

BALTIMORE & OHIO CHICAGO TERMINAL R. R. CO.

“SAFETY ABOVE EVERYTHING”

TIME TABLE No. 110

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

SUNDAY, SEPTEMBER 30, 1934

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

F. S. DEVENY,
Superintendent

R. A. BARLOW,
Train Master

H. B. VOORHEES,
President

	Miles
Mileage Grand Central Station to Pine Jct. via Rock Island Jct.	29.4
Mileage Grand Central Station to Pine Jct. via East Chicago.....	33.9
Mileage Robey to Pine Jct. via Rock Island Jct.	26.2
Mileage Robey to Pine Jct. via East Chicago	30.7
Mileage Glenn to Pine Jct. via Brighton Park and East Chicago.....	32.5
Mileage Glenn to Pine Jct. via Brighton Park and Rock Island Jct.	28.0
Mileage Glenn to Pine Jct. via Argo and East Chicago	30.5

Road crews will add 4.2 miles to above when handling stock to or from the U. S. Yards stock pens via Brighton Park or 49th street.

RELIEF DEPARTMENT

COMPANY'S SURGEONS AND RULES GOVERNING THEIR EMPLOYMENT

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

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

CHICAGO, ILL.

DR. E. C. LEDMAN, Medical Examiner, Room 453, Grand Central Passenger Station. Telephone Wabash 2211, Local 255.

Office Hours

CHICAGO, ILL., GRAND CENTRAL STATION—9:00 a. m. to 12 noon Monday and Thursday.

EAST CHICAGO, IND. Round House Foreman's Office—10:00 a. m. to 12 noon Wednesday.

DR. R. M. GRAHAM, Company Surgeon, Room 455, Grand Central Station. Telephone Wabash 6451.

Office Hours

CHICAGO, ILL., GRAND CENTRAL STATION—9 a. m. to 4 p. m. Monday to Thursday, inclusive. 1 to 4 p. m. Friday.

COMPANY SURGEONS

CHICAGO, ILL.

DR. LAWRENCE RYAN, 4755 W. Madison St., Phone Austin 4230. Residence 619 Deming Place, Phone Division 6180.

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 Austin 9800. Hours 8 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. E. 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.

DR. CHARLES E. SHANNON, Company Surgeon, Office 1605 E. 67th Street, Phone Midway 7700. Residence 1522 E. 67th Place, Phone Dorchester 4649, or St. Luke's Hospital, Tel. Calumet 4040, or 122 S. Michigan Ave., Tel Har. 6854.

FIRST AID

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 122 S. Michigan Ave., Room 1449, Phone Harrison 6854, or residence 426 N. Harvey St., Oak Park, Phone Euclid 5150.

BLUE ISLAND, ILL.

DR. A. B. SNIDER, Office and Residence 2458 W. Walnut St., Tel. Blue Island 109.

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

DR. C. J. NEDRY, Oculist and Aurist, 759 W. 79th St. 2 to 4 p. m. Tel. Triangle 2181. Residence 7348 Rhodes Ave., Tel. Stewart 0715. Blue Island Office 12757 Western Ave., Tel. B. I. 849. Office Hours 10 a. m. to 12 noon except Wednesday.

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.

EAST CHICAGO, IND.

DR. A. G. SCHLEIKER, Office 715 Chicago Ave., Tel. 18, Office Hours 12 m. to 3:00 p. m.

DR. DAVID R. JOHNS, Office National Bank Bldg., Office Hours 8 a. m. to 5 p. m., Phone 898. Residence 1211 Beacon St., Phone 1080.

SOUTH CHICAGO, ILL.

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

DR. FRANK G. MURPHY, 9204 Commercial Ave., Tel. So. Chicago 3308.

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, 600 Broadway, Tel. Gary 2-2212. Residence 700 Jackson St., Tel. Gary 2-2334.

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 Seeley 2400.

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.

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

HOLY CROSS HOSPITAL, 2700 West 69th St., Phone Hemlock 6700.

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.

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

ENGR. MAINTENANCE AND CONSTRUCTION

G. P. PALMER

MASTER MECHANIC

F. K. MOSES

MAINTENANCE ASST.

M. D. CAROTHERS

ASSISTANT TRAIN MASTERS

C. M. HAUGH
E. M. McCUEN

ASST. ENGINEER OF BRIDGES

H. A. FIELD

ROAD FOREMAN OF ENGINES

C. R. BURNS

GENERAL YARD MASTER

C. D. BOWSHER

OFFICE ENGINEER

D. J. EVANS

CHIEF TRAIN DISPATCHER

R. C. WILLIAMS
F. W. PETERS, Asst.

TRAIN DISPATCHERS

M. E. RUSSELL
C. B. BAKER
A. F. BROWNING
C. K. STRADER
J. B. MILLER

RULES GOVERNING OPERATION OF TRAINS BY TELEPHONE

To communicate with B. & O. C. T. train dispatcher by Chicago city telephone call
Wabash 2211.

LOCATION OF DISPATCHERS' LINE TELEPHONES:

FIRST DISTRICT

Dispatcher's Office, Grand Central Station.
Depot Master's Office, Grand Central Station.
Polk Street tower.
16th Street River bridge.
Halsted Street switchtender.
Throop Street switchtender.
Lincoln Street yard office.
Robey yard office.
West End Robey yard booth.
Western Avenue switchtender.
Rockwell Street 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.
O. G. W. Junction tower.
Forest Park—Soo Line Station.

SECOND DISTRICT

14th Street switchtender.
22nd Street switchtender.
26th Street booth.
Ash Street tower.
36th Street switchtender.
Alton Jet. switchtender.
Brighton Park switchtender.
49th Street tower.
54th Street—box on pole.
59th Street booth.
65th Street booth.
71st Street crossing—watchman's cabin.
75th Street tower.
78th Street—Forest Hill yard office.
79th Street Junction switchtender.
Beverly Junction.
South Chicago—bridge tower.
Wolf Lake—yard office.
Whiting tower.
Indiana Harbor tower.
Pine Junction tower.

THIRD DISTRICT

79th Street Jet.—switchtender.
99th Street booth.
Illinois Brick Co. Yard 22—box on pole.
Blue Island Junction tower.
Harvey Jet. West Wye—box on pole.
Harvey Junction supervisor's office.
Barr Yard—yard office.
Barr Yard—Halsted Street.
Riverdale tower.
Chicago Brick Co.—box on pole.
Calumet Park tower.
State Line tower.
P. F. W. & C. Jet.—box on pole.
Whiting Junction switchtender.
Baring Avenue Watchman's Cabin.
East Chicago yard office.
Tod Avenue—box on pole.
McCook Avenue North, West Wye—box on pole.
McCook Avenue North, East Wye—box on pole.
Calumet tower.
Parish Ave. Yard—box on pole—west end receiving yard.
Parish Ave. Yard—box on pole—east end receiving yard.
Clarke Jet., Industrial Hwy.—box on pole.
Clarke Jet., P. Co. Wye—box on pole.
Clarke Jet. tower.
Pine Junction tower.
Whiting (129th St.)—yard office.

CHICAGO HEIGHTS BRANCH

"THIRD DISTRICT"

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.
Phoenix—in box outside 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.

C. R. I. & P.

Gresham tower.
Pullman Jet.—C. & W. I. crossingman's cabin.

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. In the first and second districts and the third district North of Harvey Jet. and East of Dolton, 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. Switchtender Whiting Jet. has charge of movements against the current of traffic between Whiting Jet. and Baring Avenue and movements on the Whiting branch.

4. Towermen or switchtenders will promptly report to dispatcher all trains passing their stations.

5. 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 or second district or third district north of Harvey Jet., and East of Dolton must be in writing over the signature of the superintendent and copy mailed to the Chief Dispatcher except as provided in Rule 3, Page 5.

6. 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 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.

The term "Inbound" signifies trains moving toward Grand Central Station.
The term "Outbound" signifies trains moving from Grand Central Station.

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

WATCH INSPECTORS

LORENZ JEWELRY CO., 2322 West Roosevelt Road, Chicago.
POWERS JEWELRY CO., 614 So. Dearborn St., Chicago.
GEO. H. TUCKER, 731 W. 47th St., Chicago.
RALPH J. EBERHART, 9128 Commercial Ave., Chicago.

REGISTER AND BULLETIN BOARD STATIONS

Registers

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

Bulletin Boards

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

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

2. No train orders will be issued on double track except in case of emergency. 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, except between Grand Central Station and Chicago River Bridge at 16th St., where trains will operate on signal indication. Enginemen will operate under full control while running against the current of traffic.

3. 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. Trains occupying main tracks will protect at all times by flag as per rule 99, except as provided in rule 3—Third district.

4. 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 and Rock Island Junction by slip showing engine number, engineer, conductor and number of cars in train.

5. 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 6.

6. 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 Penna Co. and C. & N. W. crossings at Rockwell Street 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 36th Street switchtender will use a yellow flag by day and a yellow light by night to signal trains to and from the Alton wye connection.

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 Jet., 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. In the first and second districts and the third district north of Harvey Jet. crossovers (east and west wye connections) and east of Dolton, 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.

13. 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.

14. When pulling, setting or switching cars on industry or team tracks on incline, or when using incline tracks leading to such tracks, air must be coupled and working.

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.

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.)

15. Articles of any kind (excepting mail) must not be thrown from moving locomotives or trains.

SPECIAL INSTRUCTIONS—Continued

16. 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. Movement of this kind over Street Crossings at grade are prohibited.

17. When cutting engine off from train to take water and coal, or for switching, enginemen will hold brakes applied until angle cock is closed where cut is made.

18. Dumping ash pans on main tracks is prohibited.

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

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

21. 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.

22. No train or light engine will pass over 121st Street, Whiting, or 151st Street, East Chicago, 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. Employees 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

Canopies G. C. Station.....	14' 10"	Rock Island Jct.....	17' 3"
Polk Street.....	15' 8"	C. R. I. & P., Blue	
Taylor Street.....	16' 4"	Island.....	16' 11"
Roosevelt Road.....	19' 6"	I. C., Riverdale.....	19' 7"
Metropolitan, Paulina		State Line Bridge.....	20' 0"
St.	19' 9"	I. C., Harvey.....	19' 8"
Belt By. at 46th Ave.....	16' 10"	C. & E. I., Chgo. Hts.....	15' 10"
C. B. & Q., 18th Street.....	17' 0"	M. C., Chgo. Hts.....	16' 2"
C. B. & Q., 19th Street.....	17' 00"	E. J. & E., Chgo. Hts.....	16' 2"
Mud Lake	21' 0"	Drainage Canal,	
49th Street	16' 7"	McCook	20' 0"

24. At all points, trains coming to the B. & O. C. T. will proceed when signals are properly set except on the Chicago Heights branch where trains will move on train order authority only.

EXPLANATION OF LETTERS

- U—Stop on signal to receive passengers for New York.
- S—Station stop to receive and discharge passengers.
- F—Stop on signal to receive and discharge passengers.
- K—Stop to discharge passengers from Willard and beyond.
- M—Stop to receive passengers for Willard and beyond.
- Y—Stop to discharge passengers from Youngstown and east.

SPEED RESTRICTIONS

1. Maximum speed of trains will be as follows: Passenger trains, 40 miles per hour except between Pine Jct. and Rock Island Jct. 65 miles per hour. Freight trains, 30 miles per hour. Maximum speed all trains Whiting Branch, 20 miles per hour.
2. Thirty miles per hour between Austin Avenue and Harlem Avenue, Oak Park.
3. Twenty-five miles per hour crossing Desplaines Avenue, Forest Park.
4. Ten miles per hour within the City limits of Hammond and East Chicago.
5. Twenty miles per hour through interlocking limits at 16th St., Beverly Junction, Harvey, Riverdale, Dolton, Calumet Park, State Line.

6. Twenty-five miles per hour through the interlocking limits at 49th Street.

7. Fifty miles per hour through interlocking plants between Rock Island Jct. and Pine Jct. under clear signal, including ship canal bridge No. 252-O, Indiana Harbor.

8. Ten miles per hour Rock Island Jct. to Brookdale.

9. Ten miles per hour around curves at Rock Island Jct.

10. Fifteen miles per hour through gauntlet over State Line River bridge.

11. Eight miles per hour through crossovers and turnouts, except at Pine Jct., 20 miles per hour.

12. Fifteen miles per hour C. H. T. crossings, Chicago Heights.

13. Relief trains consisting of steam derrick and other regular equipment will not exceed 30 miles per hour, 20 miles per hour around curves and over railroad crossings, 15 miles per hour when derrick is handled ahead of engine. When derricks are handled in trains the boom must be in trailing position.

14. Twenty-five miles per hour, locomotives operating in backward motion.

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

WATER STATIONS: Lincoln Street, Robey, Sacramento Avenue, 48th Avenue, 54th Avenue (Cicero), 63rd Street, Barr Yard, Phoenix, Chicago Heights, East Chicago, Whiting, South Chicago (90th St.).

RULES FOR FIRST AND SECOND DISTRICTS

Grand Central Station to Forest Park, Western Ave. to Beverly Jct. and Rock Island Jct. to Pine Jct.

1. Starting signal located on entrance gate posts, Grand Central Station, display the following indication governing the departure of passenger trains:

Red—Hold
Green—Depart

This in no way modifies any other signal indications or rules governing starting of passenger trains.

2. Automatic block signals are in operation between Roosevelt Road viaduct and the west bound home signal for C. G. W. Junction interlocking, Western Ave. Jct. and Beverly Jct. and between Rock Island Jct. and Pine Jct. with the exception of the territory between Western Ave. Jct. and Francisco Ave. 4/10 mile west of Rockwell St.

3. Chicago yard limits—Grand Central station to Madison Street, Forest Park inclusive. Western Ave. Jct. to Beverly Jct. and Rock Island Jct. to Pine Jct. and the Brookdale Line.

4. The Grand Central Station Yards, Chicago River Bridge, and the C. A. & E. B. E. at C. G. W. Junction, Penna. Co. Crossing, 49th St.; Belt & Wabash Ry. Crossings, 75th St.; Penna. Co. Crossing, Beverly Jct.; N. Y. C. Crossing, Whiting; and the N. Y. C.-I. H. B. Crossing, Indiana Harbor, are protected by interlocking. The P. B. B. and C. & N. W. Ry. crossings at Rockwell St. and the C. R. I. & P., Belt By., N. Y. C. crossings at Rock Island Jct. are not protected by interlocking. Trains will come to full stop at stop board and proceed over crossing on proper signal.

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, the Penna. Co. crossing with the Alton wye connection at 36th Street and the Alton Ry. crossing at Brighton Park are not interlocked but 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. The I. C. crossing at 83rd Place and Commercial Ave. Brookdale line is protected by semaphore signals. The high semaphore blades govern movement of B. & O. C. T. trains in both directions.

5. 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.

6. 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

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

8. 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.

9. Switchtender at 48th Ave. has control of movements of engines and trains on the east and west wyes and of the track connections to the B. & O. C. T. main track at 46th Ave. and the Belt Ry.

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

Trainmen and others in charge of trains moving from the Cicero district will stop clear of the Belt connection and see that switches are properly lined and get permission from switchtender 48th Ave. by telephone located in box on pole nearby to use either the east or west wye.

All switches must be returned to normal position after being used. The normal position of all switches will be for movement of trains from the west wye to and from the Belt Railway. Yard rules will govern and train and enginemen must know before passing 46th Ave. that switches are lined and route is clear before proceeding.

10. 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.

11. 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.

12. Outbound trains at Rock Island Jet. will proceed on signal from train director located at Rock Island Jet.

13. Trains from Brookdale line at Rock Island Jet. will stop to clear the N. Y. C. Belt and C. R. I. & P. crossings and not proceed until they receive permission from operator at C. R. Tower.

14. Normal position of targets governing the movement of trains over Belt, N. Y. C. and C. R. I. & P. crossings on Brookdale line at Rock Island Jet. is horizontal. Trainmen in charge of trains to and from Brookdale line will change target to diagonal position until movement over crossing is completed when target will be restored to normal position (Horizontal.)

15. On Brookdale line at 93rd St., Yates Ave., Oglesby Ave., 79th St., Chappel Ave., Jeffery Ave., 75th St., Stony Island Ave., 73rd St., 71st Place, and Dorchester Ave. and 71st St. trains and engines will be brought to a stop and be preceded by a flagman or member of train crew who will protect above crossings before using same.

16. The Illinois Central crossing with the B. & O. at 83rd Place and Commercial Ave. on the Brookdale line is protected by semaphore signals.

The normal position of these signals is clear for the I. C. and stop for the B. & O.

To permit a B. & O. train to use the crossing, trainmen will be sure there is no I. C. train approaching, place I. C. targets in stop position, lower street crossing gates and change B. & O. targets to proceed position.

After moving over crossing and street, trainmen will raise the gates and restore the railroad crossing signals to normal position.

17. Trains between Rock Island Jet. and Beverly Jet. are operated under Rules and time tables of the C. R. I. & P. Ry.

18. The westward track will be used as single track between Brookdale and 91st Street, South Chicago.

19. Trains crossing the I. C. wye 71st Street, Brookdale, will send flagman ahead and know the route is clear before permitting their train to proceed.

20. Joint train directors, located at Rock Island Jet., will direct the movement of trains and engines, when detouring between C. R. Tower and Commercial Ave., by hand signals without written instructions.

21. Before using crossover between inbound and outbound tracks Wolf Lake at 100th St., crews will ascertain from operator C. R. Tower by means of telephone located at this crossover, movement of superior trains and will protect their movements as required by Rules 99 and D-152.

22. Conductors or others in charge of trains will call the towerman at Indiana Harbor tower for permission to enter the main tracks from either end of the Indiana Harbor yard

or passing siding, or to use the crossover between the main tracks just east of Indiana Harbor station.

The switches of this crossover are locked by remote control by towerman at Indiana Harbor.

RULES FOR THIRD DISTRICT 79th St. Jct. to Pine Junction and Harvey Jct. to Chicago Heights

1. North bound trains have right of track over south bound trains of the same class between Harvey Jct. and Chicago Heights.

2. Automatic block signals are in operation between P. F. W. & C. Junction and Clarke Junction and on out bound main between 119th St. and Halsted Street Barr Yard.

3. There is an automatic semaphore signal located just east of Halsted St., Barr Yard, which governs the movement of west-bound trains between Halsted St. and Ashland Ave. Trains finding this signal in stop position will stop and proceed under control, expecting to find main track occupied in block without flag protection. This signal does not protect movements through crossovers west of Ashland Ave.

4. An automatic block signal north bound is in operation around the curve at West Harvey.

5. The Barr yard limits are from 123rd St. to a point 700 feet east of the C. & W. I. By. 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. Harvey yard limits are from Harvey Jct. to South Holland. Chicago Heights yard limits are from 4,000 feet north of C. & E. I. viaduct to the south property line of the B. & O. C. T. R. E.

6. Trains will not cross from one main track to the other at crossovers at Chicago Brick Co. without first securing permission from dispatcher.

7. 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, except when movements are made against the current of traffic between State Line and Calumet Park on authority of form 14CT it will not be necessary to flag over State Line River Bridge.

8. 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.

9. 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.

10. The Penna. Co. crossing at Riverdale; the C. & W. I. R. E. 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. connections at Pine Junction, the switches at Blue Island Jet., the Indiana Harbor Belt crossing at North Harvey and the Grand Trunk crossings at Harvey, are protected by interlocking.

The C. S. S. & S. B. By. 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.

11. At Blue Island Jet. one long and one short blast of the whistle will be signal to set switches for the McCook line.

12. 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 St., one at 17th St., one about 500 feet south of the E. J. & E. viaduct and one about 500 feet south of 26th St. The above mentioned crossings are protected by automatic signals independently operated with the following indications:

Clear—Proceed over crossing not over 15 miles per hour.

Danger—Stop until signal clears. If signal stays at danger and crossing is unoccupied trainmen will operate time release in an effort to clear the signal, if signal fails to clear trains will move over crossing under flag protection.

SPECIAL INSTRUCTIONS—Continued

Instructions Governing the Use of Interlocking and Automatic Signals

INTERLOCKING SIGNALS

Signals are of the semaphore arm and color position light types.

Semaphore Type

1. Home Signal Indications

- (a) A square end semaphore arm in horizontal position and red light indicates stop.
- (b) This signal in a diagonal position at an angle of 45 degrees and yellow light indicates proceed with caution.
- (c) This signal in vertical position and green light indicates proceed—clear.

2. Distant or Approach Signal Indications

- (a) A square end semaphore arm in a diagonal position at an angle of 45 degrees and yellow light indicates proceed with caution.
- (b) This signal in vertical position and green light indicates proceed—clear.

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

4. Signals governing reverse movements on main tracks or from sidings are usually 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.

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

6. A signal improperly displayed, or the absence of a signal at a place where a signal is usually shown, will be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the Train Dispatcher.

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

8. 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 which begins at home signals.

AUTOMATIC SIGNALS

Signals are of the semaphore arm and color position light types.

Semaphore Type

Semaphore block signals are of the upper quadrant type.

1. The indications are as follows:

- a. A semaphore arm in horizontal position and red light indicates stop.
- b. This signal in a diagonal position at an angle of 45 degrees and yellow light indicates proceed with caution. When block signal indicates caution, proceed with train under control, expecting to find the next block signal at stop.
- c. This signal in vertical position and green light indicates proceed—clear.

2. 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.

3. Signal failures must be reported promptly to Train Dispatcher.

4. The use of block signals does not relieve employes from observing Rule 99.

COLOR POSITION LIGHT TYPE—SEE INSTRUCTIONS BELOW:

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 and SECOND DISTRICT—Western Ave. Jct. to Beverly Jct. and Rock Island Jct. to Pine Jct.

Distance from Chicago	Time Table No. 110 September 30, 1934	FIRST CLASS TRAINS—OUTBOUND											
	STATIONS	2	8	10	12	14	24	16	20	22	26	28	30
		SooLine No. 1	B. & O. No. 10	Pere Marq. No. 6	B. & O. No. 6	Pere Marq. No. 8	B. & O. No. 32	SooLine No. 17	C. G. W. No. 1	B. & O. No. 8	B. & O. No. 16	B. & O. No. 26	C. G. W. No. 21
		DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY Except Saturday
0.0	Chicago	A. M. 12.20	A. M. 10.00	A.M. 11.35	P. M. 2.15	P. M. 5.00	P. M. 5.00	P. M. 5.15	P. M. 7.30	P. M. 9.10	P. M. 10.30	P. M. 11.10	P. M. 11.30
1.0	16th Street												
1.8	Halsted Street	12.33	10.05	11.38	2.18	5.03	5.04	5.19	7.33	9.14	10.34	11.14	11.35
2.3	Throop Street	12.34	10.07	11.39	2.19	5.04	5.06	5.21	7.34	9.16	10.36	11.16	11.37
3.2	Robey Yard												
3.7	Western Ave. Jct.	12.38	10.09	11.41	2.21	5.06	5.08	5.23	7.38	9.18	10.38	11.18	11.40
4.2	Rockwell St.												
4.6	Sacramento Ave.	12.41						5.26	7.40				11.43
5.4	St. Louis Ave.												
5.8	Springfield Ave.												
6.6	Forty-Fifth Ave.												
6.9	Forty-Eighth Ave.	12.44						5.29	7.43				11.46
8.1	Central Ave.	12.46						5.32	7.44				11.48
10.5	Chgo. Grt. West. Jct.	12.52						5.39	7.52				11.55
11.0	Forest Park	12.55						5.40					
3.9	14th Street		10.10	11.42	2.22	5.07	5.09			9.19	10.39	11.19	
4.6	22nd Street												
5.1	26th Street												
5.7	Ash Street												
6.5	Brighton Park		10.16	11.48	2.28	5.13	5.15			9.25	10.45	11.25	
7.9	49th Street												
9.7	Sixty-Third Street		10.25	11.55	2.35	5.20	5.23			9.33	10.53	11.33	
11.2	75th Street												
11.8	79th Street Jct.		10.28	11.58	2.38	5.23	5.26			9.36	10.56	11.36	
13.4	Beverly Jct.		10.30	12.01	2.40	5.26	5.30			9.39	10.58	11.39	
19.4	South Chicago		10.45	12.15	2.55	5.40	5.45			9.54	11.14	11.54	
19.7	Rock Island Jct.		10.46	12.16	2.56	5.41	5.46			9.55	11.15	11.55	
20.0	C. R. Tower												
21.3	Wolf Lake Yard		10.48	12.18	2.58	5.43	5.48			9.57	11.17	11.57	
23.8	Whiting		10.51	12.21	3.01	5.46	5.51			10.00	11.20	12.00	
27.0	Indiana Harbor		10.54	12.24	3.04	5.49	5.56			10.03	11.23	12.03	
29.4	Pine Junction	A. M.	10.57	12.27	3.07	5.52	6.00	P. M.	P. M.	10.06	11.26	12.06	P. M.

**FIRST DISTRICT—Chicago to Forest Park and
SECOND DISTRICT—Western Ave. Jct. to Beverly Jct. and Rock Island Jct. to Pine Jct.**

FIRST CLASS TRAINS—OUTBOUND										Time Table No. 110 September 30, 1934	Distance from Chicago
32										STATIONS	
Pere Marq. No. 2										DEPART	
DAILY											
P. M.										Chicago.....	0.0
11.31										16th Street..... 1.0	1.0
										Chgo. Riv. Bdg. 0.8	
11.36										Halsted Street..... 0.5	1.8
11.38										Throop Street..... 0.9	2.3
										Robey Yard..... 0.5	3.2
11.41										Western Ave. Jct. C. & N. W. 0.5	3.7
										Rockwell St. 0.5	4.2
										C. N. W.-Pa. Co. 0.4	
										Sacramento Ave. 0.8	4.6
										St. Louis Ave. 0.4	5.4
										Springfield Ave. 0.8	5.8
										Forty-Fifth Ave. 0.3	6.6
										Forty-Eighth Ave. 1.2	6.9
										Central Ave. 2.4	8.1
										Chgo. Grt. West. Jct. 0.5	10.5
										Forest Park..... 0.5	11.0
										14th Street..... 0.2	3.9
11.42										Chgo. Jct. 0.7	4.6
										22nd Street..... 0.5	5.1
										26th Street..... 0.6	5.7
										Ill. Northern S. Fe-I. C. 0.8	6.5
11.48										Brighton Park..... 1.4	7.9
										Alton Penna. Co. 1.8	9.7
11.55										Sixty-Third Street..... 1.5	11.2
										75th Street..... 0.6	11.8
11.58										Wab. Belt 79th Street Jct. 1.6	13.4
										Beverly Jct. Penna. Co. 6.0	19.4
12.01										South Chicago..... 0.3	19.7
12.15										Rock Island Jct. 0.3	20.0
12.16										C. R. Tower Cal. Riv. Bdg. 1.3	21.3
										Wolf Lake Yard..... 2.5	23.8
12.19										Whiting N. Y. C. 3.2	27.0
12.22										Indiana Harbor N. Y. C. 2.4	29.4
12.26										Pine Junction.....	
12.30 A. M.											

**FIRST DISTRICT—Forest Park to Chicago and
SECOND DISTRICT—Pine Jct. to Rock Island Jct. and Beverly Jct. to Chicago**

Distance to Chicago	Time Table No. 110 September 30, 1934	FIRST CLASS TRAINS—INBOUND											
		3	11	5	7	15	13	19	21	17	23	25	27
		Pere Marq. No. 7	SooLine No. 18	B. & O. No. 15	C. G. W. No. 2	B. & O. No. 5	B. & O. No. 31	B. & O. No. 9	Pere Marq. No. 3	B. & O. No. 7	B. & O. No. 25	C. G. W. No. 20	Pere Marq. No. 5
STATIONS	ARRIVE	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY Except Monday	DAILY Except Sunday	DAILY
0.0	Chicago.....	A. M. 6.00	A. M. 7.55	A. M. 8.00	A. M. 8.30	A. M. 8.35	A. M. 10.30	P. M. 1.50	P. M. 4.00	P. M. 5.30	P. M. 7.10	P. M. 7.30	P. M. 8.40
1.0	16th Street.....												
	Chgo. Riv. Bdg. 0.8												
1.8	Halsted Street.....	5.55	7.47	7.55	8.27	8.30	10.26	1.45	3.52	5.22	7.05	7.20	8.36
2.3	Throop Street.....	5.53	7.45	7.54	8.25	8.28	10.24	1.43	3.50	5.20	7.03	7.18	8.34
3.2	Robey Yard.....												
3.7	Western Ave. Jct. C. & N. W. 0.5	5.50	7.43	7.52	8.23	8.26	10.22	1.41	3.48	5.18	7.00	7.12	8.32
4.2	Rockwell St. 0.5												
4.6	C.N.W.-Pa.Co. 0.4												
4.6	Sacramento Ave. 0.8		7.42		8.20							7.10	
5.4	St. Louis Ave. 0.4												
5.8	Springfield Ave. 0.8												
6.6	Forty-Fifth Ave. 0.3												
6.9	Forty-Eighth Ave. 1.2		7.39		8.15							7.06	
8.1	Central Ave. 2.4		7.37		8.13							7.03	
10.5	Chgo. Grt. West. Jct. 0.5		7.31		8.08							6.55	
11.0	Forest Park.....		7.29										
3.9	14th Street.....	5.49		7.51		8.25	10.21	1.40	3.47	5.17	6.59		8.31
4.6	Chgo. Jct. 0.7												
5.1	22nd Street.....												
5.1	26th Street.....												
5.7	Ill. Northern 0.6												
5.7	Ash Street.....												
6.5	S. Fe-I. C. 0.8												
6.5	Brighton Park.....	5.40		7.44		8.18	10.13	1.33	3.41	5.11	6.52		8.23
7.9	Alton 1.4												
7.9	49th Street.....												
9.7	Penna. Co. 1.8	5.33		7.37		8.11	10.05	1.25	3.34	5.05	6.46		8.15
11.2	Sixty-Third Street.....												
11.2	75th Street.....												
11.8	Wab. Belt 0.6												
11.8	79th Street Jct.....	5.29		7.34		8.08	10.01	1.21	3.30	5.02	6.42		8.11
13.4	Beverly Jct. 1.6	5.27		7.32		8.07	9.59	1.19	3.28	5.00	6.40		8.10
19.4	Penna. Co. 6.0	5.10		7.17		7.52	9.44	1.04	3.12	4.45	6.25		7.55
19.7	South Chicago.....												
19.7	Rock Island Jct. 0.3	5.08		7.16		7.51	9.43	1.03	3.11	4.44	6.24		7.54
20.0	C. R. Tower.....												
20.0	Cal. Riv. Bdg. 1.3												
21.3	Wolf Lake Yard.....	5.03		7.13		7.48	9.40	1.00	3.09	4.40	6.21		7.50
23.8	Whiting.....	4.58		7.09		7.46	9.37	12.57	3.06	4.37	6.17		7.47
27.0	N.Y.C. 3.2												
27.0	Indiana Harbor.....	4.53		7.05		7.43	9.34	12.54	3.05	4.35	6.13		7.44
29.4	N. Y. C. 2.4												
29.4	Pine Junction.....	4.50		7.02		7.40	9.30	12.50	3.00	4.30	6.10		7.40
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

**FIRST DISTRICT—Forest Park to Chicago and
SECOND DISTRICT—Pine Jct. to Rock Island Jct. and Beverly Jct. to Chicago**

FIRST CLASS TRAINS—INBOUND										Time Table No. 110 September 30, 1934	Distance to Chicago
29										STATIONS	
Soo Line No. 2										ARRIVE	
DAILY											
P. M. 10.40										Chicago.....	0.0
										1.0	
										16th Street.....	1.0
										Chgo. Riv. Bdg. 0.8	
10.31										Halsted Street.....	1.8
										0.5	
10.29										Throop Street.....	2.3
										0.9	
										Robey Yard.....	3.2
										0.5	
10.26										Western Ave. Jct.....	3.7
										C. & N. W.	
										0.5	
										Rockwell St.....	4.2
										C.N.W.-Pa.Co. 0.4	
10.24										Sacramento Ave.....	4.6
										0.8	
										St. Louis Ave.....	5.4
										0.4	
										Springfield Ave.....	5.8
										0.8	
										Forty-Fifth Ave.....	6.6
										0.8	
10.18										Forty-Eighth Ave.....	6.9
										1.2	
10.16										Central Ave.....	8.1
										2.4	
10.09										Chgo. Grt. West. Jct.....	10.5
										0.5	
10.08										Forest Park.....	11.0
										0.2	
										14th Street.....	3.9
										Chgo. Jct. 0.7	
										22nd Street.....	4.6
										0.5	
										26th Street.....	5.1
										Ill. Northern 0.6	
										Ash Street.....	5.7
										S. Fe-I. C. 0.8	
										Brighton Park.....	6.5
										Alton 1.4	
										49th Street.....	7.9
										Penna. Co. 1.8	
										Sixty-Third Street.....	9.7
										1.5	
										75th Street.....	11.2
										Wab. Belt 0.6	
										79th Street Jct.....	11.8
										1.6	
										Beverly Jct.....	13.4
										Penna. Co. 6.0	
										South Chicago.....	19.4
										0.3	
										Rock Island Jct.....	19.7
										0.3	
										C. R. Tower.....	20.0
										Cal. Riv. Bdg. 1.3	
										Wolf Lake Yard.....	21.3
										2.5	
										Whiting.....	23.8
										N.Y.C. 3.2	
										Indiana Harbor.....	27.0
										N. Y. C. 2.4	
P. M.										Pine Junction.....	29.4

FIRST DISTRICT—Chicago to Forest Park

SECOND DISTRICT—Chicago to Beverly Jct. and Rock Island Jct. to Pine Jct.

Distance to Chicago	Time Table No. 110 September 30, 1934	SECOND CLASS TRAINS—Outbound							SECOND CLASS TRAINS —Inbound				
		112	102	106	104	110	294				103		
	STATIONS	C. G. W. No. 65	C. G. W. No. 63	C. G. W. No. 65	SooLine No. 21	C. G. W. No. 63	B. & O. 94				SooLine No. 22		
		DAILY	DAILY Except Sunday	DAILY Except Sunday	DAILY Except Sunday	DAILY	DAILY				DAILY		
0.0	Chicago	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				A. M.		
1.0	16th St. 1.0		5.30	6.40									
1.8	Chgo. Riv. Bdg. 0.8												
2.3	Halsted St. 0.5				6.50						6.30		
2.8	Throop St. 0.9		5.40	6.50	6.55						6.20		
3.2	Robey Yard 0.5												
3.7	Western Ave. Jct. 0.5 C.N.W.		5.45	6.55	7.00						6.15		
4.2	Rockwell St. 0.5												
4.6	C.N.W.-P.Co. 0.4		5.47	6.57	7.02						6.13		
4.6	Sacramento Ave. 0.8												
5.4	St. Louis Ave. 0.4												
5.8	Springfield Ave. 0.8												
6.6	Forty-Fifth Ave. 0.3												
6.9	Forty-Eighth Ave. 1.2		5.57	7.10	7.15						6.05		
8.1	Central Ave. 2.4	12.01	6.02		7.20	8.00					6.00		
10.5	Chgo. Grt. West. Jct. 0.5	12.11			7.32	8.10					5.46		
11.0	Forest Park				7.35						5.45		
8.9	14th Street 0.2												
4.6	Chgo. Jct. 0.7												
5.1	22nd St. 0.5												
5.7	26th St. 0.6												
6.5	Ill. Northern 0.6												
7.9	Ash St. 0.8												
9.7	S. Fe-I. C. 0.8												
11.2	Brighton Park 1.4												
11.8	Alton 1.8												
18.4	49th St. 1.5												
19.4	Penna. Co. 1.8												
19.7	Sixty-Third Street 0.6												
20.0	75th Street 0.6												
21.3	Wab. Belt 0.6												
23.8	79th Street Jct 0.6												
27.0													
29.4													
18.4	Beverly Jct. 1.6												
19.4	Penna. Co. 6.0												
19.7	South Chicago 0.3												
20.0	Rock Island Jct. 0.3												
21.3	C. R. Tower 1.3												
23.8	Cal. Riv. Bdg. 2.5												
27.0	Wolf Lake Yard 3.2												
29.4	Whiting 2.4												
	N. Y. C. 3.2												
	Indiana Harbor 2.4												
	N. Y. C. 2.4												
	Pine Jct. 10.15	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				A. M.		

THIRD DISTRICT—Between 79th St. Jct. and Pine Jct. and between Harvey Jct. and Chicago Heights

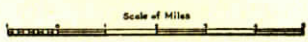
Distance from 79th St.	Time Table No. 110 September 30, 1934	SECOND CLASS TRAINS									
		OUTBOUND					INBOUND				
	STATIONS	292	296	294A	298	290	293	295	297		
		B. & O. 92	B. & O. 96	B. & O. 94 A	B. & O. 94 B	B. & O. 94 C	B. & O. Local 97	B. & O. 197	B. & O. 97		
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
0.0	79th St. Jct.	P. M.	P. M.	P. M.	P. M.	P. M.					
2.1	Evergreen Park (95th St.)										
3.1	Tracy Ave. (103rd St.)										
4.8	Mount Hope (115th St.)										
6.6	Blue Island										
7.0	Blue Island Jct.	2.10	5.20	9.50	10.00	10.50	9.15	12.00	12.15		
7.9	Harvey Jct.										
8.6	Barr Yard						9.00	11.45	12.00		
10.6	Riverdale										
11.3	I. C. P. Co.										
11.3	Dolton										
14.7	C. & W. I.										
14.7	Calumet Park										
	P. Co.-M. C.										
16.1	State Line Tower										
	IHB,CIL,Erie,NYCSL,C&WI.										
16.4	Hammond										
16.9	P. F. W. & C. Jct.										
17.6	Whiting Jct.										
21.4	Whiting										
18.2	East Wye Switch										
18.3	East Chicago	2.40	5.45	10.20	10.25	11.15	8.15	11.00	11.15		
18.8	Republic	3.10	6.10	11.45	11.20	12.45					
19.4	I. H. B.										
21.7	Calumet										
21.7	E.J.E., I.H.B.										
22.1	Clarke Jct.										
	P. Co.										
22.1	Pine Jct.	3.30	6.30	12.05	11.40	1.00	8.00	10.45	11.00		
		P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.		

Chicago Heights Branch—Third District

Distance from Harvey Jct.	Time Table No. 110 September 30, 1934	SOUTHBOUND					NORTHBOUND				
		STATIONS									
0.0	Harvey Jct.										
0.7	North Harvey										
0.9	I. H. B.										
0.9	Posen Jct.										
1.5	St. Paul Jct.										
2.1	West Harvey										
3.2	Harvey										
3.6	G. T.										
7.5	Phoenix										
9.6	Thornton										
11.2	McDonald Siding										
	Chicago Heights										
	C. H. T. T.										

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

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December 1950

