

BALTIMORE & OHIO CHICAGO TERMINAL R. R. CO.

“SAFETY ABOVE EVERYTHING”

TIME TABLE No. 85

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

SUNDAY, FEBRUARY 15, 1931

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

F. S. DEVENY,
Superintendent

R. A. BARLOW,
Train Master

H. B. VOORHEES,
President

BALTIMORE & OHIO
CHICAGO TERMINAL
R. R. CO.

"SAFETY ABOVE EVERYTHING"

TIME TABLE No. 82

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

SUNDAY, FEBRUARY 15, 1931

SEE PAGE 2 FOR SPECIAL INFORMATION

E. A. BARNES

F. S. BERRY

H. B. VOORHEES

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 2211, Local 255.

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 3:00 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. RICHARD C. GAMBLE, Company Oculist, 30 North Michigan Ave., Phone Central 0861. Residence 1509 E. 67th Place, Phone Fairfax 9543.

DR. HENRY J. WAY, Office 4458 West Madison St., Telephone Nevada 9800. Hours 3 to 4 p. m., 7 to 8 p. m. Residence phone Forest 2752.

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

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

DR. HARVEY E. KIMBLE, 7854 South Ashland Ave. Tel., Office Vincennes 10092. Home Triangle 1292.

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.

DR. C. J. NEDRY, Oculist and Aurist, 473 Western Ave., Tel. Blue Island 849.

HARVEY, ILL.

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

CHICAGO HEIGHTS, ILL.

DR. HENRY B. DONALDSON, Office 25 Illinois St., Tel. 457, Office Hours 8:00 to 11:00 a. m., and 3:00 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 3:00 p. m.

DR. R. P. HALE, Office National Bank Bldg., 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 1126 Beacon St., 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. 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 3:00 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, Peoples State Bank Bldg., 5245 Hohman St., Office Hours 2 to 5 p. m., or at St. Margaret's Hospital 7 to 8 p. m. Office Phone 255, Residence Phone 4670, Hammond, Ind.

DR. HUGH A. KUHN, Company Oculist, First Trust Bank Bldg., 5231 Hohman St., Hammond, Ind., Telephone Hammond 435.

AMBULANCE SERVICE CHICAGO DISTRICT

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

When ambulance not necessary use Yellow Cab, Telephone Calumet 6000.

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 13.

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., Tel. 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.

ARGO GENERAL 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 injured. Company's Surgeon should 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, will 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 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.

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

10. First aid emergency boxes with directions for use, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, enginemen of helpers, agents at stations, and master mechanics at shops, who are responsible for compliance with General Notice in reference thereto.

E. V. MILHOLLAND, *Medical and Surgical Director.*

STAFF OFFICERS

SUPERINTENDENT

F. S. DEVENY

TRAIN MASTER

R. A. BARLOW

MASTER MECHANIC

F. K. MOSES

ASSISTANT TRAIN MASTERS

C. M. HAUGH

E. M. McCUEN

ROAD FOREMAN OF ENGINES

C. R. BURNS

GENERAL YARD MASTERS

H. F. ANDERSON

C. D. BOUSHER

W. H. McNELLIS, Asst.

ENGR. MAINTENANCE AND CONSTRUCTION

G. P. PALMER

ASST. ENGR. MAINTENANCE

M. D. CAROTHERS

ASST. ENGR. BRIDGES AND BUILDINGS

H. A. FIELD

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

SECOND DISTRICT

14th Street switchtender.
22nd Street switchtender.
26th Street booth.
Ash Street tower.
Brighton Park switchtender.
49th Street tower.
59th Street booth.
65th Street booth.
71st Street crossing—watchman's cabin.
75th Street tower.
Forest Hill yard office.
79th Street Junction switchtender.
Beverly Junction tower.
99th Street booth.
Illinois Brick Co. Yard 22—box on pole.
Blue Island Junction tower.
Harvey Jet. East Wye—box on pole.
Harvey Junction supervisor's office.
Posen Jet.—C. M. St. P. & P. yard office.
St. Paul Jet. booth.
West Harvey (south end)—box on pole.
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. & P. yard office.

THIRD DISTRICT

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

C. R. I. & P.—B. & O. EXTENSION

Gresham tower.
Oakdale—C. & W. I. station.
Stony Island—C. & W. I. crossingman's cabin.
Rock Island Jet.—switchtender.
90th Street—yard office.
South Chicago—bridge 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. At Beverly Junction, Harvey Junction or north of these stations, trainmen, or others, handling or directing the movement of trains must get permission from the dispatcher before allowing engines or trains to enter upon the main track or before crossing from one main track to another, and must also report to the dispatcher time main track is clear at completion of such movement.

At points where 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. 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 mailed to the Chief Dispatcher.

Instructions given to a point (where there is no towerman or switchtender) to operate against the current of traffic on the first district or on the second district north of Harvey Jct., must be written in triplicate on Detour Order Form 14 C. T.

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 operation of trains by telephone, page 5 of this time table.

SPECIAL INSTRUCTIONS

The term "Under Control" means that enginemen will run at such speed that will enable them to stop short of any obstruction within their range of vision.

On double track, trains will use right-hand track unless otherwise directed.

1. LOCATION OF STANDARD CLOCKS

Grand Central Station waiting room	Robey yard office
Grand Central Station B. & O. telegraph office	Robey round house
Grand Central Station B. & O. C. T. dispatchers' office	Homan Ave. yard office
Lincoln St. yard office	Cicero agent's office
	Forest Hill freight house
	Barr Yard yard office
	East Chicago yard office
	East Chicago round house

2. WATCH INSPECTORS

LORENZ JEWELRY Co., 2832 West Roosevelt Road, Chicago.
POWERS JEWELRY Co., 614 So. Dearborn St., Chicago.

REGISTER AND BULLETIN BOARD STATIONS

3.

Registers

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

Bulletin Boards

Grand Central station,	East Chicago,
Lincoln Street,	Homan Avenue,
Robey,	Cicero,
	Barr Yard.

4. Trains on double track will not pass a station while passenger trains are standing, receiving or discharging passengers.

5. When it is necessary to operate trains against the current of traffic, towermen or switchtenders who cross trains over from one main track to the other must deliver to the engineer (and conductor when possible) Detour Order Form 14 C. T. showing the destination to be run against the current of traffic. Engineers must not cross over against the current of traffic without a detour order as herein described. Enginemen will operate under full control while running against the current of traffic.

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

7. 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.

8. The main tracks over State Line River bridge, located one-half mile west of Hammond are gauntlet.

Trains operating over this bridge both east and west bound are governed by automatic color position light signals located four hundred feet from the bridge.

Signal indications are as follows: Red, Stop. Lunar White, proceed.

In the absence of signal indications or signals improperly displayed movements over this bridge will be made under full flag protection only, and failure reported.

Movements against current of traffic will be made only under flag protection.

9. No train or light engine will pass a point where switchtenders 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 Instruction 10.

10. 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.

Westbound trains on first district receiving proceed signal from switchtender are not required to stop at stop board.

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.

At 79th Street Junction, switchtender will use a green flag by day and a green light by night to signal trains to and from the Beverly line and a yellow flag by day and a yellow light by night to signal trains to and from the Blue Island line.

At Whiting Jct., switchtender will use a green flag by day and a green light by night to signal trains for main line movement and a yellow flag by day and a yellow light by night to signal trains to and from the Whiting branch.

11. 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.

12. 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.

13. 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.

14. 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.

15. Enginemen and back-up men when backing trains out of the Grand Central Station will be governed by the following rule:

Back-up man, after attaching tail hose, will test for assurance that air is working through the control valve, then signal the engineer with regulation air test signal (four short blasts). Engineman, in recognition of this signal, will apply brakes and promptly release same. Back-up man, after noticing that air operates on rear car, will give regulation back-up signal (three short blasts) when train will be backed. Back-up men will make a running air brake test between 500 and 1,000 feet from initial starting point. In the event back-up men fail to make this test within the prescribed limits, enginemen will reduce speed to not exceed four (4) miles per hour until such test has been made.

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

SPECIAL INSTRUCTIONS—Continued

17. In the first district and second district north of Harvey Jet. crossovers (east and west wye connections) or Beverly Jet., 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 employes responsible for the operation of trains.

18. Cars must not be shoved on yard tracks, team tracks or industrial tracks until a member of the crew is stationed at the opposite end of such track for the purpose of ascertaining the amount of room or clearance. Engine foremen, or conductors, will be held strictly responsible for the enforcement of this rule.

19. 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 6, 1910, reading in part 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.)

20. 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.

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

22. In the movement of engines with or without cars while switching over street or public highway crossings at grade, in the absence of a crossing watchman or gate protection, a member of the crew will protect highway traffic, except when running from one station to another as a straightaway movement.

When coupling a train which has been cut at a street or public highway crossing at grade, extra precaution will be used to protect highway traffic.

Cars will not be left standing less than one hundred and fifty feet from center line of street or public highway crossing when space permits.

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

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

24. Employes are warned that there are numerous obstructions that may be dangerous to a man on top or side of car. Extreme precaution must be exercised 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 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' 3"	49th Street Bridge.....16' 7"
Roosevelt Road.....19' 6"	C. R. I. & P., Blue
Viaduct near C. B. & Q.	Island16' 7"
Crossings, 16th St.....18' 3"	I. C., Riverdale.....19' 7"
Canal Street16' 0"	State Line Bridge.....20' 0"
Viaduct between Canal	I. C., Harvey.....19' 8"
and Jefferson Sts.....17' 0"	C. & E. I., Chgo. Hts.....15' 10"
Metropolitan, Paulina	M. C., Chgo. Hts.....16' 5"
St.19' 9"	E. J. & E., Chgo. Hts.....16' 10"
Belt Ry. at 46th Ave.....17' 1"	Drainage Canal,
C. B. & Q., 18th Street,17' 4"	McCook20' 0"
C. B. & Q., 19th Street,16' 10"	

25. 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 prohibited.

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

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

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

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

6. Trains will reduce speed to 25 miles per hour through the interlocking limits at 49th Street.

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

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

9. Trains will reduce speed to 15 miles per hour through gauntlet over State Line River bridge.

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

WATER STATIONS: Lincoln Street, Robey, Sacramento Avenue, Central Park Avenue, 48th Avenue, 54th Avenue (Cicero), 63rd Street, Barr Yard, Phoenix, Chicago Heights, East Chicago and Whiting.

RULES FOR FIRST DISTRICT Grand Central Station to Forest Park

1. Automatic block signals are in operation between Roosevelt Road viaduct and 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—Grand Central station and Forest Park, inclusive.

3. The Grand Central Station Yards, Chicago River Bridge, and the C. A. & E. Ry. at C. G. W. Junction are protected by interlocking. The crossings of the P. R. R. and C. B. & Q. R. R. at 16th Street and the P. R. R. and C. & N. W. Ry. crossings at 12th and Rockwell Streets are not protected by interlocking. Trains will come to full stop at stop board and proceed over crossing on proper signal.

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 (Southwest District) and at 48th Avenue 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 46th Avenue with the Belt Railway. Trains or light engines must get permission from switchtenders before using either route.

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

Western Avenue Junction to 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 123rd Street 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. No train orders will be issued for the movement of trains on double track except in case of an emergency.

5. A two-position southbound automatic semaphore located 1,100 feet south of 119th Street will govern to Burr Oak Avenue, Blue Island.

6. An automatic block signal northbound is in operation around the curve at West Harvey.

7. 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.

8. 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 controlled 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.

9. 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 Blue Island Junction, the Indiana Harbor Belt crossing at North Harvey and the Grand Trunk Ry. crossing at Harvey are protected by interlocking.

10. 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.

11. The southbound automatic block signal just south of Broadway, Blue Island, governs southbound track to Western Avenue only.

RULES FOR THIRD DISTRICT

Harvey Junction to 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 Harvey Junction to Pine Junction except as noted in Special Instructions No. 8.

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. 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 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—Continued

Explanations and Instructions Governing the Use of Interlocking Signals

Signals used are of the semaphore and color position light 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 30 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.

Any signals improperly displayed must be regarded as a danger or stop indication. Signals governing the operation through interlocking plants when at danger or improperly displayed must not be passed until proper instructions are received from man in charge of interlocking plant, and then only

when the enginemen know beyond a question of doubt that derails are lined for proceed.

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 and color position light type.

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; 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; 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.

EXPLANATION AND INSTRUCTIONS GOVERNING COLOR POSITION LIGHT SIGNALS

DAY AND NIGHT ASPECTS	INDICATIONS	NAME
2 Red Lights	Stop	Stop Signal
2 Red Lights with White Marker above	Stop, then proceed	Stop and Proceed Signal
2 Lunar White Lights with White Marker above	Proceed, Prepared to Stop Short of Train or Obstruction	Permissive Signal
2 Yellow Lights with White Marker above	Proceed, Prepared to Stop at next Signal	Approach Signal
2 Green Lights with White Marker above	Proceed	Clear Signal
2 Lunar White Lights only	Proceed, Prepared to Stop Short of Train or Obstruction	Permissive Dwarf Signal
2 Yellow Lights only	Proceed, Prepared to Stop at next Signal	Approach Dwarf Signal
2 Green Lights only	Proceed	Clear Dwarf Signal

FIRST DISTRICT—CHICAGO TO FOREST PARK

Distance from Chicago	Time Table No. 85 February 15, 1931	FIRST CLASS TRAINS—WESTBOUND													
	STATIONS	301 Soo Line No. 1	305 Soo Line No. 5	21 Pere Marquette No. 4	9 B. & O. No. 10	23 Pere Marquette No. 6	11 B. & O. No. 6	27 Pere Marquette No. 8							
	DEPART	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday							
0.0	Chicago.....	A. M. 1.00	A. M. 8.00	A. M. 8.45	A. M. 10.00	Noon 12.00	P. M. 1.00	P. M. 5.20							
0.9	16th Street.....														
1.4	Halsted Street.....	1.09	8.06	8.52	10.05	12.05	1.05	5.25							
3.0	Robey.....	1.12	8.11	8.55	10.08	12.08	1.08	5.28							
3.6	Western Avenue Junction.....	1.14	8.13	8.57	10.10	12.10	1.10	5.30							
4.0	12th and Rockwell Streets.....														
4.8	Homan Avenue.....	1.17	8.17												
6.8	Forty-Eighth Avenue.....	1.20	8.22												
7.8	Central Avenue.....	1.22	8.26												
10.3	Chicago Great Western Junction.....	1.29	8.34												
10.8	Forest Park.....	1.30 A. M.	8.36 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. 85 February 15, 1931	FIRST CLASS TRAINS—EASTBOUND													
	STATIONS	8 B. & O. No. 13	22 Pere Marquette No. 7	16 B. & O. No. 45	318 Soo Line No. 18	10 B. & O. No. 25	304 Soo Line No. 4	36 C. G. W. No. 2	12 B. & O. No. 5						
	ARRIVE	DAILY Except Tuesday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
10.8	Chicago.....	A. M. 2.50	A. M. 7.10	A. M. 8.00	A. M. 8.05	A. M. 8.15	A. M. 8.35	A. M. 8.55	A. M. 9.00						
9.9	16th Street.....														
9.4	Halsted Street.....	2.38	7.01	7.53	7.56	8.06	8.27	8.48	8.51						
7.8	Robey.....	2.33	6.58	7.48	7.53	8.01	8.24	8.46	8.48						
7.2	Western Avenue Junction.....	2.31	6.56	7.46	7.51	7.59	8.22	8.44	8.46						
6.8	12th and Rockwell Streets.....														
6.0	Homan Avenue.....				7.48		8.19	8.41							
4.0	Forty-Eighth Avenue.....				7.45		8.17	8.38							
3.0	Central Avenue.....				7.43		8.14	8.36							
0.5	Chicago Great Western Junction.....				7.36		8.07	8.30							
0.0	Forest Park.....	A. M.	A. M.	A. M.	7.35 A. M.	A. M.	8.06 A. M.	A. M.	A. M.						

FIRST DISTRICT—CHICAGO TO FOREST PARK

Distance from Chicago	Time Table No. 85 February 15, 1931	FIRST CLASS TRAINS—WESTBOUND										
		317	13	303	37	19	15	17	39	29		
	STATIONS	Soo Line No. 17	B. & O. No. 46	Soo Line No. 3	C. G. W. No. 1	B. O. No. 26	B. & O. No. 16	B. & O. No. 14	G. G. W. No. 5	Pere Marquette No. 2		
	DEPART	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY		
0.0	Chicago	P. M. 5.30	P. M. 6.15	P. M. 6.35	P. M. 8.00	P. M. 8.30	P. M. 10.00	P. M. 10.15	P. M. 11.30	P. M. 11.45		
0.9	16th Street											
1.4	Halsted Street	5.35	6.20	6.40	8.05	8.35	10.05	10.20	11.35	11.50		
3.0	Robey	5.38	6.23	6.43	8.08	8.38	10.08	10.23	11.38	11.53		
3.6	Western Avenue Junction	5.40	6.25	6.45	8.10	8.40	10.09	10.25	11.40	11.55		
4.0	12th and Rockwell Streets											
4.8	Homan Avenue	5.43		6.48	8.13				11.43			
6.8	Forty-Eighth Avenue	5.46		6.51	8.16				11.46			
7.8	Central Avenue	5.49		6.53	8.18				11.48			
10.3	Chicago Great Western Junction	5.56		7.00	8.25				11.55			
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. 85 February 15, 1931	FIRST CLASS TRAINS—EASTBOUND									
		24	14	26	18	40	30	302	306		
	STATIONS	Pere Marquette No. 1	B. & O. No. 7	Pere Marquette No. 3	B. & O. No. 9	C. G. W. No. 4	Pere Marquette No. 5	Soo Line No. 2	Soo Line No. 6		
	ARRIVE	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY		
10.8	Chicago	P. M. 12.05	P. M. 2.05	P. M. 4.55	P. M. 7.20	P. M. 7.30	P. M. 9.35	P. M. 9.55	P. M. 11.15		
9.9	16th Street										
9.4	Halsted Street	11.57	1.56	4.47	7.13	7.25	9.27	9.49	10.52		
7.8	Robey	11.54	1.53	4.44	7.10	7.22	9.24	9.45	10.49		
7.2	Western Avenue Junction	11.53	1.51	4.43	7.07	7.19	9.23	9.44	10.48		
6.8	12th and Rockwell Streets										
6.0	Homan Avenue					7.16		9.40	10.45		
4.0	Forty-Eighth Avenue					7.14		9.36	10.43		
3.0	Central Avenue					7.12		9.34	10.40		
0.5	Chicago Great Western Junction					7.05		9.28	10.34		
0.0	Forest Park	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	9.27 P. M.	10.33 P. M.		

FIRST DISTRICT

CHICAGO TO FOREST PARK								FOREST PARK TO CHICAGO						
Distance from Chicago	Time Table No. 85 February 15, 1931		SECOND CLASS TRAINS—WESTBOUND						SECOND CLASS TRAINS—EASTBOUND					
	STATIONS		95	321	97	101	107	109	100	322				
			C. G. W. No. 63	Soo Line No. 21	C. G. W. No. 65	B. & O. No. 94	C. G. W. No. 63	C. G. W. No. 65	B. & O. No. 97	Soo Line No. 22				
			DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY				
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					
0.0	Chicago.....	5.30		6.40				4.00						
0.9	16th Street.....				6.45									
	0.5													
1.4	Halsted Street.....	5.37	5.50	6.47	6.50			3.20	6.30					
3.0	Robey.....	5.42	5.57	6.53	6.58			3.15	6.18					
3.6	Western Avenue Junction.....	5.45	6.00	6.55	7.01			3.11	6.15					
	0.4													
4.0	12th and Rockwell Streets.....	5.47	6.02	6.57										
	0.8													
4.8	Homan Avenue.....	5.52	6.06	7.00					6.10					
	2.0													
6.8	Forty-Eighth Avenue.....	5.57	6.15	7.10					6.05					
	1.0													
7.8	Central Avenue.....	6.02	6.20			7.00	9.30		6.00					
	2.5													
10.3	Chicago Great Western Junction.....		6.32			7.15	9.45		5.46					
	0.5													
10.8	Forest Park.....	P. M.	6.35 P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	5.45 A. M.					
		DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY					

SECOND DISTRICT—WESTERN AVENUE JUNCTION TO CHICAGO HEIGHTS

Distance from Chicago	Time Table No. 85 February 15, 1931	FIRST CLASS TRAINS—SOUTHBOUND											SECOND CLASS TRAINS—SOUTHBOUND
	STATIONS	21	9	23	11	27	13	19	15	17	29		101
	DEPART	Pere Marquette No. 4 DAILY Except Sunday	B. & O. No. 10 DAILY	Pere Marquette No. 6 DAILY	B. & O. No. 8 DAILY	Pere Marquette No. 8 DAILY Except Sunday	B. & O. No. 46 DAILY	B. & O. No. 26 DAILY	B. & O. No. 16 DAILY	B. & O. No. 14 DAILY Except Sunday	Pere Marquette No. 2 DAILY		B. & O. No. 94 DAILY
0.0	Chicago.....	A. M. 8.45	A. M. 10.00	Noon 12.00	P. M. 1.00	P. M. 5.20	P. M. 6.15	P. M. 8.30	P. M. 10.00	P. M. 10.15	P. M. 11.45		P. M. 6.45
3.0	Robey..... 0.6	8.55	10.08	12.08	1.08	5.28	6.23	8.38	10.08	10.23	11.53		6.58
3.6	Western Avenue Junction..... 0.0	8.57	10.10	12.10	1.10	5.30	6.25	8.40	10.09	10.25	11.55		7.00
3.6	C. & N. W. Crossing..... 0.1												
3.7	Chicago Junction Crossing..... 1.2												
4.9	Illinois Northern Crossing..... 0.6												
5.5	Ill. Cent. and S. F. Cross..... 0.7												
6.2	Chicago & Alton Crossing..... 0.1												
6.3	Brighton Park Junction..... 1.5	9.02	10.17	12.17	1.17	5.36	6.32	8.47	10.16	10.34	12.02		7.14
7.8	49th Street..... 1.7												
9.5	Sixty-Third Street..... 1.4	s9.10	s10.25	s12.25	s1.25	s5.45	s6.40	s8.55	s10.24	10.45	s12.10		
10.9	75th Street..... 0.6												
11.5	79th Street Junction..... 1.7	9.13	10.28	12.28	1.28	5.48	6.45	8.58	10.27	10.51	12.14		7.37
13.2	Beverly Junction..... 2.4	9.16	10.31	12.31	1.31	5.51	6.48	9.01	10.29	10.55	12.17		7.42
13.9	Evergreen Park (95th St.)..... 1.0												
14.9	Tracy Avenue (103d St.)..... 1.0												
15.9	Morgan Park (111th St.)..... 0.5												
16.4	Mount Hope (115th St.)..... 1.0												
17.4	Hanson Park (123d St.)..... 0.9												
18.3	Blue Island..... 0.4												
18.7	Blue Island Junction..... 0.7												
19.4	Harvey Junction..... 0.6												
20.0	Indiana Harbor Crossing..... 0.1												
20.1	Posen Junction..... 0.7												
20.8	St. Paul Jct. (St. P. Yd.)..... 0.7												
21.5	West Harvey..... 0.7												
22.3	Harvey..... 0.6												
22.9	Phoenix..... 3.4												
26.3	Thornton..... 3.0												
29.3	McDonald Siding..... 0.7												
30.0	Chicago Heights.....	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		P. M.
	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

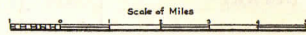
Distance from Chicago Heights	Time Table No. 85 February 15, 1931	FIRST CLASS TRAINS—NORTHBOUND											SECOND CLASS TRAINS—NORTHBOUND	
	STATIONS	8 B. & O. No. 13	22 Pere Marquette No. 7	16 B. & O. No. 45	10 B. & O. No. 25	12 B. & O. No. 5	24 Pere Marquette No. 1	14 B. & O. No. 7	26 Pere Marquette No. 3	18 B. & O. No. 9	30 Pere Marquette No. 5			100 B. & O. No. 97
	ARRIVE	DAILY Except Tuesday	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	DAILY			DAILY
30.0	Chicago..... 3.0	A. M. 2.50	A. M. 7.10	A. M. 8.00	A. M. 8.15	A. M. 9.00	P. M. 12.05	P. M. 2.05	P. M. 4.55	P. M. 7.20	P. M. 9.35			A. M. 4.00
27.0	Robey..... 0.6	2.33	6.58	7.48	8.01	8.48	11.54	1.53	4.44	7.10	9.24			3.15
26.4	Western Avenue Junction 0.0	2.31	6.56	7.46	7.59	8.46	11.53	1.51	4.43	7.07	9.23			3.11
26.4	C. & N. W. Crossing..... 0.1													
26.3	Chicago Junction Crossing..... 1.2													
25.1	Illinois Northern Crossing..... 0.6													
24.5	Ill. Cent. and S. F. Cross..... 0.7													
23.8	Chicago & Alton Crossing..... 0.1													
23.7	Brighton Park Junction..... 1.5	2.23	6.49	7.38	7.49	8.36	11.47	1.43	4.36	6.59	9.14			2.55
22.2	49th Street..... 1.7													
20.5	Sixty-Third Street..... 1.4	2.16	6.39	7.29	7.39	8.25	11.40	1.35	4.29	6.50	9.05			
19.1	75th Street..... 0.6													
18.5	79th Street Junction..... 1.7	2.12	6.34	7.24	7.35	8.21	11.37	1.30	4.25	6.46	9.01			2.38
21.4	Beverley Junction..... 2.4	2.09	6.29	7.20	7.31	8.18	11.35	1.27	4.23	6.43	8.59			2.30
16.1	Evergreen Park (95th St.)..... 1.0													
15.1	Tracy Avenue (103d St.)..... 1.0													
14.1	Morgan Park (111th St.)..... 0.5													
13.6	Mount Hope (115th St.)..... 1.0													
12.6	Hanson Park (123d St.)..... 0.9													
11.7	Blue Island..... 0.4													
11.3	Blue Island Junction..... 0.7													
10.6	Harvey Junction..... 0.6													
10.0	Indiana Harbor Crossing..... 0.1													
9.9	Posen Junction..... 0.7													
9.2	St. Paul Jct. (St. P. Yard)..... 0.7													
8.5	West Harvey..... 0.8													
7.7	Harvey..... 0.6													
7.1	Phoenix..... 3.4													
3.7	Thornton..... 3.0													
0.7	McDonald Siding..... 0.7													
0.0	Chicago Heights.....	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. 85 February 15, 1931	FIRST CLASS TRAINS—EASTBOUND					SECOND CLASS TRAINS—EASTBOUND				
		87	89				111	113	115	117	119
		Wabash No. 6	Wabash No. 12				Wabash No. 88	Wabash No. 70	Wabash No. 82	Wabash No. 92	Wabash No. 96
STATIONS											
DEPART		DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY
0.0	Harvey Junction.....	A. M.	A. M.				A. M.	A. M.	P. M.	P. M.	P. M.
0.9	Barr Yard.....										
2.9	Riverdale.....										
3.6	Dolton.....										
7.2	Calumet Park.....										
8.4	C. & W. I. Junction.....	11.12	12.22				12.40	8.15	12.30	7.20	8.20
8.8	Hammond.....	11.13	12.23				12.45	8.30	12.35	7.25	8.23
9.3	P. F. W. & C. Junction.....	11.15	12.25				12.48	8.35	12.38	7.27	8.26
10.0	Whiting Junction.....	11.17	12.27				12.51	8.38	12.41	7.29	8.28
13.5	Whiting.....										
10.5	East Y Switch.....										
10.6	East Chicago.....	11.19	12.29				12.55	8.40	12.45	7.31	8.31
11.6	Calumet.....										
14.0	Clarke Junction.....	11.26	12.36				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. 85 February 15, 1931	FIRST CLASS TRAINS—WESTBOUND					SECOND CLASS TRAINS—WESTBOUND				
		84	88				106	108	110	112	114
		Wabash No. 5	Wabash No. 11				Wabash No. 97	Wabash No. 71	Wabash No. 67	Wabash No. 95	Wabash No. 93
ARRIVE		DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY
14.5	Harvey Junction.....	A. M.	P. M.				P. M.	P. M.	P. M.	P. M.	A. M.
13.6	Barr Yard.....										
11.6	Riverdale.....										
10.9	Dolton.....										
7.3	Calumet Park.....										
6.1	C. & W. I. Junction.....	6.29	4.05				7.00	1.45	6.40	9.55	5.01
5.7	Hammond.....	6.28	4.03				6.55	1.40	6.35	9.50	5.00
5.2	P. F. W. & C. Junction.....	6.25	4.00				6.52	1.35	6.26	9.47	4.58
4.5	Whiting Junction.....	6.23	3.59				6.49	1.30	6.23	9.43	4.57
7.5	Whiting.....										
4.0	East Y Switch.....										
3.9	East Chicago.....	6.22	3.57				6.46	1.25	6.20	9.40	4.55
2.9	Calumet.....										
0.5	Clarke Junction.....	6.15	3.50				6.30	1.05	6.10	9.30	4.42
0.0	Pine Junction.....	A. M.	P. M.				P. M.	P. M.	P. M.	P. M.	A. M.
	DEPART	DAILY	DAILY				DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY

**THE BALTIMORE & OHIO SYSTEM
MAP OF THE
BALTIMORE & OHIO CHICAGO TERMINAL
RAILROAD
AND ITS CONNECTIONS.**



December 1930

