

**THE BALTIMORE & OHIO  
CHICAGO TERMINAL R. R. CO.**

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**THE ALTON CHICAGO TERMINAL**

**"SAFETY ABOVE EVERYTHING"**

**TIME TABLE No. 135**

**135**

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

**SUNDAY, JULY 5, 1942**

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**L. E. THORNTON**  
Superintendent

**R. F. JETER**  
Asst. Superintendent

**H. B. VOORHEES**  
President



# RELIEF DEPARTMENT

## COMPANY'S SURGEONS, AMBULANCE AND HOSPITAL SERVICE

DR. E. 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. J. F. BYRNE, Medical Examiner, Room 453, Grand Central Passenger Station. Telephone Wabash 2211, Local 255.

#### Office Hours

CHICAGO, ILL., GRAND CENTRAL STATION—9 a. m. to 1 p. m., daily except Saturday and Sunday.

EAST CHICAGO, IND., ASSEMBLY ROOM opposite round house—by appointment only.

DR. LLOYD M. MARKLEY, Company Surgeon, Room 455, Grand Central Station. Telephone Wabash 6451.

#### Office Hours

Chicago, Ill., Grand Central Station—9 a. m. to 12 noon, 1 p. m. to 5 p. m., daily except Saturday and Sunday. 9 a. m. to 12 noon on Saturdays.

### COMPANY SURGEONS CHICAGO, ILL.

#### For B. & O. C. T.

DR. LAWRENCE RYAN, 4755 W. Madison St., Phone Austin 4230. Residence 5009 Washington Blvd., Phone Columbus 5373.

DR. RICHARD O. GAMBLE, Company Oculist, 30 N. Michigan Ave., Phone Central 0861.

DR. GEORGE R. MCAULIFF, Company Oculist, 30 N. Michigan Ave., Phone Dearborn 3127.

DR. W. R. SCHUSSLER, Office, Burnside Hospital, Telephone Commodore 2800.

Residence Telephone Orland 22-J.

DR. G. T. JORDAN, Company Oculist, 30 N. Michigan Ave., Phone Central 4900.

DR. HARVEY E. KIMBLE, 7848 South Ashland Ave., Tels. Office Badcliffe 1292, Home Triangle 1292.

DR. CHARLES E. SHANNON, Company Surgeon, Office, 2376 E. 71st St., Phone Midway 7700. Residence Phone Dorchester 4649, or St. Luke's Hospital, Tel. Calumet 4040.

DR. HARRY E. MOCK, JR., 122 S. Michigan Ave., Phone Harrison 6854.

DR. JOHN L. LINDQUIST, Company Surgeon, 104 So. Michigan Ave. Suite 832, Telephone Randolph 1417.

DR. S. J. PLUCINSKI, 6110 75th St., Argo, Summit 102.

#### For Alton

DR. HARRY E. MOCK, JR., 122 S. Michigan Ave., Phone Harrison 6854.

DR. G. T. JORDAN, Chief Oculist, 30 N. Michigan Blvd., Phone Central 4900. Residence Oakland 6662.

DR. F. F. TROMBLY, 3911 Archer Ave., Phone Lafayette 0509.

DR. S. J. PLUCINSKI, 6110 75th St., Argo, Summit 102.

### FIRST AID CHICAGO, ILL.

#### B. & O. C. T.

Send Ambulance cases to St. Luke's Hospital, 1439 S. Michigan Ave.

For First Aid dressings and Emergency cases, DR. HARRY E. MOCK, JR., 122 S. Michigan Ave., Phone Harrison 6854.

#### Alton

Send ambulance cases to St. Luke's Hospital, 1439 S. Michigan Ave.

For first aid dressings and emergency cases, St. Anthony de Padua Hospital, W. 19th St. and S. Marshall Blvd. Telephone Lawndale 1710.

#### B. & O. C. T.

### 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.

### HARVEY, ILL.

DR. STUART E. FRASER, Security Building, 182 E. 154th St., Tel. Harvey 145.

### CHICAGO HEIGHTS, ILL.

DR. HENRY B. DONALDSON, Office 25 Illinois St., Tel. 457. Office hours 8 to 11 a. m. and 3 to 4 p. m.

### EAST CHICAGO, IND.

DR. A. G. SCHLIEKER, Office 4711 Indianapolis Blvd. (Ground Floor). Office hours 1 to 3 p. m., 7 to 8:30 p. m. Phone Office East Chicago 18. Home East Chicago 71.

DR. DAVID E. JOHNS, Office National Bank Bldg. Office hours 8 a. m. to 5 p. m., Phone 220. Residence 1211 Beacon St., Phone 1030.

DR. SAMUEL J. PETRONELLA, Company Surgeon. Office 4865 Indianapolis Blvd. Phone East Chicago 1077. Residence 4938 Todd Ave. Phone East Chicago 2077.

### SOUTH CHICAGO, ILL.

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

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

### INDIANA HARBOR, IND.

DR. JAMES S. NIBLICK, 3410 Michigan Ave., Indiana Harbor, Office Phone 126. Residence Phone 226.

### GARY, IND.

DR. GEO. W. GANNON, 600 Broadway, Tel. Gary 2-2212. Residence 700 Jackson St., Tel. Gary 2-2334.

### 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, 112 Rimbach St., Hammond, Ind., Telephone Hammond 435.

### AMBULANCE SERVICE

#### CHICAGO DISTRICT

##### B. & O. C. T.

BERZ, Motor Ambulance, Warren Ave. and Leavitt St., Telephone Seeley 2400.

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

##### Alton

T. J. CASSIDY, Ambulance, Phone Kedzie 0155.

#### SO. CHICAGO DISTRICT

##### B. & O. C. T.

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

#### BLUE ISLAND DISTRICT

ROBT. KRUEGER, JR., 284 Greenwood Ave., Telephone Blue Island 13.

### HOSPITALS

#### CHICAGO, ILL.

##### B. & O. C. T. and Alton

ST. LUKE'S HOSPITAL, 1439 S. Michigan Ave., Telephone Calumet 4040.

ST. ANTHONY'S HOSPITAL, W. 19th St. and Marshall Blvd., Telephone Lawndale 1711.

##### B. & O. C. T. Only

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

#### BLUE ISLAND, ILL.

ST. FRANCIS HOSPITAL, Telephone Blue Island 2320.

#### HAMMOND, IND.

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

#### SOUTH CHICAGO, ILL.

SOUTH SHORE HOSPITAL, 8015 Luella Ave., Telephone S. 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 arrangements 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 send-

ing 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 booklet of instructions enclosed, 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 helper, 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

L. E. THORNTON

### ASST. SUPERINTENDENT

R. F. JETER

### TRAIN MASTERS

C. M. HAUGH  
E. M. MCCUEN  
R. A. BARLOW, Assistant

### MASTER MECHANIC

L. R. HAASE

### ROAD FOREMAN OF ENGINES

C. B. BURNS

### GENERAL ROUNDHOUSE FOREMAN

G. W. SHORT

### GENERAL YARD MASTER

C. D. BOWSHEER  
C. M. HENDERSON, Assistant  
C. K. STRADER  
J. A. CRINION, Assistant

### DISTRICT CLAIM AGENTS

**B. & O. C. T.**  
W. C. BOYER  
Beverly 4294  
A. W. STEIN  
Vincennes 0178

### Alton

F. L. JOHNSON  
Beverly 3989

### CHIEF TRAIN DISPATCHER

R. C. WILLIAMS  
F. W. PETERS, Assistant  
J. B. MILLER, Assistant

### TRAIN DISPATCHERS

C. B. BAKER  
A. F. BROWNING  
H. E. GOSHEN  
F. W. RHODE  
J. F. JENKINS

### ENGINEER MAINTENANCE AND CONSTRUCTION

G. P. PALMER

### MAINTENANCE ASSISTANT

D. J. EVANS

### ASSISTANT ENGINEER OF BRIDGES

H. D. CLARK

### OFFICE ENGINEER

J. H. COX



# RULES GOVERNING OPERATION OF TRAINS BY TELEPHONE ON B. & O. C. T. R. R.

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

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, second and third districts 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.

3. In the first, second and third districts, except between Whiting Jct. and Baring Ave., East Chicago, and the Whiting Branch, 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.

4. Movements against the current of traffic between Whiting Jct. and Baring Ave., East Chicago, will be arranged for by the Switchtenders located at those stations, and trains will move on hand signals.

Train and enginemen in charge of trains and light engines operating over Whiting Branch in either direction will secure

clearance from switchtender, Whiting Jct., before entering running track between Whiting Jct. and Whiting and will report into clear to the switchtender, Whiting Jct., immediately after leaving the running track at all points, such as Whiting Yard, Canal Bridge, or North Wye switch.

Movements to and from Whiting Branch at Whiting Jct. will be governed by signal indication as per Rule 10, Special Instructions.

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

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

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

7. 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 or trains operating in the Alton Chicago Terminal. 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. dispatcher.

In the event of serious accident or personal injury on the Alton R. R. conductors (or others in charge) will report particulars to the B. & O. C. T. dispatcher from nearest telephone.

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

## LOCATION OF DISPATCHERS' LINE TELEPHONES

### FIRST DISTRICT

Dispatcher's Office, Grand Central Station.  
Depot Master's Office, Grand Central Station.  
Polk St. Tower.  
16th St. River Bridge.  
Halsted St. Switchtender.  
Throop St. Switchtender.  
Lincoln St. Yard Office.  
Robey Yard Office.  
West End Robey Yard Booth.  
Western Ave. Tower.  
Reckwell St. Crossing.  
Sacramento Ave. Switchtender.  
Homan Ave. Yard Office.  
St. Louis Ave.—Box on pole.  
Springfield Ave. Booth.  
45th Ave. Booth.  
48th Ave. Switchtender.  
Central Ave. Booth.  
Home Ave.—Box on pole.  
C. G. W. Junction Tower.  
Forest Park—Soo Line Station.

### SECOND DISTRICT

22nd St. Switchtender.  
26th St. Booth.  
Ash St. Tower.  
36th St. Switchtender.  
Brighton Park Switchtender.  
49th St. Tower.  
59th St. Booth.  
65th St. Booth.  
71st. St. Crossing—Watchman's cabin.  
75th St. Tower.  
78th St.—Forest Hill Yard Office.  
79th St. Junction Switchtender.  
Beverly Junction Tower.  
South Chicago—Bridge tower.  
Whiting Tower.  
Indiana Harbor Tower.  
Indiana Harbor, West end west bound siding—booth.  
Indiana Harbor, East end yard—booth.  
Pine Junction Tower.



## LOCATION OF DISPATCHERS' LINE TELEPHONES — Continued

### THIRD DISTRICT

79th St. Jct.—Switchtender.  
 95th St. Booth.  
 Illinois Brick Co. Yard 22—Box on pole.  
 Blue Island Junction Tower.  
 Harvey Jct. West Wye—Box on pole.  
 Harvey Junction Supervisor's Office.  
 Barr Yard—Ashland Ave.—Agent's Office.  
 Barr Yard—Halsted St.—Yard Office.  
 Riverdale Tower.  
 Chicago Brick Co.—Box on pole.  
 Calumet Park Tower.  
 State Line Tower.  
 Calumet Ave., Hammond—Watchman's Cabin.  
 Whiting Junction Switchtender.  
 Baring Ave. Switchtender  
 East Chicago Caller's Office.  
 Tod Ave.—Box on pole.  
 McCook Ave. North, West Wye—Box on pole.  
 McCook Ave. 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 Jct. Industrial Hwy.—Box on pole.  
 Clarke Jct., P. Co. Wye—Box on pole.  
 Clarke Jct. Tower.  
 Pine Junction Tower.  
 Whiting (129th St.)—Yard Office.

### CHICAGO HEIGHTS BRANCH

#### THIRD DISTRICT

North Harvey Tower.  
 Posen Jct.—C. M. St. P. & P. Yard Office.  
 St. Paul Jct. 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.  
 Lincoln Highway—Box on pole.  
 North End Faithorn Yard Booth.  
 Faithorn—C. M. St. P. & P. Yard Office.

#### FOURTH DISTRICT

Alton Junction Switchtender.  
 Brighton Park—Yard Office.  
 Crossover 44—Yard Office.  
 Crossover 45—Switchtender.  
 Glenn Yard—Telegraph Office.  
 Argo—Tower.

#### C. R. I. & P.

Gresham Tower.  
 Pullman Jct.—C. & W. I. Crossingman's Cabin.

## SPECIAL INSTRUCTIONS

### SPEED RESTRICTIONS

**NORMAL SPEED**—The maximum speed permitted by timetables for main track movements.

**MEDIUM SPEED**—One-half the normal speed, not to exceed thirty (30) Miles per hour.

**SLOW SPEED**—One-quarter of the normal speed, not to exceed fifteen (15) Miles per hour.

**RESTRICTED SPEED**—Proceed, prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

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

The term "I. bound" signifies trains moving toward Grand Central Station or Union Station.

The term "Outbound" signifies trains moving from Grand Central Station or Union Station.

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

### LOCATION OF STANDARD CLOCKS

#### B. & O. C. T.

Grand Central Station	Robey Round House.
Waiting Room.	Homan Ave. Yard Office.
B. & O. Telegraph Office.	Cicero Agent's Office.
B. & O. C. T. Dispatcher's Office.	Barr Yard Yard Office.
Lincoln St. Yard Office.	East Chicago Yard Office.
Robey Yard Office.	East Chicago Round House.
	Forest Hill.

#### Alton

Union Station, Chicago.	Glenn Yard—
Glenn Yard—	Roundhouse Foreman's
Telegraph Office.	Office.

### WATCH INSPECTORS

#### B. & O. C. T. and Alton

Pugh Brothers, 614 S. Dearborn St., Chicago.

#### B. & O. C. T. Only

Geo. H. Tucker, 731 W. 47th St., Chicago.  
 Cole & Young, 9144 Commercial Avenue, So. Chicago, Illinois.

#### Alton Only

C. H. Bern, 209 S. Clinton St., Chicago.  
 J. A. Kass, 4216 S. Archer Ave., Chicago.  
 B. E. Lasher, 3805 S. Kedzie Ave., Chicago.  
 A. P. Liakas, 2049 W. 35th St., Chicago.

### REGISTER AND BULLETIN BOARD STATIONS

#### Registers

#### B. & O. C. T.

Grand Central Station.	Barr Yard.
Throop St.	Whiting Junction.
Robey Yard.	East Chicago.
Forest Park.	Chicago Heights.
22nd St.	

#### REGISTERS

#### Alton

Union Station.	Lincoln St. Roundhouse.
Glenn Yard.	(Enginemen).

#### BULLETIN BOARDS

#### B. & O. C. T.

Grand Central Station.	Homan Ave.
Lincoln St.	Cicero District.
Robey Yard.	Barr Yard.
East Chicago.	

#### Alton

Union Station.	Glenn Yard Yard Office.
Harrison St. Yard Office.	Glenn Yard Roundhouse.

#### B. & O. C. T. and Alton

1. No train orders will be issued on double track except in case of emergency,

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

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

2. When it is necessary to operate trains against the current of traffic, except in Fourth District, towermen or switchtenders who cross trains over from one main track to the other must deliver to the engineer (and conductor when possible) B. & O. C. T. Detour Order Form 14 C. T., showing the destination to be run against the current of traffic, except as provided in Rule 4.

3. Instructions to operate against the current of traffic on the first, second and third districts must be in writing over the signature of the Superintendent, and copy mailed to the Chief Dispatcher.

Engineers must not cross over to operate against the current of traffic without a detour order as herein described in Rule 2.



## SPECIAL INSTRUCTIONS—Continued

4. Trains in both directions will operate against the current of traffic on signal indication between the following points: Grand Central Station and the Chicago River Bridge, 16th St., through the interlocking plant at Western Ave. Jct., between Rock Island Jct. and C. R. Tower and between Whiting Jct. and Baring Ave., East Chicago.

5. Trains operating against the current of traffic from Western Ave. Jct. in either direction will do so on signal indication to the first switchtenders' station (22nd and Rockwell Sts. outbound and Throop St. inbound), but must not operate against the current of traffic beyond these stations without first securing B. & O. C. T. Detour Order Form 14 C. T.

6. Engineers will operate at restricted speed while running against the current of traffic.

7. 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 2, Third District.

8. Conductors of freight trains and light engines will register by slip, showing engine number, conductor, engineer and number of loads and empties at 22nd St. and Whiting Junction. All trains and light engines register at Rock Island Junction by slip. Soo Line passenger and outbound freight trains at Forest Park. Passenger backups and light engines from Throop St. for Union Station register by slip at Throop St.

9. No train or light engine on the B. & O. C. T. 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 Penna. Co. and C. & N. W. crossings at Rockwell St. switchtender will use a white flag by day and a white light by night to signal trains over the crossing on B. & O. C. T. tracks. B. & O. C. T. trains while on Pennsylvania tracks will receive a yellow flag by day and a yellow light by night, and on the C. & N. W. tracks a green flag by day and a green light by night as a signal to proceed over the B. & O. C. T. crossing.

At 36th St. and Alton Jct. 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 Brighton Park, switchtender will use green flag by day and green light by night to signal trains on main track, and yellow flag by day and yellow light by night to signal trains to and from the C. J. and Pennsylvania connections.

At 79th St. 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.

Trains entering Lincoln St. Coach Yard leads from Throop St. will receive signal with a yellow flag by day and a yellow light by night before fouling coach yard leads at Laffin St.

Trains and light engines moving from eastbound Coach Yard lead to main track at Halsted St. will receive a yellow flag by day and a yellow light by night.

11. Inbound or trains moving toward Grand Central Station will use five blasts of whistle to call in flagman.

Outbound or trains moving away from Grand Central Station will use four blasts of whistle to call in flagman.

12. All switches in main tracks and all crossover switches between side tracks and main tracks must be left set for straight track after being used.

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

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

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

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

Backup 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. Backup man, after noticing that brakes operate on rear car, will give regulation backup signal (three short blasts), then train will be backed. Backup men will make a running air brake test between 500 and 1,000 feet from initial starting point. In the event backup men fail to make this test within the prescribed limits, enginemen will reduce speed to not exceed four (4) miles per hour until such test has been made. Backup men handling trains into or out of the Union Station will be governed by the Union Station Co. rules.

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.

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

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

When 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 caution to point of spotting before being cut off.

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

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

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

Engines or cars must not foul a switch lead, crossover, turnout, or converging track until the switches are properly lined and the route is known to be clear.

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

Where operating conditions require the engineer to depend upon the fireman for proper observance of clearance, position of switches, signal indications, etc., engineer will be held responsible for requiring the fireman to be in a position at all times to transmit promptly, signal indications and observe any danger of unsafe operation or impending damage to the Company's property. Firemen on hand-fired locomotives are prohibited from adding coal to the fire when approaching switching lead tracks, on curves, or turnouts where engineer's view is obstructed.

18. When handling cars from one yard to another, 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 Sept. 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.)

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



## SPECIAL INSTRUCTIONS—Continued

20. When engine is cut off from train or cut is made in a train to do work, enginemen will hold brakes applied until angle cock is closed where cut is made. Trainmen making cut must see that brakes are set on rear portion of train.

Where caboose with air gauge is on train, it is unnecessary to make road test, when engine is coupled to train, after coal, water or switching.

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

22. In the movement of engines with or without cars while switching over street or public highway crossings at grade (unless there is a crossing watchman at his post or gates are down), a member of the crew will protect highway traffic, except when running from one station to another as a straight-away 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.

23. No train or light engine will pass over 121st St., Whiting, or 151st St., East Chicago, without having a man at crossing to protect highway traffic.

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

25. Employees are warned that there are numerous obstructions that may be dangerous to a man on top or side of car. Extreme caution 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.

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

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

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

### Restricted overhead main track clearances on B. & O. C. T.

Canopies G. C. Station.....14' 10"	C. R. I. & P., Blue Island.....16' 11"
Polk St.....15' 5"	I. C., Riverdale.....19' 5"
Taylor St.....16' 3"	State Line Bridge.....20' 0"
Roosevelt Road.....19' 6"	I. C., Harvey.....19' 8"
Metropolitan, Paulina St.....19' 9"	C. & E. I., Chgo. Hts.....15' 10"
Belt Ry. at 46th Ave.....16' 10"	M. C., Chgo. Hts.....16' 2"
C. B. & Q., 18th St.....17' 0"	E. J. & E., Chgo. Hts.....16' 2"
C. B. & Q., 19th St.....17' 0"	Drainage Canal West of Argo.....19' 10"
49th St.....18' 7"	
Rock Island Jet.....17' 2"	

29. All passenger trains, both regular and extra, will make station stops at 63rd Street and South Chicago unless otherwise instructed.

### 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

#### B. & O. C. T.

Maximum speed of trains will be as follows:

#### Passenger Trains

- 65 Miles per hour between Pine Jet. and Rock Island Jet.
- 50 Miles per hour through interlocking plants between Rock Island Jet. and Pine Jet.
- 40 Miles per hour over Ship Canal Bridge, Indiana Harbor; Grand Central Station to Beverly Jet.

#### Freight Trains

40 Miles per hour, maximum speed.

#### Passenger and Freight Trains

30 Miles per hour outbound main through crossovers and turnouts at 79th St. Jet.; between Austin Ave. and Harlem Ave., Oak Park.

25 miles per hour through interlocking limits at 49th St.; crossing Desplaines Ave., Forest Park.

20 Miles per hour through interlocking limits at Western Ave. Jet. (Forest Park Line); through interlocking limits at 16th St. (Chicago River Bridge); through interlocking limits at Chicago Great Western Jet., Clarke Jet. and North Harvey; through B. & O.-N. Y. C. connection at Pine Jet.; 26th St., Beverly Jet., Harvey, Riverdale, Dolton, Calumet Park, State Line and Pine Jet.

15 Miles per hour between 14th St. Jet. and Western Ave. Jet.; through crossovers and turnouts at 79th St. Jet. from Blue Island Line inbound; through gauntlet over State Line River Bridge; C. H. T. T. crossings at Chicago Heights.

10 Miles per hour around curves at Rock Island Jet.; Rock Island Jet. to Brookdale; within the city limits of Hammond and East Chicago.

8 Miles per hour through crossovers and turnouts, unless otherwise specified.

### SPEED RESTRICTIONS

#### Alton

Maximum speed of trains will be as follows:

- 70 Miles per hour, passenger trains handled by passenger engines.
- 45 Miles per hour, passenger trains handled by freight engines.

#### Freight Trains

40 Miles per hour, maximum speed.

#### Passenger and Freight Trains

10 Miles per hour through the turnout at South Branch Bridge.

40 Miles per hour through interlocking limits at Corwith.

20 Miles per hour through the interlocking limits at Bridgeport Bridge; passing Halsted St. in both directions.

15 Miles per hour over Homan Ave. street crossing while running against the current of traffic.

### SPEED RESTRICTIONS

#### B. & O. C. T. and Alton

Locomotives operating in backward motion, 25 miles per hour maximum speed.

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

### COALING STATIONS

- Lincoln St., Harvey Jet., East Chicago.
- Harrison St. and Glenn.

### WATER STATIONS

- Lincoln St., Robey, Sacramento Ave., 54th Ave. (Cicero, District), 63rd St., Barr Yard, Chicago Heights, East Chicago, Whiting, South Chicago (90th St.).
- Harrison St., Halsted St., Brighton Park and Glenn.

### RULES FOR FIRST AND SECOND DISTRICTS

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

1. Chicago yard limits—Grand Central Station to Madison St., Forest Park, Western Ave. Jet. to Beverly Jet. and Rock Island Jet. to Pine Jet., and the Brookdale Branch.

2. 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.



## SPECIAL INSTRUCTIONS—Continued

3. Automatic block signals are in operation between Polk St. and the west bound home signal for C. G. W. Jct. interlocking, Western Ave. Jct. and Beverly Jct. and Rock Island Jct. and Pine Jct., except as shown in Rule 4.

4. There are no automatic signals governing the movement of trains in either direction between Western Ave. Jct. and Francisco Ave., 4/10 mile west of Rockwell St.

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

6. Station	Crossings & Junctions	Type of Protection
Grand Central Station	Station Yards	Interlocking
Chicago River Bridge	Drawbridge	Interlocking
C. G. W. Jct.	C. A. & E. R. R.	Interlocking
Western Ave.	C. J.—C. & N. W.	Interlocking
26th Street	I. N. R. R.	Interlocking
49th Street	Pennsylvania	Interlocking
75th Street	Belt & Wabash	Interlocking
Beverly Jct.	Pennsylvania	Interlocking
Cal. Riv.	Drawbridge	Interlocking
Whiting	N. Y. C.	Interlocking
Ind. Har. Bdge.	Drawbridge	Interlocking
Ind. Harbor	N. Y. C.—I. H. B.	Interlocking
Rockwell St.	P. R. R.—C. & N. W.	Grade
R. I. Jct.	C. R. I. & P., Belt—N. Y. C.	Grade
Ash Street	I. C.—S. Fe.	Semaphore
36th Street	Pennsylvania	Semaphore
Brighton Pk.	Alton	Semaphore

7. Soo Line passenger trains and outbound freight trains will register at Forest Park by slip. Towerman at C. G. W. Jct. 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.

8. 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 get clearance to operate over either the East or West Wye from Switchtender 48th Ave. by telephone located in box on pole nearby.

Yard rules will govern and train and enginemen must know before passing 46th Ave that switches are lined and route is clear before proceeding.

All switches must be returned to normal position after being used, which is for movement of trains from the west wye to and from the Belt Ry.

9. Trains between Rock Island Jct. and Beverly Jct. are operated under rules and time tables of the C. R. I. & P. Ry. Outbound trains at Rock Island Jct. will proceed on signal from train director located at Rock Island Jct.

10. Trains from Brookdale Branch at Rock Island Jct. will stop to clear the N. Y. C., Belt and C. R. I. & P. crossings and not proceed until they receive clearance from operator at C. R. Tower.

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

12. The Illinois Central crossing on the Brookdale Branch at 83rd Place and Commercial Ave is protected by semaphore signals. The high semaphore blades govern movements of B. & O. C. T. trains in both directions.

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

To permit a B. & O. C. T. 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. C. T. targets to proceed position.

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

13. The Brookdale Branch is single track within yard limits and for operating purposes will be considered the same as an industrial lead or yard track between Rock Island Jct. and Brookdale.

14. On Brookdale Branch at 93rd St., 83rd St., Yates Ave., Oglesby Ave., 79th St., Chappel Ave., Jeffery Ave., 76th St., 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.

15. Trains crossing the I. C. Wye, 71st St., Brookdale, will send flagman ahead and know the route is clear before permitting their train to proceed over crossing.

16. Crews will get clearance from the dispatcher through the operator at C. R. Tower by means of telephone located at 100th St. crossover, Wolfe Lake, before entering the main track or using crossover between the main tracks.

17. The steel girders over Archer Ave. on the B. & O. C. T. will not clear passenger equipment moving to or from the Pennsylvania tracks when using the first switches on either B. & O. C. T. main track, just north of the Archer Ave. girders. Trains having passenger equipment to move through this connection must notify the Pennsylvania and B. & O. C. T. switchtenders at Brighton Park, who, in turn, will handle via the route outlined in B. & O. C. T. diagram, File 4-K-630, copy of which is permanently posted at the Pennsylvania and B. & O. C. T. switchtenders' cabins at Brighton Park.

### RULES FOR THIRD DISTRICT

79th St. Jct. to Pine Junction via Blue Island Line, and Harvey Jct. to Chicago Heights.

1. Automatic block signals are in operation between P. F. W. & C. Jct. Hammond, and Clarke Jct., and on outbound main between 119th St. and the outbound home signal at Riverdale and on the inbound main from inbound home signal at Riverdale to the inbound home signal at Blue Island Jct.

2. Trains in both directions will operate at restricted speed, expecting to find main tracks occupied without flag protection between Halsted Street viaduct and Western Ave., Barr Yard, and between C. S. S. & S. B. crossing and Republic Tower, East Chicago.

3. 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 westbound 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.

4. The Barr Yard Yard limits are from 123rd St. to a point 700 feet east of the C. & W. I. crossing, Dolton. The East Chicago yard limits are from the west end of the State Line Bridge to Pine Junction, including Whiting Branch.

Harvey yard limits are from Harvey Jct. to South Holland (159th St.); Chicago Heights yard limits are from 4,000 feet north of the C. & E. I. Viaduct to the south property line of the B. & O. C. T. R. R.

5. In accord with Rule 93, and without modification of Rule 99 (contained in the standard operating rules), all trains and light engines operating within the Whiting Yards between Penna. Co. crossing at Whiting and the main tracks at East Chicago will run at restricted speed, which means that they will run at such speed that will enable them to stop short of any obstruction within their range of vision.



## SPECIAL INSTRUCTIONS—Continued

6. Station	Crossings & Junctions	Type of Protection
Blue Island Jct.....	Grand Trunk-I. H. B.....	Interlocking
Riverdale .....	Pennsylvania .....	Interlocking
Dolton .....	C. & W. I. ....	Interlocking
Calumet Park.....	M. C., Penn.—I. H. B.....	Interlocking
State Line .....	I. H. B.—C. I. & L.—N. K. P. —Erie .....	Interlocking
<b>East Chicago—</b>		
Republic .....	I. H. B. ....	Interlocking
Hammond .....	C. S. S. & S. B.....	Grade
Calumet .....	N. Y. C.—E. J. & E.....	Interlocking
Clarke Jct. ....	P. R. R. ....	Interlocking
Pine Jct. ....	B. & O. R. R. ....	Interlocking
North Harvey .....	I. H. B. ....	Interlocking
Harvey .....	Grand Trunk .....	Interlocking

7. Between Harvey Jct. and Chicago Heights northbound trains have right over southbound trains of the same class.

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

9. At Thornton—the passing track on the east side of the main track will be known as the northbound passing track.

The passing track on the west side of the main track will be known as the southbound passing track.

10. There are four crossings at grade with the C. H. T. T. at Chicago Heights, one at 10th 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 to exceed 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.

### Rules Governing Operation of Motor Cars Over Main Tracks

1. All motor cars not operated under train rules and regulations, before using main tracks or crossing over from one main track to another, will be governed by the following rules:

2. Where towermen and switchtenders are located, they will furnish motor car operators with necessary information with respect to the operation of trains.

3. At points on the B. & O. C. T. R. R. where there are no switchtenders or towermen located and dispatchers' telephones are available, secure information referred to in Rule 2 direct from train dispatcher. At points on the Alton where there are no switchtenders or towermen located motor car operators will communicate with the nearest switchtender or towerman to secure necessary information with respect to the operation of trains.

4. When dispatchers' telephones are not available, operator of motor car will be governed by the following:

Motor cars must be operated with the utmost caution so they may be stopped any time to avoid an accident. Upon arrival at the first dispatchers' telephone, switchtender, or tower, motor car operator will get the information required, as shown in Rules 2 or 3 above.

## Alton Employs Trains Between Glenn and Brighton Park

### LEAVE GLENN

7.15 AM  
8.15 AM  
1.45 PM  
3.15 PM  
3.50 PM  
4.50 PM  
10.15 PM  
11.15 PM  
12.15 AM

### LEAVE BRIGHTON PARK

6.30 AM  
7.30 AM  
9.00 AM  
2.30 PM  
3.30 PM  
4.15 PM  
5.15 PM  
10.30 PM  
11.30 PM

## SPECIAL SIGNAL INDICATIONS GOVERNING THE MOVEMENT OF TRAINS ENTERING THE GRAND CENTRAL STATION

DAY AND NIGHT ASPECTS	INDICATION
Two (2) Red Lights *	Stop and Stay Until Proceed Indication is Displayed
Two (2) Lunar White Lights with White Marker Light above	Proceed Straight on Inbound Main (Track No. 6)
Two (2) Lunar White Lights with White Marker Light below	Proceed all Diverging Routes off Inbound Main except B. & O. House No. 1 and Track No. 4
Two (2) Lunar White Lights only	Proceed B. & O. House No. 1 or Track No. 4



## SPECIAL INSTRUCTIONS—Continued

### RULES FOR FOURTH DISTRICT

#### ALTON RAILROAD

##### Union Station to Yard Limit Board South of Argo

1. The Chicago Terminal yard limits extend from Union Station and Harrison Street to the yard limit board South of Argo.
2. The rules of the Union Station Co. govern operation of trains and engines using the Chicago Union Station Co. tracks between 21st St., Harrison St. and the Union Station

3. Station	Crossings & Junctions	Type of Protection
Argo . . . . .	I.H.B. . . . .	Interlocking
LeMoyné . . . . .	B.R.C. . . . .	Interlocking
Corwith . . . . .	A.T. & S.F. . . . .	Interlocking
Brighton Park . . . . .	P.R.R., C.J., B. & O.C.T. . . . .	Semaphore
Bridgeport . . . . .	Drawbridge, A.T. & S.F., I.C. . . . .	Interlocking
Fort Wayne Jct. . . . .	Union Station-Joint Track . . . . .	Interlocking

4. The switch tenders at 36th St. and Alton Jct. will use a yellow flag by day and a yellow light by night to signal trains to and from the B&OCT-Alton wye connection. Signals from switch-tenders convey no rights to pass over the Pan Handle crossing in this wye until semaphore is properly set and route is known to be clear.

5. 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) Alton Detour Order Form 216. Engineers must not cross over to operate against the current of traffic without a detour order as herein described.

6. Permission must be secured from towerman at Corwith to enter main tracks or cross over from one main track to the other at California Ave. or Kedzie Ave.

7. Automatic block signals are in effect between Pan Handle Crossing, Brighton Park and yard limits, Argo, operating with the current of traffic only.

8. There is a system of signals controlled by Argo Tower to govern movements in both directions on the northbound main between the northbound home signal at Argo interlocking plant and the southbound color light low signals at 46 and 47 Cross-overs, Glenn. (See descriptive diagram on page 19.)

9. Between yard limit board south of Argo and Fort Wayne Junction, INBOUND trains moving toward Chicago Union Station will use four (4) blasts of whistle to call in flagman.

OUTBOUND, or trains moving away from Chicago Union Station, will use five (5) blasts of engine whistle to call in flagman.

10. All inferior trains must clear the time of numbers 1, 2, 3, 4, 18 and 19, five (5) minutes in advance of the time these trains are due to leave the next station in the rear where time is shown.

11. At Corwith, LeMoyné, and Argo, signals governing main line routes are semi-automatic and act as block signals as well as governing routes over interlocking plant. The lower arm is a call-on signal. Trains receiving call-on signal must understand that the route through the plant is set up but does not indicate block is clear and does not give right to automatic block territory. At these plants trains receiving call-on signal may pass the home signal, without stopping, at restricted speed, not exceeding ten (10) miles per hour, to the next signal in advance prepared to stop short of train or obstruction or anything that may require the speed of a train to be reduced.

### BRAKEMEN, FLAGMEN AND FLAGGING

#### Rule 93.

"Yard engines and other trains have the right to work within yard limits regardless of second class, third class and extra trains, but must clear first class trains.

"All second class, third class and extra trains will reduce speed in passing through yard limits, and proceed only as the way is seen or known to be clear. In case of accidents the entire responsibility rests with the approaching train. Crews in charge

of trains or yard engines using siding or yard tracks at any point must proceed only as the way is seen or known to be clear, and know that switches are properly lined for their movement before fouling them

"In addition to other rules for the protection of trains, it is required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms and other bad conditions, as well as where the curvature is sharp and view thereby obstructed, and they will be held responsible for failure to exercise reasonable precaution in thus protecting their trains.

"Trains or yard engines must not be run against current of traffic within yard limits, except in emergency, and then only on proper authority and Detour Order, Form 216."

#### Rule 99.

"When a train stops under circumstances in which it may be overtaken by another train the Flagman must go back immediately with Flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

"Should a train be seen or heard approaching before the Flagman has reached the required distance, he will, at once, place two torpedoes on the rail, continuing in the direction of the approaching train, and at night or during foggy or stormy weather, carry a lighted fusee.

"When Signal has been given to the Flagman and safety to the train will permit, he may return. When the conditions requires, he will leave the torpedoes and a lighted fusee.

"The front of the train will be protected in the same way, when necessary, by the front trainman, and when he is not available, by the fireman.

"When a train is moving under circumstances in which it may be overtaken by another train, the Flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obstructed, lighted fusees must be thrown off at proper intervals.

"When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used."

#### Rule 11.

"A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution, prepared to stop short of train or obstruction."

#### Rule 15.

"The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required."

**There is a Manually Operated Block Signal System to Govern the Movement of Trains in Both Directions between 21st St. and Alton Jct.**

### INSTRUCTIONS TO TRAINMEN, YARDMEN AND ENGINEMEN

On the southbound main, these signals are located as follows: One 1,500 feet south of 21st Street and home signal at Bridgeport. The block limit southbound extends to Automatic Signal No. 19, just south of P. R. R. crossing at Brighton Park.

On the northbound main, the signals are located as follows: One 1,500 feet north of Alton Jct. and the home signal at Bridgeport Bridge. The block limit northbound extends to the Fort Wayne Jct. home signal. When these signals are in stop position, they will not be passed until proceed indication is displayed or block card, Form 215, is delivered to the crew.

There is no block protection from Fort Wayne Jct. southbound to the block signal, and northbound from end of Automatic Block Circuit, Brighton Park, to the block signal.



## SPECIAL INSTRUCTIONS—Continued

A train carrying passengers moving with current of traffic must not accept and enter block on permissive signal.

The home signals at Bridgeport Bridge interlocking plant are three-position upper quadrant signals and will govern the condition of the Block.

(M-18) The semaphore indication of Manual Block signals is as follows:

Arm horizontal or red light at night.  
Indication—Stop.  
Name—Stop signal.

Arm diagonal upper quadrant or yellow light at night.  
Indication—Proceed with caution prepared to stop short of train or obstruction.  
Name—Permissive signal.

Arm vertical upper quadrant or green light at night.  
Indication—Proceed.  
Name—Clear signal.

Dwarf signals at Bridgeport Bridge interlocking plant, diagonal lower quadrant or yellow light at night.  
Indication—Proceed with caution, prepared to stop short of train.  
Name—Permissive signal.

(M-19) Block signals for a track apply only to trains moving with current of traffic on that track.

(M-20) Trains will move with the current of traffic on Block signal whose indication will supersede time table superiority.

(M-21) A train will not pass a stop signal without receiving Block card Form 215, authorizing it to do so.

(M-22) Trains will not proceed on hand signals as against Block signals.

(M-23) When a train receives a permissive signal or Block card, Form 215, it must proceed with caution prepared to stop short of train or obstruction.

(M-24) When a yard train takes a siding and is clear of main track its Conductor or Foreman must notify the Block signalman at the rear station that his train is clear of main track and it must not again enter upon the main track or foul the main track without permission of the Block signalman at the rear station.

(M-25) When necessary for train to use crossover connected with main track, the Block signalman must be notified and permission obtained before crossing over or returning to main track after crossing over.

(M-26) Auxiliary telephones have been provided at outlying signals and switches to permit trainmen and others to communicate promptly with Block signalmen. Telephones are located as follows:

Near southbound Block signal, Fort Wayne Jet.

At Logan Street at main track crossovers between Farrell and Bonfield Streets.

At southbound home signal Bridgeport Bridge.

At northbound home signal Bridgeport Bridge.

Near switch from southbound main track just north of Thirty-third Street.

Near northbound main track switch just north of Thirty-fifth Street.

At northbound Block signal at Pan Handle Crossing.

(M-27) All yard trains will display red flag by day and red light by night or when day signals cannot be seen clearly, to indicate rear of train to Block signalmen.

(M-28) Yard conductors and pilots of yard trains handling cars occupied by passengers will stop at Block signal and so advise Block signalman before entering Block system.

(M-29) Movements against the current of traffic may be made by Block signalmen under authority of the Superintendent or Yardmaster given to Block signalmen who will issue to conductor or pilot and enginemen a detour order Form 216, written in triplicate, third copy to be kept on file in Block office.

(M-30) Enginemen and others operating trains against the current of traffic, will run under full control and be prepared to stop within their range of vision, approaching all crossovers and facing point switches with the utmost caution.

(M-31) All flagging rules for the protection of trains will remain in full force and effect in Manual Block territory.

(M-32) Trains and engines approaching Pan Handle Crossing on northbound main will keep sharp lookout for trains moving off the northbound main at Pan Handle Crossing to enter the southbound main just south of Pan Handle Crossing under the direction of the switchtender.

(M-33) Block signalmen are located as follows:

Switchtenders' Cabin, Fort Wayne Junction.

Tower Office, Bridgeport Bridge.

Switchtenders' Cabin, Pan Handle Crossing.



# B. & O. C. T. INBOUND

Distance from Chicago	Time Table No. 135 July 5, 1942	FIRST CLASS										
	STATIONS	57	9	59	45	88	5	72	25	15	53	7
		Pere Marq. No. 7	B. & O. No. 9	Pere Marq. No. 9	B. & O. No. 45	SooLine No. 18	B. & O. No. 5	C. G. W. No. 2	B. & O. No. 25	B. & O. No. 15	Pere Marq. No. 3	B. & O. No. 7
	ARRIVE	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY
29.4	Pine Junction..... 2.4	A. M. 4.15	A. M. 6.10	A. M. 6.30	A. M. 6.50	A. M. .....	A. M. 7.33	A. M. .....	A. M. 8.09	P. M. 12.42	P. M. 3.06	P. M. 3.15
27.0	Indiana Harbor..... N.Y.C. 3.2	4.18	6.13	6.34	6.53	.....	7.35	.....	8.12	12.44	3.09	3.18
23.8	Whiting..... N. Y. C. 3.8	4.23	6.16	6.39	6.56	.....	7.38	.....	8.15	12.47	3.13	3.21
20.0	C. R. Tower..... Cal. Riv. Bdg. 0.3	4.32	6.19	6.45	6.59	.....	7.41	.....	8.18	12.51	3.17	3.24
19.7	Rock Island Jct..... 0.3	4.33	6.20	6.53	7.00	.....	7.42	.....	8.19	12.53	3.19	3.26
19.4	South Chicago..... 6.0	4.35	6.21	6.54	7.01	.....	7.43	.....	8.20	12.54	3.20	3.27
13.4	Beverly Jct..... Penna. Co. 1.6	4.52	6.35	7.08	7.15	.....	7.57	.....	8.34	1.08	3.34	3.41
11.8	79th Street Jct..... 0.6	4.54	6.38	7.10	7.17	.....	8.00	.....	8.37	1.11	3.37	3.43
11.2	75th Street..... Wab. Belt 1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.7	Sixty-Third Street..... 1.8	5.00	6.40	7.13	7.20	.....	8.05	.....	8.40	1.15	3.40	3.45
7.9	49th Street..... Penna. Co. 1.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.5	Brighton Park..... Alton 0.3	5.08	6.47	7.18	7.27	.....	8.12	.....	8.47	1.22	3.47	3.52
6.2	36th Street..... 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7	Ash Street..... S. Fe-L. C. 0.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.1	26th Street..... Ill. Northern 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6	22nd Street..... 0.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.9	14th Street Jct..... Chgo. Jct. 0.2	5.18	6.55	7.24	7.35	.....	8.20	.....	8.55	1.30	3.55	4.00
11.0	Forest Park..... 0.5	.....	.....	.....	.....	7.10	.....	.....	.....	.....	.....	.....
10.5	Chgo. Grt. West. Jct..... 2.4	.....	.....	.....	.....	7.12	.....	8.20	.....	.....	.....	.....
8.1	Central Ave..... 1.2	.....	.....	.....	.....	7.18	.....	8.24	.....	.....	.....	.....
6.9	Forty-Eighth Ave..... 0.3	.....	.....	.....	.....	7.21	.....	8.26	.....	.....	.....	.....
6.6	Forty-Fifth Ave..... 0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	Springfield Ave..... 0.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.4	St. Louis Ave..... 0.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6	Sacramento Ave..... 0.4	.....	.....	.....	.....	7.29	.....	8.30	.....	.....	.....	.....
4.2	Rockwell St..... C.N.W.-Pa.Co. 0.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.7	Western Ave. Jct..... C. & N. W. 0.5	5.19	6.56	7.25	7.36	7.38	8.21	8.33	8.56	1.31	3.56	4.01
3.2	Robey Yard..... 0.9	.....	.....	.....	88	45	.....	.....	.....	.....	.....	.....
2.3	Throop Street..... 0.5	5.22	6.58	7.27	7.38	7.40	8.23	8.35	8.58	1.33	3.57	4.03
1.8	Halsted Street..... 0.8	5.24	7.00	7.28	7.40	7.42	8.25	8.37	9.00	1.35	4.00	4.05
1.0	16th Street..... Chgo. Riv. Bdg. 1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.0	Chicago.....	5.30 A. M.	7.05 A. M.	7.35 A. M.	7.45 A. M.	7.47 A. M.	8.30 A. M.	8.45 A. M.	9.05 A. M.	1.40 P. M.	4.05 P. M.	4.10 P. M.

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# B. & O. C. T. INBOUND

FIRST CLASS											Time Table No. 135 July 5, 1942	Distance to Chicago
74	55	82									STATIONS	
C. G. W No. 4	Pere Marq. No. 5	Soo Line No. 2									ARRIVE	
DAILY Except Sunday	DAILY	DAILY										
P. M.	P. M.	P. M.									Pine Junction . . . . .	29.4
	7.21										Indiana Harbor . . . . .	27.0
	7.24										N. Y. C. . . . .	23.8
	7.28										Whiting . . . . .	20.0
	7.33										N. Y. C. . . . .	19.7
	7.34										C. R. Tower . . . . .	19.4
	7.35										Cal. Riv. Bdg. . . . .	1.34
	7.49										Rock Island Jct. . . . .	0.3
											South Chicago . . . . .	6.0
											Beverly Jct . . . . .	1.6
											Penna. Co. . . . .	0.6
	7.51										79th Street Jct . . . . .	11.8
											75th Street . . . . .	11.2
											Wab. Belt . . . . .	9.7
	7.55										Sixty-Third Street . . . . .	1.8
											49th Street . . . . .	1.4
											Penna. Co. . . . .	0.3
	8.00										Brighton Park . . . . .	0.5
											Alton . . . . .	0.6
											36th Street . . . . .	0.5
											Ash Street . . . . .	0.6
											S. Fe-I. C. . . . .	0.5
											26th Street . . . . .	0.7
											Ill. Northern . . . . .	0.2
											22nd Street . . . . .	0.5
	8.07										14th Street Jct. . . . .	3.9
											Chgo. Jct. . . . .	0.5
		9.20									Forest Park . . . . .	10.5
											Chgo. Grt. West. Jct. . . . .	2.4
	7.14	9.21									Central Ave. . . . .	1.2
											Forty-Eighth Ave. . . . .	0.3
	7.22	9.25									Forty-Fifth Ave. . . . .	0.8
											Springfield Ave. . . . .	0.4
	7.25	9.27									St. Louis Ave. . . . .	0.8
											Sacramento Ave. . . . .	0.4
											Rockwell St. . . . .	0.5
											C.N.W.-Pa. Co. . . . .	0.5
	7.29	9.31									Western Ave. Jct. . . . .	3.7
											C. & N. W. . . . .	0.5
											Robey Yard . . . . .	0.9
	7.31	9.34									Throop Street . . . . .	0.5
											Halsted Street . . . . .	0.8
	7.38	9.36									16th Street . . . . .	1.0
											Chgo. Riv. Bdg . . . . .	1.0
	7.40	9.43									Chicago . . . . .	0.0
	7.45	9.55										
P. M.	P. M.	P. M.										

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# B. & O. C. T. OUTBOUND

Distance from Chicago	Time Table No. 135 July 5, 1942	FIRST CLASS											
	STATIONS	81	10	56	6	26	58	87	60	71	46	8	73
		SooLine No. 1	B. & O. No. 10	Pere Marq. No. 6	B. & O. No. 6	B. & O. No. 26	Pere Marq. No. 8	SooLine No. 17	Pere Marq. No. 10	C. G. W. No. 1	B. & O. No. 46	B. & O. No. 8	C. G. W. No. 3
	DEPART	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Saturday
0.0	Chicago.....	A. M. 1.15	A. M. 9.50	A.M. 10.30	P. M. 3.50 26	P. M. 3.55 6	P. M. 5.00	P. M. 5.50	P. M. 7.15	P. M. 8.15	P. M. 8.45	P. M. 10.15	P. M. 11.00
1.0	16th Street.....												
1.8	Halsted Street.....	1.23	9.53	10.33	3.53	3.58	5.03	5.53	7.18	8.20	8.48	10.18	11.03
2.3	Throop Street.....	1.25	9.55	10.34	3.55	4.00	5.04	5.54	7.20	8.22	8.50	10.20	11.05
3.2	Robey Yard.....												
3.7	Western Ave. Jct. C. & N. W.	1.28	9.57	10.36	3.57	4.02	5.06	5.56	7.22	8.24	8.52	10.22	11.07
4.2	Rockwell St.....												
4.6	C.N.W.-Pa.Co. 0.4 Sacramento Ave.....	1.31						5.59		8.26			11.09
5.4	St. Louis Ave.....												
5.8	Springfield Ave.....												
6.6	Forty-Fifth Ave.....												
6.9	Forty-Eighth Ave.....	1.35						6.03		8.28			11.12
8.1	Central Ave.....	1.37						6.05		8.30			11.15
10.5	Chgo. Grt. West. Jct.....	1.40						6.10		8.36			11.24
11.0	Forest Park.....	1.47						6.16					
8.9	14th Street Jct. Chgo Jct. 0.7		9.58	10.37	3.58	4.03	5.07		7.23		8.53	10.23	
4.6	22nd Street.....												
5.1	26th Street.....												
5.7	Ill. Northern Ash Street.....												
6.2	S. Fe-I. C. 0.5 36th Street.....												
6.5	Brighton Park.....		10.05	10.43	4.05	4.10	5.13		7.30		9.00	10.30	
7.9	Alton 49th Street.....												
9.7	Penna. Co. 1.3 Sixty-Third Street.....		10.13	10.50	4.13	4.18	5.20		7.37		9.08	10.38	
11.2	75th Street.....												
11.8	Wab. Belt 0.6 79th Street Jct.....		10.15	10.53	4.15	4.20	5.23		7.41		9.10	10.40	
13.4	Beverly Jct. Penna. Co. 6.0		10.17	10.56	4.17	4.22	5.26		7.45		9.12	10.42	
19.4	South Chicago.....	10.31	11.10	11.10	4.31	4.36	5.38		7.59		9.26	10.56	
19.7	Rock Island Jct.....	10.32	11.11	11.11	4.32	4.37	5.39		8.00		9.27	10.57	
20.0	C. R. Tower Cal.Riv.Bdg. 3.8	10.33	11.12	11.12	4.33	4.38	5.40		8.01		9.28	10.58	
23.8	Whiting.....		10.37	11.16	4.37	4.42	5.44		8.05		9.32	11.02	
7.0	N.Y.C. 3.2 Indiana Harbor.....	10.40	11.19	11.19	4.41	4.46	5.48		8.09		9.36	11.06	
2	N.Y. C. 2.4 Pine Junction.....	10.45	11.22	11.22	4.45	4.50	5.52		8.12		9.40	11.10	
9.4		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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# B. & O. C. T. OUTBOUND

FIRST CLASS										Time Table No. 135 July 5, 1942		Distance from Chicago
32	52									STATIONS		
B. & O. No. 32	Pere Marq. No. 2									DEPART		
DAILY	DAILY											
P. M. 11.25	P. M. 11.30									Chicago.....	0.0	
										16th Street.....	1.0	
										Chgo. Riv. Bdg. 0.8		
11.28	11.36									Haisted Street.....	1.8	
										Throop Street.....	2.3	
11.30	11.38									Robey Yard.....	3.2	
										Western Ave. Jct. 0.5		
11.32	11.41									C. & N. W. ....	3.7	
										Rockwell St.....	4.2	
										C N W.-Pa. Co. 0.4		
										Sacramento Ave. 0.8	4.6	
										St. Louis Ave.....	5.4	
										Springfield Ave.....	5.8	
										Forty-Fifth Ave.....	6.6	
										Forty-Eighth Ave.....	6.9	
										Central Ave.....	8.1	
										Chgo. Grt. West. Jct. 2.4		
										Forest Park.....	11.0	
										14th Street Jct. 0.2		
11.33	11.42									Chgo Jct. ....	3.9	
										22nd Street.....	4.6	
										26th Street.....	5.1	
										Ill. Northern 0.6		
										Ash Street.....	5.7	
										S. Fe-I. C. 0.5		
										36th Street.....	6.2	
11.38	11.48									Brighton Park.....	6.5	
										Alton.....	7.9	
										49th Street.....	7.9	
										Penna. Co. ....	9.7	
*11.43	11.55									Sixty-Third Street.....	9.7	
										75th Street.....	11.2	
										Wab. Belt 0.6		
11.45	11.58									79th Street Jct.....	11.8	
										Beverly Jct.....	13.4	
										Penna. Co. ....	19.4	
*11.59	12.15									South Chicago.....	19.4	
										Rock Island Jct.....	19.7	
12.01	12.16									C. R. Tower.....	20.0	
										Cal. Riv. Bdg. ....	23.8	
12.02	12.17									Whiting.....	23.8	
										N. Y. C. ....	27.0	
12.05	12.22									Indians Harbor.....	27.0	
										N.Y.C. ....	29.4	
12.08	12.26									Pine Junction.....	29.4	
12.10	12.30											
A. M.	A. M.											

\*No stops.

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Distance from 79th St	Time Table No. 135 July 5, 1942	SECOND CLASS TRAINS			
		B. & O. C. T.			
		OUTBOUND		INBOUND	
STATIONS					
0.0	79th St. Jct.				
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.				
7.9	Harvey Jct.				
8.6	Barr Yard				
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, NYCStL, 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				
18.8	Republic				
19.4	I.H.B.				
21.7	Calumet				
21.7	E.J.E., I.H.B.				
22.1	Clarke Jct.				
22.1	P. Co.				
22.1	Pine Jct.				

Chicago Heights Branch					
Distance from Harvey Jct.	Time Table No. 135 July 5, 1942	SOUTHBOUND		NORTHBOUND	
		STATIONS			
0.0	Harvey Jct.				
0.7	North Harvey				
0.7	I. H. B.				
0.9	Posen Jct.				
1.5	St. Paul Jct.				
2.1	West Harvey				
3.2	Harvey				
3.2	G. T.				
3.6	Phoenix				
7.5	Thornton				
9.1	Glenwood				
9.6	McDonald Siding				
11.2	Chicago Heights				
11.2	C. H. T. T.				
16.5	Faltherm				

### SCHEDULE B. & O. Fast Freight Trains

Distance from Pine Jct.	Time Table No. 135 July 5, 1942	INBOUND					OUTBOUND					
		289	297	295	297	297	292	296	294	294	294	294
		B. & O. No. 89	B. & O. No. L97	B. & O. No. 197	B. & O. No. 97	B. & O. No. 97	B. & O. No. 92	B. & O. No. 96	Robey B. & O. No. 94	Glenn No. 94	B. & O. No. 94R	B. & O. No. 94C
STATIONS		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
DEPART												
0.0	Pine Jct.	A. M. 2.45	P. M. 1.00	P. M. 10.00	P. M. 11.00	P. M. 11.00	A. M. 11.15	P. M. 7.30	P. M. 11.00	P. M. 10.50	A. M. 1.30	A. M. 2.00
8.8	East Chicago	3.00	1.15	11.00		11.15	11.00	7.15		10.30	1.15	1.45
18.5	Barr Yard	3.30 3.45	1.45 2.00	11.30 11.45		11.45 12.00	10.20 9.55	6.40 6.15		9.15	11.15	11.55
15.1	Blue Island Jct.	3.50	2.05	11.50		12.05	9.50	6.10		9.10	11.10	11.50
27.7	Argo			12.20		12.35				8.45	10.45	11.15
30.5	Glenn			12.45		1.00				8.30	10.30	11.00
16.5	Rock Island Jct.					11.25			10.20			
22.1	79th St. Jct.	4.05	2.35			11.50	9.30	5.55	9.45			
27.8	Brighton Park	4.15	2.55 3.10			12.05 12.25			8.45			
30.7	Robey	4.45	3.30			12.45	8.30	4.30	8.30			
		A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

When only one section of No. 297 they will operate into Robey via Barr Yard and 79th St. Jct.  
 No. 294 from Robey will operate via East Chicago when necessary, for tonnage fallout.  
 With reference to the above schedule which is for the information of trainmen, enginemen, and others concerned. Trains operating via the McCook Line between Blue Island Jct. and Argo are governed by the IHB operating rules.  
 The schedules for inbound and outbound B. & O. freight trains as shown above is the allotted time between Pine Jct., Glenn and Robey.  
 These schedules are set up to show allotted terminal time under normal operating conditions.  
 Freight trains arriving Pine Jct. in advance of schedule may proceed accordingly to destination.  
 Failure to make allotted running time in either direction will be accounted for by conductor who will report to dispatcher at Glenn, Robey or East Chicago.



## ALTON INBOUND

Distance from Argo	Time Table No. 135 July 5, 1942		FIRST CLASS											
			8	16	10	14	22	2	4	6	18			
	DEPART		DAILY	DAILY Except Sunday	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY			
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
	Argo.....	6.02	7.03	7.13	9.34	11.18	1.41	5.18	8.56	9.13				
1.2	Summit.....	82	s 7.05	7.15	s 9.37									
2.8	Glenn.....	6.05	7.07	7.17	s 9.42	11.22	1.44	5.21	9.01	9.16				
7.9	Brighton Park.....	6.13	s 7.17	7.27	9.52	11.28	1.51	5.28	9.08	9.23				
10.5	Halsted Street.....	6.20	s 7.23	7.33	s 10.00	11.34	1.56	5.33	f 9.15	9.28				
11.3	Ft. Wayne Jct.....	6.23	7.27	7.37	10.05	11.37	1.59	5.36	9.20	9.31				
13.1	Chicago.....	6.30	7.35	7.45	10.15	11.45	2.08	5.45	9.30	9.40				
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				

## ALTON INBOUND

Distance from Argo	Time Table No. 135 July 5, 1942		SECOND CLASS											
			84	80	82	100	92							
	DEPARTS		DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY							
		A. M.	A. M.	A. M.	A. M.	P. M.								
	Argo.....	1.00	2.05	5.25	10.00	1.10								
1.2	Summit.....	1.10	2.10	5.40	10.15	1.20								
2.8	Glenn.....	1.35	2.30	5.55	10.35	1.30								
7.9	Brighton Park.....			8										
10.5	Halsted Street.....													
11.3	Ft. Wayne Jct.....													
13.1	Chicago.....													
		A. M.	A. M.	A. M.	A. M.	P. M.								

## ALTON OUTBOUND

Distance from Chicago	Time Table No. 135 July 5, 1942		FIRST CLASS											
			19	11	1	173	3	15	17	5	7	9		
	DEPART		DAILY	DAILY	DAILY	Saturday Only	DAILY	DAILY Except Sunday	DAILY Except Saturday and Sunday	DAILY	DAILY	DAILY		
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
	Chicago.....	8.15	8.30	11.25	1.30	4.50	5.20	5.50	6.30	11.30	11.59			
1.8	Ft. Wayne Jct.....	8.21	8.36	11.31	1.36	4.56	5.26	5.56	6.36	11.36	12.05			
2.6	Halsted Street.....	8.22	f 8.38	11.32	s 1.38	4.57	s 5.28	s 5.58	6.38	11.37	12.07			
5.2	Brighton Park.....	8.26	f 8.43	11.37	s 1.44	5.01	s 5.32	s 6.03	6.43	11.42	12.12			
10.3	Glenn.....	8.32	f 8.50	11.43	s 1.52	5.06	s 5.38	f 6.11	6.49	11.47	12.19			
11.9	Summit.....		s 8.53		s 1.54		s 5.40	s 6.13	6.51		12.21			
13.1	Argo.....	8.34	8.58	11.46	1.57	5.08	s 5.42	6.16	6.53	11.49	12.23			
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			



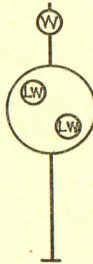




## ALTON OUTBOUND

Distance from Chicago	Time Table No. 135 July 5, 1942		SECOND CLASS											
			97	87	101	85	93	83	81					
	DEPARTS		DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY					
		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
	Chicago.....													
1.8	Ft. Wayne Jct.....													
2.6	Halsted Street.....													
5.2	Brighton Park.....													
10.3	Glenn.....	10.00	10.30	11.57	8.30	9.00	10.30	11.00						
11.9	Summit.....	10.10	10.35	12.10	8.35	9.05	10.35	11.05						
13.1	Argo.....	10.12	10.40	12.20	8.37	9.10	10.40	11.10						
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.						


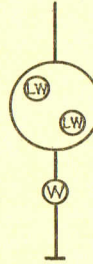
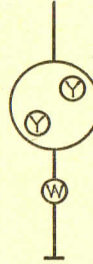


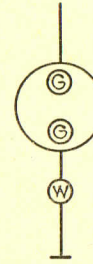


## COLOR POSITION LIGHT SIGNALS

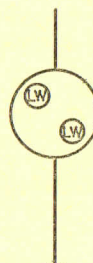



### NORMAL ROUTE

Day and Night Aspects							
Indication	Stop then proceed at restricted speed.	Tonnage Train proceed at restricted speed. Other Trains stop then proceed at restricted speed.	Block occupied, proceed prepared to stop short of train ahead.	Proceed, preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Proceed, approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.	Proceed, approaching next signal at medium speed.	Proceed
Name	Stop and Proceed	Tonnage	Permissive	Approach	Approach Slow	Approach Medium	Clear
	Rule 291	Rule 291A	Rule 289	Rule 285	Rule 284	Rule 282	Rule 281

### MEDIUM ROUTE

Day and Night Aspects							
Indication	Stop, then proceed at restricted speed.	Block occupied, proceed prepared to stop short of train ahead.	Proceed at medium speed preparing to stop at next signal.	Proceed at medium speed approaching next signal at slow speed.	Proceed at medium speed approaching next signal at medium speed.	Proceed at medium speed.	
Name	Stop and Proceed	Medium Permissive	Medium Approach	Medium Approach Slow	Medium Approach Medium	Medium Clear	
	Rule 291	Rule 289A	Rule 286	Rule 283B	Rule 283A	Rule 283	

### SLOW ROUTE

Day and Night Aspects				
Indication	Proceed at restricted speed.	Proceed at slow speed preparing to stop at next signal.	Proceed at slow speed within Interlocking limits. Approaching next signal at slow speed.	Stop
Name	Restricting	Slow Approach	Slow Clear	Stop
	Rule 290	Rule 288	Rule 287	Rule 292

#### ASPECT LEGEND

- Ⓡ - Red Light
- ⓁⓌ - Lunar White Light
- Ⓨ - Yellow Light
- ⓐ - Green Light
- Ⓦ - White Light (Marker)
- Ⓧ - Metal Disc (Permissive Marker)

Note:

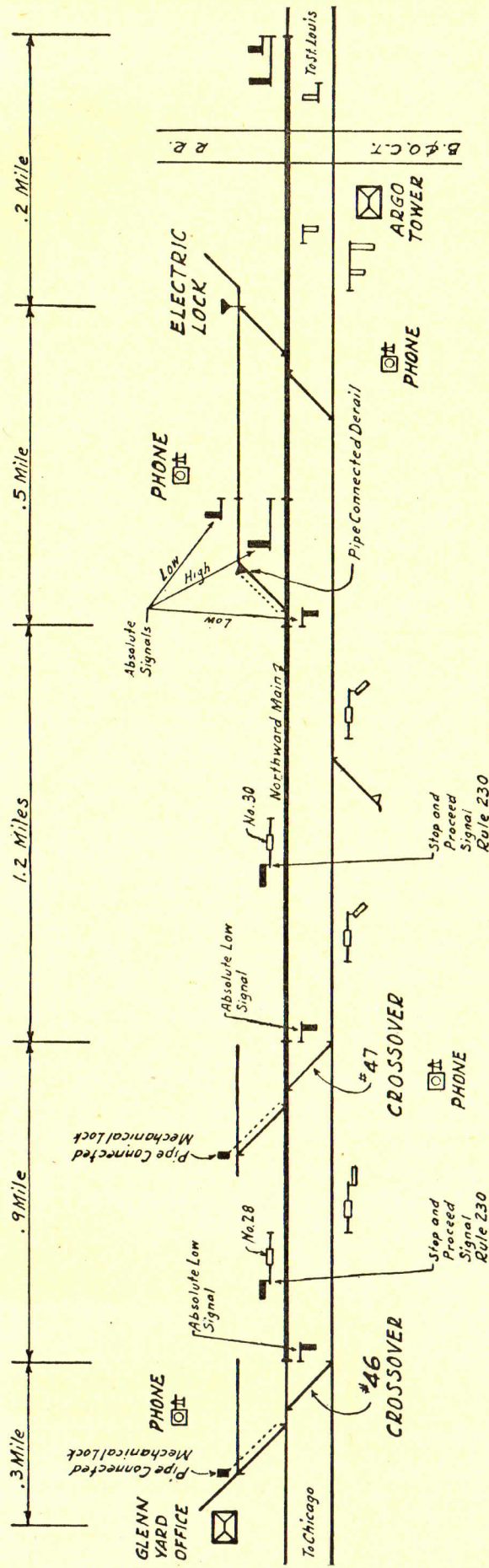
Rules 281, 282, 283, 285, 285A, 286, 287, 289, 289A, 290, 291, 291A, and 292 also apply to Semaphore type, Interlocking and Automatic signals, displaying similar aspects.

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

Other Automatic signals are equipped with number boards.



# THE ALTON R. R. ARGO TO CROSSOVER No. 46, GLENN TRACK AND SIGNAL PLAN



**Absolute Signal**—is without number board and its most restrictive indication is stop.

A train encountering an absolute signal indicating stop must not pass the signal until signal is cleared or displays a proceed indication. If signal continues to display stop and cause is not apparent the Conductor or Engineer must immediately communicate with the Towerman at Argo by telephone and if authorized to proceed past the absolute signal displaying a stop indication must move at restricted speed to the next signal in advance displaying a more favorable indication than stop.

If all means of communication fail train may pass the absolute signal displaying a stop indication and move at restricted speed to the next signal in advance displaying a more favorable indication than stop provided train is preceded by a Flagman on the ground.

**RULE 230.** On double track, passenger and special trains, finding an Automatic Signal at stop, will wait one minute and proceed through the block at a speed not exceeding ten miles per hour where the view is clear for a distance for at least one mile, and at curves where the view is obstructed, will reduce to a speed of five miles per hour. All other trains, finding a signal at stop, will wait one minute and proceed through the block at a speed not exceeding five miles per hour.



