. m., Tel. South Chicago 425. Residence 7763 South Shore Drive, Tel. South Chicago 406.

DR. THOMAS FAITH, Company Oculist, 9119 Commercial Ave. Monday, Tuesday, Thursday and Saturday, 2 to 5 p. m. Tel. South Chicago 0332.

INDIANA HARBOR, IND.

DR. C. C. ROBINSON, 3410 Michigan Ave., Office Tel. 126, Residence Tel. 226, So. Bay Hotel. Office Hours 2:00 to 8:00 p. m., and 8:00 to 9:00 p. m.

GARY, IND.

DR. GEO. W. GANNON, 475 Broadway, Tel. 1080. Residence Ridge Road and Maryland St., Tel. 1081.

ARGO, ILL.

DR. SIDNEY L. MANN, Office 6247 Archer Ave., Phone Summit 35. Residence 6201 South 75th Ave., Phone Summit 170.

HAMMOND, IND.

DR. CHARLES W. RAUSCHENBACH, 627 South Homan St., Office Hours 2 to 5 p. m., or at St. Margaret's Hospital 7 to 8 p. m. Office Phone 255, Residence Phone 8410, Hammond, Ind.

DR. HUGH A. KUHN, Company Oculist, 611 Homan St., Hammond, Ind., Telephone Hammond 485.

AMBULANCE SERVICE

CHICAGO DISTRICT

BERZ, Motor Ambulance, Warren Ave. and Leavitt St., Telephone West 2000.

SO. CHICAGO DISTRICT

CARL J. ADAMS, 9117 Houston Ave., Tel. So. Chicago 3101.

BLUE ISLAND DISTRICT

ROBT. KRUEGER, JR., 284 Greenwood Ave., Tel. Blue Island 18.

HOSPITALS

CHICAGO, ILL.

ST. LUKE'S HOSPITAL, 1493 S. Michigan Ave., Tel. Calumet 4040. CHICAGO EYE, EAR, NOSE and THROAT HOSPITAL, 235 W. Washington St., Tel. Franklin 0983.

ST. ANTHONY HOSPITAL, West 19th St. and Marshall Blvd., Telephone Lawndale 1711.

BLUE ISLAND, ILL.

ST. FRANCIS HOSPITAL, Tel. Blue Island 1180.

HAMMOND, IND.

ST. MARGARET'S HOSPITAL, 38 Clinton St., Tel. Hammond 228.

SOUTH CHICAGO, ILL.

SOUTH SHORE HOSPITAL, 8015 Luella Ave., Tel. So. Shore 0810.

ARGO, ILL.

PROVIDENT HOSPITAL, Tel. Summit 50.

RELIEF DEPARTMENT RULES

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In all cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon, he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance, or discontinuance, of service.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeon must be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, must be assumed for the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While the Company's Surgeon will be assigned to duty within prescribed limit, they will be expected to go out of such limits when required.

8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.

9. When a member of the Relief Department selects a surgeon other than the one appointed by the Company, the Relief Department will be relieved of any obligation to pay for his service, and such surgeon must look to such member for his compensation.

10. Emergency cases, direction for the use of which are contained therein, will be carried on all trains and at all important shops and stations.

W. J. DUDLEY, *Superintendent.*

STAFF OFFICERS

SUPERINTENDENT

F. S. DEVENT

TRAIN MASTER

R. A. BARLOW

ENGR. MAINTENANCE AND CONSTRUCTION

G. P. PALMER

MASTER MECHANIC

F. K. MOSES

ASST. ENGR. MAINTENANCE

M. D. CAROTHERS

ASSISTANT TRAIN MASTERS

C. M. HAUGH

E. M. McCURRY

ASST. ENGR. BRIDGES AND BUILDINGS

H. A. FIELD

ROAD FOREMAN OF ENGINES

C. R. BURNS

GENERAL YARD MASTER

H. F. ANDERSON

C. D. BOUSHER, Asst.

OFFICE ENGINEER

W. C. BOLIN

CHIEF TRAIN DISPATCHER

R. C. WILLIAMS

TRAIN DISPATCHERS

M. E. RUSSELL

C. B. BAKER

A. F. BROWNING

F. W. PETERS

(Extra) C. K. STRADER

RULES GOVERNING OPERATION OF TRAINS BY TELEPHONE

LOCATION OF DISPATCHERS' LINE TELEPHONES:

FIRST DISTRICT

Dispatcher's Office, Grand Central Station.
Polk Street tower.
Empire Slip—yard office.
16th Street switchtenders' shanty.
Morgan Street switchtenders' shanty.
Throop Street switchtenders' shanty.
Lincoln Street yard office.
Robey Street yard office.
Robey Street switchtenders' shanty.
Western Avenue switchtenders' shanty.
12th and Rockwell Streets crossing men's shanty.
Sacramento Ave.
Homan Avenue yard office.
St. Louis Avenue—box on pole.
Springfield Avenue booth.
45th Avenue booth.
Cicero Avenue switchtenders' shanty.
Central Avenue booth.
Home Avenue—box on pole.
C. G. W. Junction tower.
Forest Park—Soo Line Station.

SECOND DISTRICT

14th Street operators' office.
22nd Street switchtenders' shanty.
26th Street booth.
Ash Street tower.
Brighton Park switchtenders' shanty.
49th Street tower.
59th Street booth.
65th Street booth.
71st Street—watchman's shanty.
75th Street tower.
78th Street booth
79th Street Junction operator's shanty.
Beverly Junction tower.
Tracy Avenue booth.
Illinois Brick Co. Yard 22—box on pole.
Blue Island Junction tower.
Harvey Jct. East Wye—box on pole.
Harvey Junction supervisors' office.
Posen Jct.—C. M. & St. P. yard office.
St. Paul Jct. booth.
Harvey tower.
Phoenix—agent's office.
Thornton booth.
McDonald (north end)—booth.
McDonald (south end)—booth.
Chicago Heights—agent's office.
North End Faithorn yard booth.
Faithorn—C. M. & St. P. yard office.

THIRD DISTRICT

Barr Yard—yard office.
Riverdale tower.
Chicago Brick Co.—box on pole.
Calumet Park tower.
Calumet River bridgetenders' shanty.
Whiting Junction switchtenders' shanty.
East Chicago yard office.
Pine Junction tower.
Whiting (129th St.)

C. R. I. & P.—B. & O. EXTENSION

Gresham tower.
Oakdale—C. & W. I. station.
Pullman Jct.—box on pole just east of Stony Island Ave.
Rock Island Jct.—train directors' shanty.
90th Street—yard office.
South Chicago—bridge tenders' tower.
Wolf Lake—yard office.
Whiting tower.
Indiana Harbor tower.
Pine Junction tower.

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

Person desiring to talk to dispatcher from any station will first listen on line; if not in use, he will press button (which must never be fastened down) and plainly speak name of station. This will signify to the dispatcher that someone wishes to talk to him, and he will answer "Dispatcher."

2. Trainmen, or others, handling or directing the movement of trains from one point to another in the district north of Tracy Ave. or Beverly Jct. must get permission from the dispatcher before allowing engines or trains to enter upon the main track, and must also report to the dispatcher time main track is clear at completion of such movement.

At points where operators, towermen or switchtenders are maintained, they will report all such movements to the dispatcher. At all other points and where dispatchers' telephones are maintained, this responsibility will rest upon conductors or others in charge of trains.

This rule in no way modifies Rule No. 99, or relieves conductor or engineer of properly clearing superior trains.

3. Operators, towermen, or switchtenders will promptly report to dispatcher all trains passing their stations.

4. When taking orders on telephone at a box or booth, they will be made in triplicate on regular Form 31, train order blank, one copy for the conductor, one copy for the engineer and one copy to be left on file.

Instructions given to a point (where there is no operator, towerman or switchtender) to operate against the current of traffic on the first district or on the second district north of Tracy Ave., must be written in triplicate as a message on Form 31.

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

NOTE. B. & O. C. T. dispatchers have no jurisdiction over operation of B. & O. and P. M. trains while on Rock Island and B. & O. tracks. In the event of accident or unusual delay Conductors or others in charge of B. & O. and P. M. trains while on Rock Island tracks are required to report promptly to the B. & O. C. T. dispatchers as prescribed by B. & O. C. T. Rules 1 and 5 governing the operation of trains by telephone, page 5 of this time table.

SPECIAL INSTRUCTIONS

1. LOCATION OF STANDARD CLOCKS

Grand Central Station waiting room	Robey St. yard office
Grand Central Station B. & O. telegraph office	Robey St. round house
Grand Central Station B. & O. C. T. dispatchers' office	Homan Ave. yard office
Empire Slip	48th Ave. yard office
Lincoln St. yard office	Forest Hill Tfr. house, main floor
	Barr Yard yard office
	East Chicago yard office
	East Chicago round house

2. WATCH INSPECTORS

GEO. A. LUCHTEMEYER, 526 Greenwood Ave., Blue Island, Ill.
LORENZ JEWELRY Co., 2332 West Roosevelt Road, Chicago.
GEO. TUCKER, 737 West 47th St., Chicago.
THALHOFFER & SON, 104 West Van Buren St., Chicago.
M. LAFIS, 312 S. Wells St.

REGISTER AND BULLETIN BOARD

3. STATIONS

Registers

Grand Central station,	Whiting Junction,
Soo Line telegraph office at Forest Park,	East Chicago,
Barr Yard,	Chicago Heights.

Bulletin Boards

Grand Central station,	Homan Avenue,
Empire Slip,	48th Avenue,
16th Street,	Barr Yard,
Lincoln Street,	East Chicago.
Robey Street,	

4. Trains on double track, moving in either direction, must not under any circumstances, pass a station (without stopping) at which a passenger train from opposite direction is standing, receiving or discharging passengers. In approaching stations where a passenger train is due or past due, where the view is not clear, train must be under full control, so as to stop if necessary, before arriving at the station.

5. Whenever it is found necessary to detour trains from one main track to the other for the purpose of getting around other trains, or on account of some obstruction, the towerman, or switchtender, who crosses trains over from one main track to the other, must, at all times, instruct the engineer, in writing, and conductor when possible, just how far they are to run against the current of traffic and that they are being properly protected at the cross-over at which they are to be crossed back to the right main. Engineers must see that they have this information before entering upon the tracks over which they are to be detoured and will operate under full control while running against the current of traffic.

6. Engines, delayed regular trains and all extra trains, must keep a sharp lookout for switch engines within yard limits and be prepared to stop if necessary.

7. Engines and trains must approach all cross-overs with the utmost caution (especially those at the end of different yards) expecting to find them occupied. This rule will not relieve trainmen from properly protecting their train when using cross-overs. Under no circumstances must a train be permitted to stand on a cross-over longer than is absolutely necessary.

8. On double track all engines and trains will use the right hand track.

9. In all districts where the block system is not in effect, no trains shall follow a passenger train from a station or siding closer than ten (10) minutes. This in no way modifies Rule No. 99.

10. The explosion of two torpedoes not more than two hundred feet apart is a signal to reduce speed and look out for stop signal or track obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

11. Westbound passenger engineers will sound a grade crossing signal while passing around the curve in the Robey Street yard, between Lincoln Street and Robey Street. This for the protection of switchmen and others working at the west end of the Robey Street Yard. Engineers must use good judgment in carrying out this order and not unduly annoy the people of the neighborhood by the prolonged and loud sounding of whistle.

12. Conductors of all freight trains and light engines will register at 14th Street and conductors of all trains and light engines will register at Whiting Junction by slip showing engine number, engineer, conductor and number of cars in train.

13. All trains and engines will come to a full stop at stop-boards 300 feet from the State line bridge, and will not proceed without a signal from the switch tender, as the track over the bridge is single track. Eastbound trains will be given preference over westbound trains, the switchtender will use a yellow flag by day and yellow light by night as a proceed signal for westbound trains, and will use a green flag by day and a green light by night as a proceed signal for eastbound trains.

14. No train or light engine will pass a point where switch-tenders are located without receiving a signal of the proper indication, a green flag by day and a green light by night, except as provided in Special Instructions numbers 13 and 15.

15. At Western Avenue Junction switchtender will use a yellow flag by day and a yellow light by night as a proceed signal for trains to and from second district, at Pennsylvania Company and C. & N. W. crossings at 12th and Rockwell Streets switchtender will use a white flag by day and a white light by night to signal B. & O. C. T. trains over the crossing, and at 79th Street Junction switchtender will use a yellow flag by day and a yellow light by night as a proceed signal for trains to and from Tracy Avenue.

16. All switches in main tracks and all cross-over switches between side tracks and main tracks must be set for straight track when not in use.

17. Back-up men handling trains between Halsted Street and Lincoln Street coach yard will operate under full control expecting to find coach yard leads occupied by switch engines. This will not relieve switchmen from properly protecting by flag when using these tracks for switching or industry work.

18. Engineers and back-up men handling passenger trains with back-up hose, from Lincoln Street coach yard to Grand Central Station, will reduce speed to not exceed four miles per hour when rear end of train is passing over Jefferson Street crossing to avoid high brake cylinder pressure on reverse curves at Canal Street when making stop for 16th Street railroad crossing which may result in slid flat wheels.

Engineers and back-up men will be held jointly responsible for excess speed which requires high brake cylinder pressure which may result in slid flat wheels when making stops.

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

Back-up men and engineers will be held equally responsible for damage done when backing trains into the Grand Central Station or the Lincoln Street coach yard.

20. In the first district and second district north of Tracy Ave. or Beverly Jct., no train or light engine will be permitted to operate in a reverse movement, either with or against the current of traffic without first securing permission from the dispatcher or other employees responsible for the operation of trains.

21. When pulling, setting or switching cars on incline, industry and team tracks, air brakes must be coupled and working.

When handling cars from one yard to another over main tracks, conductors and engineers will be governed by Interstate Commerce Commission's Order of June 6th, 1910, reading as follows:

"That on and after September 1, 1910, on all railroads used in Interstate Commerce, whenever as required by the Safety Appliance Act as amended March 2, 1903, any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by the engineer of the locomotive drawing such train, and all power-brake cars in every such train which are associated together with the 85 per cent shall have their brakes so used and operated." (Engine and tender count as cars.)

SPECIAL INSTRUCTIONS—Continued

22. Engineers and main line hostlers backing trains out of the Grand Central Station and off coach yard leads at Laffin Street, will do so only on hand signal, which will be given by back-up men immediately after air whistle signal has been given. Back-up men will make standing test of brakes by means of tail hose after coupling up same, to assure that air is working freely up to and including control valve. Back-up men will also make a running air test between 500 and 1,000 feet from initial starting point. In the event that back-up men fail to make this test within the prescribed limits, engineers will reduce speed to not exceed four (4) miles per hour until such test has been made.

23. Making drops of cars (running switches) will not be made when it can be avoided without unnecessary delay. When necessary to make a drop the engines at all times must use the straight track.

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

25. *Switching over Street or Public Highway Crossing at Grade.* In the movement of engines with or without cars while switching over street or public highway crossings at grade, unless there is a crossing watchman at his post or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over street or public highway crossings at grade (except when running from one station to another as a straightaway movement), also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a street or public highway crossing at grade the ends of the cut when practicable shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above until the cars have again been coupled. If necessary to cut a train at more than two such crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, when practicable, be left standing not less than one hundred and fifty feet from center line of the crossing and a member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of the street or public highway crossing when the space permits.

No train or light engine will pass over 121st Street, Whiting, without having a man at crossing to protect highway traffic.

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

27. Employes are warned that there are numerous obstructions that may be dangerous to a man on top or side of a car. You must exercise constant care while passing or working around bridges, coaling stations, engine houses, freight houses, warehouses, icing or loading platforms, awnings or canopies, gateways, doorways, switchstands, signal apparatus, material and supply yards, overhead structures, or wire crossings, etc., and under no circumstances go up or down or ride on the side or top of a car or engine or project any part of the person toward such structures while passing same.

The following bridges will not clear man on top of car.

Restricted overhead main track clearances at

Polk Street	15' 6"	Mud Lake Bridge....	21' 0"
Taylor Street	16' 5"	49th Street Bridges...	15' 10"
Roosevelt Road	16' 6"	C. R. I. & P. Blue	
Overhead Structure		Island	16' 7"
Just South of		I. C. Riverdale.....	19' 7"
Roosevelt Road....	17' 3"	State Line Bridge....	20' 0"
Canal Street	15' 6"	I. C., Harvey.....	19' 8"
Metropolitan, Paulina		C. & E. I. Chgo. Hts...	15' 10"
St.	19' 9"	M. C., Chgo. Hts....	16' 5"
Belt Ry. at 46th Ave..	16' 11"	E. J. & E. Chgo. Hts.	16' 10"
C.B. & Q., 18th Street..	17' 4"	Drainage Canal,	
C.B. & Q., 19th Street..	16' 11"	McCook	20' 0"

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

Where gates are provided across tracks, or where tracks extend into buildings through openings equipped with doors, switchmen 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.

The practice of cutting off and kicking cars onto tracks such as referred to above is strictly forbidden.

SPEED RESTRICTIONS

1. Maximum speed for passenger trains, 40 miles per hour. Freight trains, 30 miles per hour. Maximum speed all trains Whiting Branch, 20 miles per hour.

2. Trains in both directions will reduce speed to 6 miles per hour between 12th Street viaduct and Grand Central Station.

3. Trains will reduce speed to 20 miles per hour around curves at Lincoln Street and Robey Street.

4. Trains will reduce speed to 30 miles per hour between Austin Avenue and Harlem Avenue, Oak Park.

5. Trains will reduce speed to 25 miles per hour crossing Desplaines Avenue, Forest Park.

6. Trains will reduce speed to 10 miles per hour within the City limits of Hammond and East Chicago.

7. Trains will not exceed a speed of 20 miles per hour through interlocking limits at 49th Street, Harvey, Riverdale, Dolton, Calumet Park, State Line, Clark Junction, Pine Junction and Beverly Junction.

8. Trains will reduce speed to 8 miles per hour through crossovers and turnouts.

9. Locomotives operating in backward motion, with or without cars, will not exceed a speed of 18 miles per hour.

COALING STATIONS: Lincoln Street, Harvey Junction, and East Chicago.

WATER STATIONS: Lincoln Street, Robey Street, Sacramento Avenue, Central Park Avenue, 48th Avenue, 63rd Street, Barr Yard, Phoenix, Chicago Heights and East Chicago.

RULES FOR FIRST DISTRICT

Between the Grand Central Station and Forest Park

1. Automatic block signals are in operation between 12th Street viaduct and Hannah Street or to the westbound home signal for C. G. W. Junction interlocking, with the exception of the territory between Western Avenue Junction and Francisco Avenue.

2. Chicago yard limits are between the Grand Central station and Forest Park, inclusive.

3. The Taylor Street drawbridge and the yard from 12th Street to the Grand Central station and the C. A. & E. Ry. crossing at C. G. W. Junction are protected by interlocking. The crossings of the Pennsylvania Company, C. & A. and C. B. & Q. lines at 16th Street and the Pennsylvania Company and C. & N. W. Ry. crossings at 12th and Rockwell Streets are not protected by interlocking, and trains will come to full stop at stop board and not proceed until proceed signal is received.

4. Soo Line passenger trains and outbound freight trains will register at Forest Park by slip. Towerman at C. G. W. Junction will notify Soo Line operator at Forest Park of time inbound C. G. W. passenger trains pass C. G. W. Junction, who will record same in B. & O. C. T. register book.

5. Eastbound C. G. W. freight trains that have work to do between C. G. W. Junction and Central Avenue will secure information from towerman at Forest Park regarding Soo Line passenger trains and will clear their time according to the rules. Through freight trains will proceed on interlocking signal indication. Towerman will not give C. G. W. freight trains signal with less than twenty (20) minutes ahead of Soo Line passenger trains. Eastbound Soo Line freight trains will secure information from towerman regarding C. G. W. passenger trains.

SPECIAL INSTRUCTIONS—Continued

6. Westbound C. G. W. freight trains will secure clearance from dispatcher by phone before entering main track. Telephone is located in a box near Central Avenue.

7. Trains coming from the C. G. W. Yard or South Belt lead at 48th Avenue will not enter main tracks without securing information from switchtender regarding passenger trains.

8. The switchtenders at 46th Avenue and 12th Street will, as train directors, have control of the movements of engines and trains on the east and west wyes and of the track connecting the B. & O. C. T. main track at 12th Street with the Belt main track. Trains or light engines using the east wye must do so only by permission of the train director at 12th Street. Trains or light engines moving to the Belt or to the Southwestern Division via the west wye, must not proceed until the train director at 12th Street has given the switchtender at 48th Avenue permission to allow them to proceed. Trains or light engines coming north from the Southwestern Division or from the Belt Ry. must get a proceed signal from the train director at 12th Street before fouling the connection between the B. & O. C. T. main track at 12th Street and the Belt Ry. main track.

9. Two blasts of the whistle will be a signal at Western Avenue Junction to set switches for main line and three short blasts of the whistle will be signal to set switches for the east wye. One blast of the whistle will be signal at C. G. W. Junction to set switches for Forest Park route. Two blasts of whistle will be signal to set switches for C. G. W. main line.

RULES FOR SECOND DISTRICT

Between Western Avenue Junction and Chicago Heights

1. Northbound trains have right of track over southbound trains of the same class.

2. Chicago yard limits are from Western Avenue Junction to Beverly Junction, inclusive. The Blue Island-Harvey yard limits are from Hanson Park to South Holland. The Chicago Heights yard limits are from 4,000 feet north of C. & E. I. Ry. viaduct to south property line of B. & O. C. T. R. R.

3. Automatic block signals are in operation between Beverly Junction and Western Avenue Junction.

4. All engines and trains in either direction must approach Harvey Junction under control, expecting to find a train on main track. This in no way modifies Rule No. 99.

5. No train orders will be issued for the movement of trains north of Beverly Junction or Tracy Avenue, except in case of an emergency.

6. The semaphore signal located 1,000 feet north of the switch leading to the Illinois Brick Company's yard just north of Wireton station is a positive block. No southbound train will pass this semaphore while at danger except by protection of flag within limits of which it governs.

7. The semaphore signal located 2,000 feet north of the double track switch at Tracy Avenue is a fixed caution signal, governing southbound trains.

8. Automatic block signals northbound are in operation around curves at West Harvey, and between a point 500 feet south of Tracy Avenue and cross-over north of 95th Street.

9. There are four crossings at grade with the C. H. T. T. Ry. Co. at Chicago Heights; one about 2,000 feet north of 12th Street; one at 17th Street; one about 500 feet south of the E. J. & E. viaduct, and one about 500 feet south of 26th Street. The above-mentioned crossings are protected by stop boards only. Trains will come to full stop at stop boards and must know crossing is clear before proceeding.

10. The Chicago Northwestern and the Chicago Junction Ry. crossings at 14th Street, the Illinois Northern crossing at 26th Street, the Illinois Central, Santa Fe crossing at Ash Street and the Chicago & Alton crossing at Brighton Park are con-

trolled by semaphore signals. All trains must come to a full stop at stop boards located at these crossings and will not proceed until clear signal is displayed.

11. The Penna. Co. crossing at 49th Street, the Belt & Wabash Ry. crossings at 75th Street, the Penna. Co. crossing at Beverly Junction, the switches at cross-over to double track at Blue Island Junction, the Indiana Harbor Belt crossing at North Harvey and the Grand Trunk Ry. crossing at Harvey are protected by interlocking.

12. At Blue Island Junction three long blasts of the whistle will be signal to set switches for the west line. Two short blasts of the whistle will be signal to set switches for the north line. At 49th Street one blast of the whistle will be signal to set switches for main line. Two blasts of the whistle will be signal to set switches for C. R. & I. Ry. or joint track.

13. The southbound automatic block signal just south of Broadway, Blue Island, governs southbound track to Western Avenue only, with the following indications:

The signal arm in horizontal position in day time or a red light at night indicates block occupied.

The signal arm in vertical position in day time or a green light at night indicates block clear.

RULES FOR THIRD DISTRICT

Between Harvey Junction and Pine Junction

1. Automatic block signals are in operation between P. F. W. & C. Junction and Clarke Junction.

2. No train orders will be issued between Harvey Junction and Pine Junction except in case of emergency.

3. Double track extends from Blue Island Junction to Pine Junction except as noted in Special Instructions No. 13.

4. The Barr Yard yard limits are from Harvey Junction to a point 700 feet east of the C. & W. I. Ry. crossing, Dolton. The East Chicago yard limits are from the west end of the State Line bridge to Pine Junction; also from Whiting Junction to Whiting.

5. Trains will not cross from one main track to the other at crossovers at Chicago Brick Co. and near west wye Harvey Jct. without first securing permission from dispatcher.

6. L and Q class engines when doubleheading will not exceed a speed of 10 miles an hour passing over State Line bridge just west of Hammond.

7. The semaphore signal located 1,000 feet east of the switch leading into the Chicago Brick Company's yard, which is located about one mile east of the crossing at Dolton, is a positive block. No train or engine will pass this semaphore while at danger except by protection of flag within limits which it governs.

8. Eastbound automatic block located at Western Ave., Blue Island, governs eastbound main track movements from Western Ave. to coaling station east of Harvey Jct., with the following indications:

"The signal arm in horizontal position in day time or red light at night indicates block occupied or switches improperly set for main track movement. The signal arm in vertical position in day time or a green light at night indicates block clear and switches properly set for main track movement."

9. The Penna. Co. crossing at Riverdale; the C. & W. I. R. R. crossing at Dolton; the Michigan Central and Penna. Co. crossings at Calumet Park; the Indiana Harbor Belt, the C. I. & L., N. Y. C. & St. L., and Erie crossings at State Line; the Indiana Harbor Belt Ry. crossing just east of East Chicago; the C. I. & S. and E. J. & E. Ry. crossings at Calumet; the Penna. Co. crossing at Clarke Junction; the B. & O. crossing and the connection with the N. Y. C. Ry. at Pine Junction, are protected by interlocking.

C. S. S. & S. B. Ry. crossing 8-10ths of a mile east of Hammond is not protected by interlocking. Trains must come to a full stop at stop board and must know crossing is clear before proceeding.

SPECIAL INSTRUCTIONS—Concluded

Explanations and Instructions Governing the Use of Interlocking Signals

Signals used are of the semaphore type. The governing arm is displayed to the right of the signal mast, as seen from an approaching train. The indications are as follows:

1. Home or Stop Signal Indications

A square-ended yellow arm standing horizontal by day, or a red light at night indicates danger or stop, and must not be passed when in this position.

The same signal in a diagonal position at an angle of 45 degrees, or yellow light at night indicates proceed with caution.

The same signal in vertical position by day, or green light at night indicates safety or proceed.

2. Distant or Caution Signal Indications

A square end yellow arm at an angle of 45 degrees, or yellow light at night indicates caution, or that home signal may be at danger.

The same signal in vertical position by day, or green light at night indicates safety or that home signal or signals are clear.

All signals governing movements on main tracks with the current of traffic are of a high type, the arms being located about 80 feet above the track.

Home signals are of the high type and may have one or more arms on the same mast; high arm signaling movements for high speed route, middle arm for diverging medium speed routes, and the lower arm slow speed to any route.

Signals governing reverse movements on main tracks or from sidings are of the low or dwarf type, with the arm about 2½ feet above track. All movements governed by these signals must be made by train under full control, prepared to stop within range of vision.

Limits of interlocking commence at home signals.

A signal will be given for each movement to be made. After having received the signal to pass in one direction, no movement will be permitted in the opposite direction without receiving proper signal.

In the absence of a proper signal indication, such as no light at night, or other cause, or at any time signals may be out of order, all trains must be brought to full stop and only proceed through the limits of the interlocking according to instructions from the towerman.

All slow speed permissive and dwarf signals show lunar white light as a proceed signal at night. When the indication is plain white, it must be considered a danger signal the same as red.

Engines or cars must not be left standing on detector bars, and sand or water will not be permitted to run within the limits of the interlocking under any circumstances.

Explanation and Instructions Governing the Use of Automatic Block Signals

Block signals are of the one-arm three position, upper quadrant semaphore type. The governing arm is displayed to the right of the signal mast as seen from an approaching train.

The indications are as follows:

STOP.—Shown during the day by the semaphore arm in a horizontal position; at night by a red light.

CAUTION.—Shown during the day by the semaphore arm in a diagonal position at an angle of 45 degrees to the signal mast; at night by a yellow light, indicating proceed with train under control.

CLEAR.—Shown during the day by the semaphore arm in a vertical position parallel to the signal mast; at night by a green light indicating proceed.

Cars or engines on side tracks must stand clear of the main tracks and beyond the insulated joints which are placed near the fouling point.

All employees before opening switches in blocks, or allowing trains to enter blocks from connecting tracks, must ascertain definitely that block is unoccupied between its block signal and the switch.

When block signal indicates caution, proceed with train under control, expecting to find the next block signal at danger.

Enginemen must not allow either fire-box or front end cinders to be dropped on main tracks where signals are used.

When automatic block signals display danger with no apparent cause, engineer or conductor will notify dispatcher at first convenient wire or telephone.

The use of block signals does not relieve employees from observing Rule No. 99.

FIRST DISTRICT—CHICAGO TO FOREST PARK

Distance from Chicago		Time Table No. 70 April 28, 1929		FIRST CLASS TRAINS—WESTBOUND									
		301	33	305	21	9	23	11	27				
		Soo Line No. 1	C. G. W. No. 3	Soo Line No. 5	Pere Marquette No. 3	B. & O. No. 10	Pere Marquette No. 5	B. & O. No. 6	Pere Marquette No. 7				
STATIONS													
DEPART													
0.0	Chicago	A. M. 12.30	A. M. 6.45	A. M. 7.50	A. M. 8.45	A. M. 10.00	Noon 12.00	P. M. 1.00	P. M. 5.15				
0.9	16th Street												
	0.5												
1.4	Halsted Street	12.45	6.50	7.56	8.52	10.05	12.05	1.05	5.20				
3.0	Robey Street	12.48	6.58	8.03	8.55	10.08	12.08	1.08	5.23				
3.6	Western Avenue Junction	12.50	7.00	8.05	8.57	10.10	12.10	1.10	5.25				
	0.4												
	0.8												
4.0	12th and Rockwell Streets												
4.8	Homan Avenue	12.53	7.04	8.08									
	2.0												
6.8	Forty-Eighth Avenue	12.56	7.08	8.11									
	1.0												
7.8	Central Avenue	12.59	7.11	8.13									
	2.5												
10.3	Chicago Great Western Junction ..	1.07	7.20	8.21									
	0.5												
10.8	Forest Park	1.09 A. M.	A. M.	8.22 A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				

FIRST DISTRICT—FOREST PARK TO CHICAGO

Distance from Forest Park		Time Table No. 70 April 28, 1929		FIRST CLASS TRAINS—EASTBOUND										
		8	22	34	16	10	318	36	12	304				
		B. & O. No. 13	Pere Marquette No. 8	C. G. W. No. 6	B. & O. No. 15	B. & O. No. 25	Soo Line No. 18	C. G. W. No. 2	B. & O. No. 5	Soo Line No. 4				
STATIONS														
ARRIVE														
10.8	Chicago	A. M. 2.50	A. M. 7.10	A. M. 7.35	A. M. 7.40	A. M. 8.00	A. M. 8.05	A. M. 8.15	A. M. 9.00	A. M. 9.15				
9.9	16th Street													
	0.5													
9.4	Halsted Street	2.38	7.01	7.28	7.33	7.53	7.56	8.09	8.50	9.07				
7.8	Robey Street	2.33	6.58	7.20	7.28	7.48	7.53	8.06	8.47	9.04				
7.2	Western Avenue Junction	2.31	6.56	7.18	7.26	7.46	7.51	8.04	8.45	9.02				
	0.4													
	0.8													
6.8	12th and Rockwell Streets													
6.0	Homan Avenue			7.15			7.48	8.01		8.59				
	2.0													
4.0	Forty-Eighth Avenue			7.13			7.45	7.59		8.57				
	1.0													
3.0	Central Avenue			7.10			7.43	7.57		8.54				
	2.5													
0.5	Chicago Great Western Junction ..			7.03			7.36	7.50		8.47				
	0.5													
0.0	Forest Park	A. M.	A. M.	A. M.	A. M.	A. M.	7.35 A. M.	A. M.	A. M.	8.46 A. M.				

FIRST DISTRICT—CHICAGO TO FOREST PARK

Distance from Chicago	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS—WESTBOUND										
	STATIONS	317	37	303	13	19	15	17	39	29		
	DEPART	Soo Line No. 17	C. G. W. No. 1	Soo Line No. 3	B. & O. No. 8	B. & O. No. 26	B. & O. No. 16	B. & O. No. 14	C. G. W. No. 5	Pere Marquette No. 1		
0.0	Chicago.....	P. M. 5.30	P. M. 6.30	P. M. 6.35	P. M. 6.40	P. M. 8.30	P. M. 9.45	P. M. 10.15	P. M. 11.30	P. M. 11.45		
0.9	16th Street.....											
	0.5											
1.4	Halsted Street.....	5.35	6.35	6.40	6.45	8.35	9.50	10.20	11.35	11.50		
	1.6											
3.0	Robey Street.....	5.38	6.38	6.43	6.48	8.38	9.53	10.23	11.38	11.53		
	0.6											
3.6	Western Avenue Junction.....	5.40	6.40	6.45	6.50	8.40	9.55	10.25	11.40	11.55		
	0.4											
4.0	12th and Rockwell Streets.....											
	0.8											
4.8	Homan Avenue.....	5.43	6.43	6.48					11.43			
	2.0											
6.8	Forty-Eighth Avenue.....	5.46	6.46	6.51					11.46			
	1.0											
7.8	Central Avenue.....	5.49	6.48	6.53					11.48			
	2.5											
10.3	Chicago Great Western Junction..	5.56	6.55	7.00					11.55			
	0.5											
10.8	Forest Park.....	5.57 P. M.	P. M.	7.01 P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		

FIRST DISTRICT—FOREST PARK TO CHICAGO

Distance from Forest Park	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS—EASTBOUND									
	STATIONS	24	14	26	18	40	30	306	302		
	ARRIVE	Pere Marquette No. 2	B. & O. No. 7	Pere Marquette No. 4	B. & O. No. 9	C. G. W. No. 4	Pere Marquette No. 6	Soo Line No. 6	Soo Line No. 2		
10.8	Chicago.....	P. M. 12.05	P. M. 2.05	P. M. 4.54	P. M. 7.25	P. M. 9.25	P. M. 9.35	P. M. 9.55	P. M. 10.15		
9.9	16th Street.....										
	0.5										
9.4	Halsted Street.....	11.57	1.56	4.47	7.13	9.12	9.26	9.47	10.06		
	1.6										
7.8	Robey Street.....	11.54	1.53	4.44	7.10	9.08	9.23	9.44	10.03		
	0.6										
7.2	Western Avenue Junction.....	11.51	1.51	4.43	7.07	9.07	9.22	9.42	10.01		
	0.4										
6.8	12th and Rockwell Streets.....										
	0.8										
6.0	Homan Avenue.....					9.02		9.39	9.58		
	2.0										
4.0	Forty-Eighth Avenue.....					8.57		9.36	9.55		
	1.0										
3.0	Central Avenue.....					8.54		9.33	9.53		
	2.5										
0.5	Chicago Great Western Junction..					8.44		9.26	9.46		
	0.5										
0.0	Forest Park.....	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	9.25 P. M.	9.45 P. M.		

FIRST DISTRICT

CHICAGO TO FOREST PARK		FOREST PARK TO CHICAGO											
Distance from Chicago	Time Table No. 70 April 28, 1929	SECOND CLASS TRAINS—WESTBOUND							SECOND CLASS TRAINS—EASTBOUND				
	STATIONS	95	327	97	101	107	321	109	100	322			
		C. G. W. No. 61	Soo Line No. 27	C. G. W. No. 63	B. & O. No. 94	C. G. W. No. 61	Soo Line No. 21	C. G. W. No. 63	B. & O. No. 97	Soo Line No. 22			
		DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
0.0	Chicago.....	P. M. 5.30	P. M.	P. M. 6.40	P. M.	P. M.	P. M.	P. M.	A. M. 5.00	A. M.			
0.9	16th Street.....				6.45								
	0.5												
1.4	Halsted Street.....	5.37	6.15	6.47	6.50		7.30		4.20	6.30			
3.0	Robey Street.....	5.42	6.19	6.53	6.58		7.37		4.15	6.18			
3.6	Western Avenue Junction.....	5.45	6.21	6.55	7.01		7.40		4.11	6.15			
	0.4												
4.0	12th and Rockwell Streets.....	5.47	6.23	6.57			7.42						
4.8	Homan Avenue.....	5.52	6.25	7.00			7.46			6.10			
6.8	Forty-Eighth Avenue.....	5.57	6.30	7.10			7.55			6.05			
7.8	Central Avenue.....	6.02	6.34			7.00	8.00	9.30		6.00			
10.3	Chicago Great Western Junction.....		6.43			7.15	8.12	9.45		5.46			
	0.5												
10.8	Forest Park.....	P. M.	6.45 P. M.	P. M.	P. M.	P. M.	8.15 P. M.	P. M.	A. M.	5.45 A. M.			
		DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			

SECOND DISTRICT—WESTERN AVENUE JUNCTION TO CHICAGO HEIGHTS

Distance from Chicago	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS—SOUTHBOUND											SECOND CLASS TRAINS—SOUTHBOUND
	STATIONS	21 Pere Marquette No. 3	9 B. & O. No. 10	23 Pere Marquette No. 5	11 B. & O. No. 6	27 Pere Marquette No. 7	13 B. & O. No. 8	19 B. & O. No. 26	15 B. & O. No. 16	17 B. & O. No. 14	29 Pere Marquette No. 1		101 B. & O. No. 94
	DEPART	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY		DAILY
		A. M.	A. M.	Noon	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
0.0	Chicago	8.45	10.00	12.00	1.00	5.15	6.40	8.30	9.45	10.15	11.45		6.45
3.0	Robey Street	8.55	10.08	12.08	1.08	5.23	6.48	8.38	9.53	10.23	11.53		6.58
3.6	Western Avenue Junction	8.57	10.10	12.10	1.10	5.25	6.50	8.40	9.55	10.25	11.55		7.00
3.6	C. & N. W. Crossing												
3.7	Chicago Junction Crossing												
4.9	Illinois Northern Crossing												
5.5	Ill. Cent. and S. F. Crossings												
6.2	Chicago and Alton Crossing												
6.3	Brighton Park Junction	9.02	10.17	12.17	1.17	5.31	6.57	8.47	10.02	10.34	12.02		7.14
7.8	49th Street												
9.5	Sixty-Third Street	9.10	10.25	12.25	1.25	5.40	7.05	8.55	10.10	10.45	12.10		
10.9	75th Street												
11.5	79th Street Junction	9.13	10.28	12.28	1.28	5.43	7.08	8.58	10.13	10.51	12.14		7.37
13.2	Beverley Junction	9.16	10.31	12.31	1.31	5.46	7.11	9.01	10.16	10.55	12.17		7.42
13.9	Evergreen Park (95th St.)												
14.9	Tracy Avenue (103d St.)												
15.9	Morgan Park (111th St.)												
16.4	Mount Hope (115th St.)												
17.4	Hanson Park (123d St.)												
18.3	Blue Island												
18.7	Blue Island Junction												
19.4	Harvey Junction												
20.0	Indiana Harbor Crossing												
20.1	Posen Junction												
20.8	St. Paul Jct. (St. P. Yd.)												
21.5	West Harvey												
22.3	Harvey												
22.9	Phoenix												
26.3	Thornton												
29.3	McDonald Siding												
30.0	Chicago Heights												
	ARRIVE	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY		DAILY

SECOND DISTRICT—CHICAGO HEIGHTS TO WESTERN AVENUE JUNCTION

Distance from Chicago Heights	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS — NORTHBOUND											SECOND CLASS TRAINS—NORTHBOUND
	STATIONS	8	22	16	10	12	24	14	26	18	30		100
	ARRIVE	B. & O. No. 13	Pere Marquette No. 8	B. & O. No. 15	B. & O. No. 25	B. & O. No. 5	Pere Marquette No. 2	B. & O. No. 7	Pere Marquette No. 4	B. & O. No. 9	Pere Marquette No. 6		B. & O. No. 97
		DAILY Except Tuesday	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	DAILY		DAILY
30.0	Chicago	A. M. 2.50	A. M. 7.10	A. M. 7.40	A. M. 8.00	A. M. 9.00	P. M. 12.05	P. M. 2.05	P. M. 4.54	P. M. 7.25	P. M. 9.35		A. M. 5.00
27.0	Robey Street	3.0	7.10	7.40	8.00	9.00	12.05	2.05	4.54	7.25	9.35		5.00
26.4	Western Avenue Junction	0.6	6.58	7.28	7.48	8.47	11.54	1.53	4.44	7.10	9.23		4.16
26.4	C. & N. W. Crossing	0.0	6.56	7.26	7.46	8.45	11.51	1.51	4.43	7.07	9.22		4.11
26.3	Chicago Junction Crossing	0.1											
25.1	Illinois Northern Crossing	1.2											
24.5	Ill. Cent. and S. F. Crossings	0.6											
23.8	Chicago & Alton Crossing	0.7											
23.7	Brighton Park Junction	0.1	2.23	6.49	7.18	7.38	8.36	11.45	1.43	4.36	6.59	9.15	3.55
22.2	49th Street	1.5											
20.5	Sixty-Third Street	1.7	2.16	6.39	7.09	7.29	8.25	11.37	1.35	4.28	6.50	9.07	
19.1	75th Street	1.4											
18.5	79th Street Junction	0.6	2.12	6.34	7.05	7.25	8.21	11.33	1.30	4.24	6.46	9.03	3.38
21.4	Beverly Junction	1.7	2.09	6.29	7.02	7.22	8.18	11.31	1.27	4.22	6.43	9.01	3.30
16.1	Evergreen Park (95th St.)	2.4											
15.1	Tracy Avenue (103d St.)	1.0											
14.1	Morgan Park (111th St.)	1.0											
13.6	Mount Hope (115th St.)	0.5											
12.6	Hanson Park (123d St.)	1.0											
11.7	Blue Island	0.9											
11.3	Blue Island Junction	0.4											
10.6	Harvey Junction	0.7											
10.0	Indiana Harbor Crossing	0.6											
9.9	Posen Junction	0.1											
9.2	St. Paul Jct. (St. P. Yard)	0.7											
8.5	West Harvey	0.7											
7.7	Harvey	0.8											
7.1	Phoenix	0.6											
3.7	Thornton	3.4											
0.7	McDonald Siding	3.0											
0.0	Chicago Heights	0.7	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	DEPART	DAILY Except Tuesday	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	DAILY		DAILY

THIRD DISTRICT—BETWEEN HARVEY JUNCTION AND PINE

Distance from Harvey Jct.	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS—EASTBOUND					SECOND CLASS TRAINS—EASTBOUND				
	STATIONS	87	89				111	113	115	117	119
		DEPART	Wabash No. 6	Wabash No. 12				Wabash No. 98	Wabash No. 70	Wabash No. 82	Wabash No. 92
		DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY
		A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.
0.0	Harvey Junction.....										
0.9	Barr Yard.....										
2.9	Riverdale.....										
3.6	Dolton.....										
7.2	Calumet Park.....										
8.4	C. & W. I. Junction.....	11.12	12.27				12.40	8.15	12.30	7.20	8.20
8.8	Hammond.....	11.13	12.28				12.45	8.30	12.35	7.25	8.23
9.3	P. F. W. & C. Junction.....	11.15	12.30				12.48	8.35	12.38	7.27	8.26
10.0	Whiting Junction.....	11.17	12.32				12.51	8.38	12.41	7.29	8.28
13.5	Whiting.....										
10.5	East Y Switch.....										
10.6	East Chicago.....	11.19	12.34				12.55	8.40	12.45	7.31	8.31
11.6	Calumet.....										
14.0	Clarke Junction.....	11.26	12.41				1.05	8.45	12.50	7.35	8.35
14.5	Pine Junction.....	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.
	ARRIVE	DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY

Distance from Pine Jct.	Time Table No. 70 April 28, 1929	FIRST CLASS TRAINS—WESTBOUND					SECOND CLASS TRAINS—WESTBOUND				
	STATIONS	84	88				106	108	110	112	
		ARRIVE	Wabash No. 5	Wabash No. 11				Wabash No. 97	Wabash No. 71	Wabash No. 67	Wabash No. 95
		DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	
		A. M.	P. M.				A. M.	P. M.	P. M.	P. M.	
14.5	Harvey Junction.....										
13.6	Barr Yard.....										
11.6	Riverdale.....										
10.9	Dolton.....										
7.3	Calumet Park.....										
6.1	C. & W. I. Junction.....	6.29	4.05				2.00	1.45	6.40	7.00	
5.7	Hammond.....	6.28	4.03				1.55	1.40	6.35	6.55	
5.2	P. F. W. & C. Junction.....	6.25	4.00				1.52	1.35	6.26	6.50	
4.5	Whiting Junction.....	6.23	3.59				1.49	1.30	6.23	6.43	
7.5	Whiting.....										
4.0	East Y Switch.....										
3.9	East Chicago.....	6.22	3.57				1.46	1.25	6.20	6.40	
2.9	Calumet.....										
0.5	Clarke Junction.....	6.15	3.50				1.35	1.05	6.10	6.30	
0.0	Pine Junction.....	A. M.	P. M.				A. M.	P. M.	P. M.	P. M.	
	DEPART	DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	

