

**DON'T
GET
HURT**

THE BALTIMORE & OHIO CHICAGO TERMINAL
RAILROAD COMPANY

THE ALTON CHICAGO TERMINAL

SAFETY ABOVE EVERYTHING

141

TIME-TABLE No. 141

**EFFECTIVE 12.01 A. M.
CENTRAL STANDARD TIME**

SUNDAY, DECEMBER 2, 1945

W. R. GALLOWAY, Jr.

Superintendent

BALTIMORE & OHIO CHICAGO TERMINAL
ALTON CHICAGO TERMINAL

SUPERINTENDENT
W. R. GALLOWAY, JR.

ASST. SUPERINTENDENT
C. K. STRADER

TRAIN MASTERS
C. M. HAUGH
E. M. MCCUEN
A. G. READEY, Assistant

GENERAL YARD MASTERS
C. D. BOWSER
J. A. CRINION
C. M. HENDERSON, Assistant
G. J. KAMINSKY, Assistant
G. M. MITCHELL, Assistant

ROAD FOREMAN OF ENGINES
E. L. REEVES

SUPV. LOCOMOTIVE OPERATION
S. A. RODGERS

MASTER MECHANIC
L. R. HAASE

GENERAL ROUNDHOUSE FOREMAN
G. W. SHORT

DISTRICT CLAIM AGENTS
B. & O. C. T.
R. D. STEED
Triangle 6522

Alton
F. L. JOHNSON
Beverly 3989

CHIEF TRAIN DISPATCHERS
F. W. PETERS
J. B. MILLER, Assistant
J. F. JENKINS, Assistant

TRAIN DISPATCHERS
A. F. BROWNING
H. E. GOSHEN
F. W. RHODE
C. E. BERTRAND

**REGIONAL ENGINEER,
CONSTRUCTION AND MAINTENANCE**
G. P. PALMER
J. S. KNIGHT, Assistant

DIVISION ENGINEER
D. J. EVANS

**ASSISTANT ENGINEER
CONSTRUCTION AND MAINTENANCE**
E. S. JOEHNK

OFFICE ENGINEER
J. H. COX

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

For B. & O. C. T.

- CHICAGO, ILL.**
- DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave., or St. Luke's Hospital.
 DR. LLOYD M. MARKLEY, Room 455, Grand Central Station. Telephone Wabash 6451.
 DR. RICHARD C. GAMBLE, Oculist, 30 N. Michigan Ave. Phone Central 0861.
 DR. GEORGE R. McAULIFF, Oculist, 30 N. Michigan Ave. Phone Dearborn 3127.
 DR. W. R. SCHUSSLER, Office, Burnside Hospital. Telephone Commodore 2800. Residence Telephone Orland 22-J.
 DR. CARL H. CHRISTOPH, Oculist, 30 N. Michigan Ave. Phone Central 4900.
 DR. ROGER W. POBORSKY, Office, 5548 W. 65th St. Phone Portsmouth 6600.
 DR. CHARLES E. SHANNON, Office, 2376 E. 71st St. Phone Midway 7700. Residence Phone Dorchester 4649, or St. Luke's Hospital, Telephone Harrison 5000.
 DR. CLARENCE A. NORBERG, 122 S. Michigan Ave. Phone Harrison 6854, or St. Luke's Hospital, Telephone Harrison 5000.
- ARGO, ILL. ...**
- DR. S. J. PLUCINSKY, 6110 75th Ave. Phone Summit 102.
- BLUE ISLAND, ILL.**
- DR. A. B. SNIDER, Office and Residence, 2458 W. Walnut St. Telephone Blue Island 109.
 DR. CHAS. G. DAVIES, Residence, 214 High St. Telephone Blue Island 82.
- HARVEY, ILL.**
- DR. A. R. ANDERSON, Security Building, 182 E. 154th St. Telephone Harvey 145.
- CHICAGO HEIGHTS, ILL.**
- DR. VICTOR LODATO, 1601 Halsted St. Phone Chicago Heights 185.
- SO. CHICAGO, ILL.**
- DR. HARRY E. L. TIMM, Office, 9901 S. Ewing Ave. Phone South Chicago 1068.
- INDIANA HARBOR, IND.**
- DR. JAMES S. NIBLICK, 3410 Michigan Ave. Office Phone 126, Residence Phone 226.
- GARY, IND. ...**
- DR. GEO. W. GANNON, 600 Broadway. Telephone Gary 2-2218. Residence, 700 Jackson St. Telephone Gary 2-2334.
 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, Oculist, 112 Rimbach St. Telephone Hammond 435.
 DR. A. G. SCHLAEKER, Office, 4711 Indianapolis Blvd. (Ground Floor). Office hours: 1 to 3 p.m., 7 to 8:30 p.m. Office Phone East Chicago 18, Home East Chicago 71.
 DR. SAMUEL J. PETRONELLA, Office, 4614 Indianapolis Blvd. Phone East Chicago 190. Residence, 4938 Todd Ave. Phone East Chicago 2077.
 DR. M. F. ARNOLD, Victory Bldg., 4614 Indianapolis Blvd. Telephone East Chicago 190. Residence Phone East Chicago 2077. If no answer, call East Chicago 3249.

COMPANY'S SURGEONS—Continued

For Alton

- CHICAGO, ILL.**
- DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave, or St. Luke's Hospital.
 DR. CLARENCE NORBERG, 122 S. Michigan Ave.
 DR. CARL H. CHRISTOPH, Oculist, 30 N. Michigan Ave. Phone Central 4900. Residence Phone Hyde Park 6512.
 DR. F. F. TROMBLY, 3911 Archer Ave. Phone Lafayette 0509.
 DR. ROGER W. POBORSKY, 5548 W. 65 St. Phone Portsmouth 6600.
- HOSPITALS**
- For B. & O. C. T.
- CHICAGO, ILL.**
- ST. LUKE'S HOSPITAL, 1439 S. Michigan Ave. Telephone Harrison 5000.
 ST. ANTHONY'S HOSPITAL, W. 19th St. and Marshall Blvd. Telephone Lawndale 1711.
 HOLY CROSS HOSPITAL, 2700 W. 69th St. Telephone Hemlock 6700.
 ST. FRANCIS HOSPITAL. Telephone Blue Island 2320.
 ST. MARGARET'S HOSPITAL, 38 Clinton St. Telephone Hammond 228.
- BLUE ISLAND, ILL. ...**
- HAMMOND, IND.**
- SO. CHICAGO, ILL.**
- SOUTH SHORE HOSPITAL, 8015 Luella Ave. Telephone South Shore 0810.
- For Alton
- CHICAGO, ILL.**
- ST. LUKE'S HOSPITAL, 1439 S. Michigan Ave. Telephone Harrison 5000.
 ST. ANTHONY'S HOSPITAL, W. 19th St. and Marshall Blvd. Telephone Lawndale 1711.
- FIRST AID**
- B. & O. C. T. and Alton**
- Send First Aid Ambulance cases to:
 St. Luke's Hospital, 1439 S. Michigan Ave. Phone Harrison 5000.
 St. Anthony de Padua Hospital, W. 19th St. and S. Marshall Blvd. Telephone Lawndale 1710.
- AMBULANCE SERVICE**
- For B. & O. C. T.
- 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. Telephone South Chicago 3101.
- BLUE ISLAND DISTRICT. . .**
- ROBERT KRUEGER, SR., 284 Greenwood Ave. Telephone Blue Island 13.
- For Alton
- CHICAGO DISTRICT. . .**
- T. J. CASSIDY, Ambulance. Phone Kedzie 0155.
- EXAMINING POINTS**
- Examiner's Office Days and Hours**
- DR. G. L. SHARP, Medical Examiner, Room 460, Grand Central Passenger Station. Telephone Wabash 2211, Local 255.
 Chicago, Ill., Grand Central Station—9 a.m. to 1 p.m., daily except Wednesday, Saturday and Sunday.
 East Chicago, Ind., Trainmaster's Office—Wednesday, 9-12.

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 employees 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 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.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS

1 Superiority of Trains

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

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

Between Harvey Jct. and Chicago Heights northbound trains are superior to southbound trains of the same class.

2 Location of Watch Inspectors

CHICAGO

B. & O. C. T. AND ALTON

CHARLES H. BERN, Union Station, 5116 Wentworth Ave.
JULIUS S. SCHERER, Room 203, Transportation Bldg.,
608 S. Dearborn St.

CHICAGO

B. & O. C. T. ONLY

GEORGE H. TUCKER, 731 W. 47th St.
COLE & YOUNG, 9144 Commercial Ave., South Chicago.

EAST CHICAGO, IND.

B. & O. C. T. ONLY

FRIEDMAN JEWELERS, 809 W. Chicago Ave.

CHICAGO

ALTON ONLY

J. A. KASS, 4216 S. Archer Ave.
A. P. LIAKAS, 2049 W. 35th St.

3 Standard Clocks, Bulletin Boards and Train Registers

(Located as indicated by "x")

	Standard Clock	Bulletin Board	Train Register
GRAND CENTRAL STATION			
Station Master's Office.....		X	W
Waiting Room.....	X		
B&O Telegraph Office.....	X		X-W
B&OCT Dispatcher's Office.....	X		
THROOP STREET			
Switchtender's Office.....			X
FOREST PARK			
Soo Line Telegraph Office.....			X
LINCOLN STREET			
Yard Office.....	X	X	X-W

3 Standard Clocks, Bulletin Boards and Train Registers

(Located as indicated by "x")

(Continued)

	Standard Clock	Bulletin Board	Train Register
ROBEY STREET			
Yard Office.....	X	X	X-W
Round House.....	X	X	X-W
22ND STREET			
Switchtender's Office.....			X
HOMAN AVENUE			
Yard Office.....	X	X	X-W
CICERO			
Agent's Office.....	X	X	X-W
FOREST HILL			
Agent's Office.....	X	X	X-W
BARR YARD			
Yard Office.....	X	X	X-W
EAST CHICAGO			
Whiting Jct. Switchtender's Office.....			X
Caller's Office.....	X	X	X-W
Round House.....	X	X	X-W
Whiting Jct. Yard Office.....	X	X	X-W
ROCK ISLAND JUNCTION			
Train Director's Office.....			X
CHICAGO HEIGHTS			
Agent's Office.....	X		X
UNION STATION			
Telegraph Office.....	X	X	X-W
HARRISON STREET			
Yardmaster's Office.....	X	X	X-W
GLENN YARD			
Round House.....	X	X	X-W
Telegraph Office.....	X	X	X-W
W—Watch comparison only.			

RELIEF DEPARTMENT RULES

1. All relief assignments shall be made by the Relief Department Chief, who shall be guided by the following principles:

2. The Relief Department shall be organized into a number of relief units, each of which shall be assigned to a specific area of the city.

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19. The Relief Department shall be organized into a number of relief units, each of which shall be assigned to a specific area of the city.

20. The Relief Department shall be organized into a number of relief units, each of which shall be assigned to a specific area of the city.

SPECIAL INSTRUCTIONS—Continued

Soo Line passenger trains and outbound freight trains will register at Forest Park on Form C. 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.

Conductors of freight trains and light engines will register on Form C, 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 on Form C. Passenger backups and light engines from Throop St. for Union Station register on Form C at Throop St.

4 Form A

B. & O. trains leaving Grand Central Station will receive Form A at Telegraph office, Grand Central Station, and trains leaving from all points except Grand Central Station will receive Form A at Pine Jct.

Trainmen and others in charge of movements of trains using the east wye to the Cicero District will get permission 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 permission to operate over either the East or West Wye from Switchtender at 48th Ave. by telephone located in box on pole nearby. 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.

Crews will get permission 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.

5 Speed Restrictions

LIMITS	CLASS OF SERVICE		
	Pas- senger and express trains	Passenger and express trains handled by freight engines, fast freight trains	Slow freight, local, pickup and work trains
Grand Central Station and Beverly Jct. except as noted below—	40	40	30
Through interlocking limits, 49th St. . .	35	35	30
Through Interlocking Limits, 16th Street (Chicago River Bridge); Western Ave. Jct.; IN, 26th St.; Beverly Jct.	20	20	20
Outbound main through crossover and turnouts at 79th Street.	30	30	30
Through crossovers and turnouts 79th St. Jct. on inbound from Blue Island and between 14th Street and Western Ave. Jct. on inbound.	15	15	15
Rock Island Jct. to Pine Jct.	65	40	30
except as noted below—			
B. & O. and N. Y. C. Connections			
Pine Jct.	20	20	20
Over Indiana Harbor Ship Canal Bridge	40	40	30
Through Interlocking Plants.	50	40	30
On curves Rock Island Jct. and over Brookdale Branch.	10	10	10
Western Ave. Jct. and Forest Park. . . .	40	40	30
except as noted below—			
Through Interlocking Limits, Western Ave. Jct. and C. G. W. Jct.	20	20	20
Between Austin Ave. and Harlem Ave., Oak Park.	30	30	30
Over Desplaines Ave. Crossing, Forest Park.	25	25	25
Blue Island Jct. and Pine Jct.	40	40	30
except as noted below—			

5 Speed Restrictions—(Continued)

LIMITS	CLASS OF SERVICE		
	Pas- senger and express trains	Passenger and express trains handled by freight engines, fast freight trains	Slow freight, local, pickup and work trains
Through Interlocking Limits, Riverdale; Dolton; Calumet Park; State Line; Clarke Jct.; Pine Jct.	20	20	20
Through Gauntlet Bridge State Line. . .	15	15	15
Within City Limits of Hammond and East Chicago.	10	10	10
Harvey Jct. and Chicago Heights.	40	40	30
except as noted below—			
Through Interlocking Limits, North Harvey and Harvey.	20	20	20
Through spring switch leaving Berg Siding southbound.	8	8	8
Through spring switch leaving McDonald Siding southbound.	15	15	15
Over C. H. T. T. R. R. crossings, 10th St.; 17th St.; about 500 feet south of E. J. & E. viaduct and about 500 feet south of 26th St., Chicago Heights. . .	15	15	15
Through crossovers and turnouts unless otherwise specified.	8	8	8
Alton Chicago Terminal passenger trains	70	45	30
Freight trains.		40	
except as noted below—			
Through turnout at South Branch Bridge	10	10	10
Passing Halsted Street in both directions and through interlocking limits, Bridgeport Bridge.	20	20	20
Through interlocking limits, Corwith. . .	40	40	30
Over Homan Avenue street crossing running against the current of traffic. . . .	15	15	15
All trains and engines operating over the Whiting Branch will run at restricted speed.			
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.			
All trains will operate at restricted speed while running against the current of traffic.			

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.

6 Train Orders

When it is necessary to operate trains against the current of traffic, signalman 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.

Instructions to operate against the current of traffic must be in writing over the signature of the Superintendent, and copy mailed to the Chief Dispatcher.

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.

SPECIAL INSTRUCTIONS—Continued

7 Extra Trains

Rule No. 21 is not in effect on the B. & O. C. T. RR.

8 Operating Trains by Signal Indication

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.

Trains will operate against the current of traffic on signal indication as follows: Grand Central Station and Chicago River bridge 16th Street in both directions. Western Ave. junction to the switchtenders station 22nd street outbound. Western Ave. junction to the switchtenders station Rockwell street outbound. 14th street junction or Western ave. junction to the switchtenders station at Throop street inbound. 75th street tower and 79th street junction in both directions. Rock Island junction and C. R. Tower in both directions. At East Chicago between Baring ave. and Whiting junction in both directions.

9 Spacing Trains

Automatic block signals Rules 505 to 519 inclusive are in indication as follows: Grand Central Station and Chicago River bridge 16th Street in both directions. Western Ave. ing the movements of trains in either direction between Western Ave Jet. and Francisco Ave., 4/10 mile west of Rockwell St.

Automatic block signals Rules 505 to 519 inclusive are in effect between Western Ave. Jet. and Beverly Jet., between Rock Island Jet. and Pine Jet., between Clarke Jet. and P. F. W. & C. Jet., Hammond, between inbound home signal Riverdale to inbound home signal, Blue Island Jet. and on outbound main between 119th St. and outbound home signal Riverdale.

10 Fixed Signals

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.

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.

SIGNALS GOVERNING MOVEMENT OF TRAINS ENTERING GRAND CENTRAL STATION

Two (2) Red Lights

Indication "Stop" Stay until Proceed indication is displayed.

Two (2) Lunar white lights with white marker light above Indication "Permissive" proceed straight on inbound main (track No. 6).

Two (2) Lunar white lights with white marker light below Indication "Medium Permissive" proceed all diverging routes off inbound main except B. & O. House No. 1 and track No. 5.

Two (2) Lunar White lights only

Indication "Restricting" proceed B. & O. House No. 1 or Track No. 5.

11 Hand Signals and Flagging

Trains in both directions will operate at restricted speed, expecting to find main tracks occupied without flag protection between Halsted St. viaduct and Western Ave. Barr Yard, and between C. S. S. & S. B. crossing and Republic Tower East Chicago. Rule 99 modified accordingly.

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 following paragraphs:

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 Jet. switchtender will use a yellow flag by day and a yellow light by night to signal trains to and from the North wye and South wye connections.

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., Pennsylvania and South wye connections.

At 79th St. Junction, switchtender will use a yellow flag by day and a yellow light by night to signal trains approaching 79th St. junction against the current of traffic to proceed beyond 79th St. junction or for crossover movements.

At Whiting Jet. and Baring Avenue, 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.

At Halsted St., for trains and light engines moving from eastbound coach yard lead to main track, switchtender will use a yellow flag by day and a yellow light by night. For trains moving from Soo Line lead to main track, switchtender will use a yellow flag by day and a yellow light by night.

11A Special Rules

Except between Whiting Jet. 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 stationed, 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.

Movements against the current of traffic between Whiting Jet. 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 enginemmen in charge of trains and light engines operating over Whiting Branch in either direction will secure permission from switchtender, Whiting Jet., before entering running track between Whiting Jet. and Whiting and will report into clear to the switchtender, Whiting Jet., immediately after leaving the running track at all points.

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 schedule speed. 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 over gauntlet bridge against current of traffic will be made only under flag protection.

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

When a passenger train is receiving or discharging traffic on the side toward a station, 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.

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.

SPECIAL INSTRUCTIONS—Continued

11A Special Rules—Concluded

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.

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 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 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.

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.

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.

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.

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

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.

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:

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

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 above. Rule 131 modified accordingly.

12 Joint or Special Use of Tracks

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. 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.

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.

13 Operation of Air Brakes

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.

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.

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.

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 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.)

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.

SPECIAL INSTRUCTIONS—Continued

14 Spring Switches

Northbound train movement over spring switch at south end of Berg passing track will be protected by fixed approach signal indicating Rule 285-A located 6,150 feet south of passing track switch, and color position light high signal located 60 feet south of passing track switch, indication,

Rule 292—Stop.

Rule 291—Stop and proceed, Switch lined for passing track.

Rule 289—Proceed, Switch lined for Main track.

Northbound home signal 10th St., Chicago Heights, in addition to protecting C. H. T. T. crossing also protects points of spring switch south end of McDonald Siding, when signal will not clear as per instructions, member of crew will check points of switch for northbound main line train movements.

So as to secure clear southbound home signal 10th St. automatic interlocking for southbound train in siding, member of train crew must operate push button in box on southbound home signal mast. If crossing is clear, push button marked "TAKE" to clear signal for train movement. If "TAKE" button has been pushed and train is not ready to proceed, interlocking can be released by pushing button marked "RELEASE."

15 Railroad Crossings and Drawbridges

RAILROAD CROSSINGS		Position of signal indicating clear route for trains operating over B.&O.C.T. tracks
Station	Railroad	
Grand Central Station..	Station Yards.....	Interlocking
Western Ave. Jct.....	C. & N. W.....	Interlocking
Rockwell Street.....	P. R. R.—C. & N. W.....	Hand Signal
C. G. W. Jct.....	C. A. & E. R. R.....	Interlocking
14th St. Junction.....	C. J.....	Interlocking
26th Street.....	I. N. R. R.....	Interlocking
Ash Street.....	I. C.—S. Fe.....	Diagonal
Brighton Park, N. Wye.	P. R. R.....	Vertical
Brighton Park.....	Alton R. R.....	Vertical
Brighton Park, S. Wye.	P. R. R.....	Vertical
49th Street.....	P. R. R.....	Interlocking
75th Street.....	Belt and Wabash.....	Interlocking
Beverly Jct.....	P. R. R.....	Interlocking
R. I. Jct.....	C. R. I. & P., Belt—N. Y. C.....	Diagonal
Whiting.....	N. Y. C.—P. R. R.....	Interlocking
Ind. Harbor.....	N. Y. C.—I. H. B.....	Interlocking
Pine Jct.....	Junction—N. Y. C.— B. & O. C. T.....	Interlocking
Clarke Jct.....	P. R. R.....	Interlocking
Calumet.....	N. Y. C.—E. J. & E.....	Interlocking
Republic.....	I. H. B.....	Interlocking
Hammond.....	C. S. S. & S. B.....	Statutory Stop
State Line.....	I. H. B.—C. I. & L.— N. K. P.—Erie.....	Interlocking
Calumet Park.....	M. C. P. R. R.—I. H. B.....	Interlocking
Dolton.....	C. & W. I.....	Interlocking
Riverdale.....	P. R. R.....	Interlocking
Blue Island Jct.....	Grand Trunk—I. H. B.....	Interlocking
North Harvey.....	I. H. B.....	Interlocking
Harvey.....	Grand Trunk.....	Interlocking
Chicago Heights, 10th St.....	C. H. T. T.....	Automatic
Chicago Heights, 17th St.....	C. H. T. T.....	Automatic
Chicago Heights, 500 ft. south of E. J. & E. Viaduct.....	C. H. T. T.....	Automatic
Chicago Heights, 500 ft. south of 26th Street..	C. H. T. T.....	Automatic
Drawbridges:		
16th Street, Chicago River.....	Drawbridge.....	Interlocking
Calumet River.....	Drawbridge.....	Interlocking
Indiana Harbor.....	Drawbridge.....	Interlocking

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

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

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.

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 permission from operator at C. R. Tower.

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.

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.

If the signals at C. H. T. T. R. R. crossings, Chicago Heights, do not clear and crossings are not occupied, trainmen will operate time release to clear signal, if signal does not clear, trains will move over crossing under flag protection.

16 Yards

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.

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.

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.

17 Helper Engines

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

18 Mail

19 Water and fuel

Lincoln Street, East Chicago, Harrison St. and Glenn.

Water only at Sacramento Avenue, 54th Ave. (Cicero), 63rd St., Barr Yard, Whiting, South Chicago (90th St.), Chicago Heights.

On Alton R. R., Halsted St. and Brighton Park.

20 Whistle Signals

Inbound and outbound trains will sound engine whistle signals as follows to call in flagman:

Inbound — — — — —

Outbound — — — — —

SPECIAL INSTRUCTIONS—Continued

21 Highway Crossing Protection

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.

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.

22 Train Order Stations—Irregular Hours

23 Restrictions on Structures and Tracks

24 Clearances

"Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company."

Maximum height limited by fixed structures

lower than 19' 0"	Height
Polk St., Tracks 3 to 9, incl., under Viaduct	B&OCT 15' 9"
Polk St., Tracks 10 to 12, incl., under Viaduct	" 15' 5"
G. C. Station canopies (Tracks 5, 6, 7, 8 and 9)	" 14' 8"
G. C. Station canopies restrict width to 7' 0" above	" 14' 8"
Roosevelt Road Connection to CRI&P	" 18' 0"
46th Ave., Main Line and East Wye under Belt	" 16' 10"
18th St. and 19th St. under CB&Q	" 17' 0"
49th St. under CR&I, IHB and GTW	" 18' 6"
Rock Island Jct. under NYC and PRR	B&O and CRI&P 17' 2"
Blue Island Jct. under CRI&P	B&OCT 17' 3"
McDonald, under C&EI	" 15' 10"
Chicago Heights, under MC and EJ&E	" 16' 2"
LaGrange, under CB&Q	IHB 16' 9"
Broadview, under IC	IHB 17' 1"
Lake St. under CRT	PRR and C&NW 15' 6"
Lake St., C. R. T. structure, restrict top width to 5' 0" on	C&NW at 16' 0"
Halsted St. to Madison St. (Alton Frt. Hse.)	Alton 15' 6"
21st St. to Union Station joint Alton-PRR	CUS Co. 16' 0"

MAXIMUM WIDTHS AT VARIOUS HEIGHTS (See Limitation on maximum heights above)

18' 9" high above rail	1' 0" wide
18' 0" " " " "	4' 0" " "
17' 0" " " " "	9' 0" " "
16' 0" " " " "	10' 0" " "
15' 0" " " " "	10' 6" " "
14' 0" " " " "	*10' 8" " "
13' 0" " " " "	*10' 9" " "
12' 0" " " " "	*11' 0" " "
5' 6" " " " "	*11' 0" " "
5' 0" " " " "	*10' 7" " "
4' 0" " " " "	10' 3" " "
3' 0" " " " "	9' 11" " "
2' 0" " " " "	9' 7" " "
1' 0" " " " "	9' 1" " "
0' 6" " " " "	7' 9" " "

Note: Widths marked (*) do not apply for loads to be handled on West Wye at Ogden Ave., where width is limited to 10' 6" at slow speed.

Note: Loads with greater dimensions or multiple loads must not be handled without special permission and instructions governing train movement. See Railway Line Clearances or B. & O. Clearance Tables for more complete Clearance Tables.

25 Classification Where There Are Two or More Main Tracks

Inbound main signifies trains moving toward Grand Central Station or Union Station.

Outbound main signifies trains moving from Grand Central Station or Union Station.

26 Telephones

To communicate with Train Dispatcher by Bell Telephone, call Wab. 2211.

Location	Connects with
Depot Master's Office, Grand Central Station	Dispatcher
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	"
Rockwell 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	"
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	"
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	"
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	"
Barr Yard—East End—East Yard	"
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 Yardmaster and Caller's Office	"

SPECIAL INSTRUCTIONS—Continued

Tod Ave.—Box on pole.....Dispatcher
 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.....
 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—Watchman's Cabin.....
 Berg (North End) Booth.....
 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.....
 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....

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.

27 Unclassified

28 Additional Regular and Flag Stops

All passenger trains, both regular and extra, except B. & O. Nos. 31-32-40, will make station stops at 63rd Street and South Chicago unless otherwise instructed.

29 Explanation of Letters

U—Stop on signal to receive passengers for New York.
 Y—Stop to discharge passengers from Youngstown and East.

SPEED TABLE For Information Only

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
48"	75	1' 5"	55.3	2' 15"	26.6
49"	73.5	1' 6"	54.5	2' 20"	25.7
50"	72	1' 7"	53.7	2' 30"	24
51"	70.6	1' 8"	52.9	2' 40"	22.5
52"	69.2	1' 9"	52.1	2' 45"	21.8
53"	67.9	1' 10"	51.4	2' 50"	21.2
54"	66.6	1' 12"	50	3'	20
55"	65.4	1' 15"	48	3' 9"	19
56"	64.2	1' 20"	45	3' 20"	18
57"	63.1	1' 25"	42.3	3' 31"	17
58"	62	1' 30"	40	3' 45"	16
59"	61	1' 40"	36	4'	15
1'	60	1' 45"	34.3	5'	12
1' 1"	59	1' 50"	32.7	6'	10
1' 2"	58	2'	30	7' 30"	8
1' 3"	57.1	2' 10"	27.6	10'	6
1' 4"	56.2				

ALTON CHICAGO TERMINAL

SPECIAL INSTRUCTIONS

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
LeMoyne.....	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 switch-tenders 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. Trains running against the current of traffic from either 46 or 47 Crossover to Argo, must first secure detour order form 216 before fouling the main track and, in addition, will be governed by signals, as described in diagram on Page 23.

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, LeMoyne, 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.

12. Trains or engines will not proceed on hand signal against interlocking signals until enginemen and trainmen are fully informed of the situation and know that they are protected. The movement must be made at restricted speed.

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."

IN AUTOMATIC SIGNAL TERRITORY

In Automatic Signal Territory, including yard limits, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect to follow.

Both switches of a Crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

This will not relieve flagmen from protecting as per Rule 99.

SPECIAL INSTRUCTIONS—Continued

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.

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 Jct.

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, Alton Jct.

Alton Employes Trains Between Glenn and Brighton Park

LEAVE GLENN








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

LEAVE BRIGHTON PARK


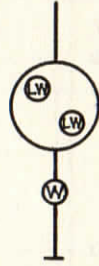




6.30 AM
7.30 AM
9.00 AM
2.30 PM
3.30 PM
4.15 PM
5.15 PM
10.30 PM
11.30 PM

COLOR POSITION LIGHT SIGNALS





NORMAL ROUTE

Day and Night Aspects							
Indication	Stop, then proceed at restricted speed until entire train passes next signal.	Tonnage train proceed at restricted speed until entire train passes next signal. Other trains stop. Then proceed at restricted speed until entire train passes next signal.	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.	Proceed, preparing to stop at next signal, and be governed by indication displayed by that 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 until entire train passes next signal.	Block occupied. Proceed, prepared to stop short of train ahead. In automatic block territory, proceed at restricted speed until entire train passes next signal.	Proceed at medium speed, preparing to stop at next signal and be governed by indication displayed by that signal.	Proceed at medium speed approaching next signal at slow speed.	Proceed at medium speed approaching next signal at medium speed.	Proceed; medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal. Block clear.	
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 until entire train passes next signal.	Proceed at slow speed, preparing to stop at next signal and be governed by indication displayed by that signal.	Proceed at slow speed until entire train passes through switches approaching next signal at slow speed, and be governed by indication displayed by that signal.	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.

B. & O. C. T. INBOUND

Distance from Chicago	Time Table No. 141 December 2, 1945		FIRST CLASS										
	STATIONS		31	57	9	88	45	5	25	72	15	7	53
			B. & O. No. 31	Pere Marq. No. 7	B. & O. No. 9	SooLine No. 18	B. & O. No. 45	B. & O. No. 5	B. & O. No. 25	C. G. W. No. 2	B. & O. No. 15	B. & O. No. 7	Pere Marq. No. 3
	ARRIVE		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday
29.4	Pine Junction	A. M. 5.20	A. M. 5.25	A. M. 6.05	A. M. 6.05	A. M. 7.15	A. M. 7.30	A. M. 7.45	A. M. 7.45	P. M. 1.35	P. M. 3.15	P. M. 3.21	
27.0	Indiana Harbor N. Y. C. 2.4	5.23	5.28	Y6.08	6.08	F7.18	7.33	7.48	7.48	1.37	3.17	3.24	
23.8	Whiting N. Y. C. 3.2	5.26	5.33	6.11	6.11	7.21	7.36	7.52	7.52	1.40	3.21	3.28	
20.0	C. R. Tower Cal. Riv. Bdg. 0.3	5.29	5.42	6.14	6.14	7.25	7.40	7.57	7.57	1.44	3.24	3.32	
19.7	Rock Island Jct. 0.3	5.30	5.43	6.15	6.15	7.26	7.41	7.58	7.58	1.45	3.25	3.34	
19.4	South Chicago 6.0	5.31	5.45	6.16	6.16	7.27	7.42	7.59	7.59	1.46	3.26	3.35	
13.4	Beverly Jct. Penna. Co. 1.6	5.45	6.02	6.30	6.30	7.41	7.56	8.13	8.13	2.00	3.40	3.49	
11.8	79th Street Jct. 0.6	5.47	6.04	6.32	6.32	7.43	7.58	8.14	8.14	2.02	3.42	3.52	
11.2	75th Street Wab. Belt 1.5												
9.7	Sixty-Third Street 1.8	5.50	6.10	6.35	6.35	7.45	8.00	8.17	8.17	2.05	3.45	3.55	
7.9	49th Street Penna. Co. 1.4	5.53	6.13	6.38	6.38	7.48	8.03	8.19	8.19	2.09	3.48	3.59	
6.5	Brighton Park Alton 0.3	5.56	6.18	6.41	6.41	7.52	8.07	8.22	8.22	2.12	3.52	4.02	
6.2	36th Street 0.5												
5.7	Ash Street S. Fe-I. 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	6.04	6.28	6.50	6.50	8.00	8.16	8.30	8.30	2.20	4.00	4.10	
11.0	Forest Park 0.5					7.10							
10.5	Chgo. Grt. West. Jct. 2.4					7.12			8.25				
8.1	Central Ave. 1.2					7.17			8.29				
6.9	Forty-Eighth Ave. 0.3					7.19			8.32				
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					7.24			8.37				
4.2	Rockwell St. C.N.W.-Pa.Co. 0.5												
3.7	Western Ave. Jct. C. & N. W. 0.5	6.05	6.29	6.51	6.51	7.29	8.01	8.17	8.31	8.45	2.21	4.01	
3.2	Robey Yard 0.9												
2.3	Throop Street 0.5	6.07	6.32	6.53	6.53	7.32	8.03	8.19	8.33	8.47	2.23	4.03	
1.8	Halsted Street 0.8	6.09	6.34	6.54	6.54	7.35	8.04	8.20	8.34	8.49	2.25	4.04	
1.0	16th Street Chgo. Riv. Bdg. 1.0												
0.0	Chicago	6.20 A. M.	6.40 A. M.	7.00 A. M.	7.00	7.45 A. M.	8.10 A. M.	8.30 A. M.	8.40 A. M.	8.55 A. M.	2.30 P. M.	4.10 P. M.	

B. & O. C. T. INBOUND

FIRST CLASS										Time Table No. 141 December 2, 1945	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
	7.46								 2.4	
	7.49									Indiana Harbor	27.0
	7.52									N.Y.C. 3.2	
	7.56									Whiting 3.8	23.8
	7.57									N.Y.C. 3.8	
	s7.58									C. R. Tower	20.0
	8.12									Cal. Riv. Bdg. 0.3	19.7
										Rock Island Jct. 0.3	19.4
										South Chicago 6.0	1.34
										Beverly Jct. 1.6	
										Penna. Co.	
	8.16									79th Street Jct. 0.6	11.8
										75th Street 1.5	9.7
	s8.20									Wab. Belt 1.8	7.9
	8.22									Sixty-Third Street 1.4	6.5
	8.25									49th Street 0.8	5.1
										Penna. Co. 0.6	4.6
										Brighton Park 0.7	3.9
										Alton 0.2	
										36th Street 0.5	11.0
										Ash Street 0.5	10.5
										S. Fe-I. C. 2.4	8.1
										26th Street 1.2	6.9
										Ill. Northern 0.3	6.6
										22nd Street 0.8	5.8
										14th Street Jct. 0.4	5.4
										Chgo. Jct. 0.8	4.6
										Forest Park 0.4	4.2
										Chgo. Grt. West. Jct. 0.5	3.7
										Central Ave. 0.9	3.3
										Forty-Eighth Ave. 0.5	2.8
										Forty-Fifth Ave. 0.8	1.8
										Springfield Ave. 0.8	1.0
										St. Louis Ave. 0.4	0.0
										Sacramento Ave. 0.4	
										Rockwell St. 0.5	
										C.N.W.-Pa.Co.	
										Western Ave. Jct. 0.5	3.7
										C. & N. W. 0.9	3.3
										Robey Yard 0.5	2.8
										Throop Street 0.8	1.8
										Halsted Street 0.8	1.0
										18th Street 1.0	0.0
										Chgo. Riv. Bdg.	
										Chicago	
7.09		9.16									
7.13		9.17									
7.15		9.21									
		9.23									
7.18		9.27									
7.22	8.33	9.31									
7.24	8.35	9.33									
7.25	8.36	9.35									
7.30 P. M.	8.45 P. M.	9.50 P. M.									

B. & O. C. T. OUTBOUND

Distance from Chicago	Time Table No. 141 December 2, 1945	FIRST CLASS											
	STATIONS	81	40	56	10	26	6	58	87	71	46	8	32
		SooLine No. 1	B. & O. No. 40	Pere Marq. No. 6	B. & O. No. 10	B. & O. No. 26	B. & O. No. 6	Pere Marq. No. 8	SooLine No. 17	C. G. W. No. 1	B. & O. No. 46	B. & O. No. 8	B. & O. No. 32
	DEPART	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
0.0	Chicago.....	A. M. 1.15	A. M. 2.00	A. M. 8.15	A. M. 10.15	P. M. 3.45	P. M. 4.10	P. M. 5.15	P. M. 5.50	P. M. 7.00	P. M. 8.45	P. M. 10.15	P. M. 10.45
1.0	16th Street.....												
1.8	Chgo. Riv. Bdg. 0.8 Halsted Street.....	1.23	2.03	8.18	10.18	3.48	4.13	5.18	5.53	7.05	8.48	10.18	10.48
2.3	Throop Street.....	1.25	2.05	8.20	10.19	3.49	4.14	5.20	5.54	7.07	8.50	10.20	10.50
3.2	Robey Yard.....												
3.7	Western Ave. Jct. 0.5 C. & N. W.	1.28	2.07	8.22	10.21	3.51	4.16	5.22	5.56	7.09	8.52	10.22	10.52
4.2	Rockwell St. 0.5 C. N. W.-Pa. Co. 0.4												
4.6	Sacramento Ave. 0.8	1.31						5.59	7.11				
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	1.35							6.03	7.14			
8.1	Central Ave. 2.4	1.37							6.05	7.16			
10.5	Chgo. Grt. West. Jct. 0.5	1.40							6.10	7.21			
11.0	Forest Park.....	1.47						6.16					
3.9	14th Street Jct. 0.2 Chgo. Jct. 0.7		2.08	8.23	10.22	3.52	4.17	5.23			8.53	10.23	10.53
4.6	22nd Street.....												
5.1	26th Street.....												
5.7	Ash Street.....												
6.2	Ill. Northern 0.6 S. Fe-I. C. 0.5												
6.2	36th Street.....												
6.5	Brighton Park 0.3 Alton 1.4	2.14	8.30	10.29	3.59	4.24	5.30			9.00	10.30	10.59	
7.9	49th Street.....	2.16	8.33	10.32	4.02	4.27	5.33			9.03	10.33	11.01	
9.7	Penna. Co. 1.8 Sixty-Third Street 1.5	2.18	8.38	10.38	4.08	4.33	5.38			9.08	10.38	11.08	
11.2	75th Street.....												
11.8	Wab. Belt 0.6 79th Street Jct.	2.20	8.40	10.41	4.11	4.36	5.40			9.10	10.40	11.05	
13.4	Beverly Jct. 1.6	2.22	8.42	10.42	4.12	4.37	5.42			9.12	10.42	11.07	
19.4	Penna. Co. 6.0 South Chicago.....	2.34	8.56	10.56	4.26	4.51	5.56			9.26	10.56	11.19	
19.7	Rock Island Jct. 0.3	2.35	8.57	10.57	4.27	4.52	5.57			9.27	10.57	11.20	
20.0	C. R. Tower 0.3 Cal. Riv. Bdg. 3.8	2.36	8.58	10.58	4.28	4.53	5.58			9.28	10.58	11.21	
23.8	Whiting.....	2.39	9.02	11.02	4.32	4.57	6.02			9.32	11.02	11.24	
27.0	N. Y. C. 3.2 Indiana Harbor.....	2.42	9.06	11.05	4.36	5.01	6.06			9.36	11.06	11.27	
29.4	N. Y. C. 2.4 Pine Junction.....	2.45	9.10	11.10	4.40	5.05	6.10			9.40	11.10	11.30	
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

B. & O. C. T. OUTBOUND

FIRST CLASS										Time Table No. 141 December 2, 1945		Distance from Chicago
73	52									STATIONS		
C. G. W. No. 3	Pere Marq. No. 2									DEPART		
DAILY Except Saturday	DAILY											
P. M. 11.00	P. M. 11.30									Chicago	0.0	
										16th Street	1.0	
										Chgo. Riv. Bdg. 0.8	1.8	
										Halsted Street	2.3	
										Throop Street	2.3	
										Robey Yard	3.2	
										Western Ave. Jct. C. & N. W.	3.7	
										Rockwell St	4.2	
										C.N.W.-Pa.Co. 0.4	4.6	
										Sacramento Ave	5.4	
										St. Louis Ave	5.8	
										Springfield Ave	6.6	
										Forty-Fifth Ave	6.9	
										Forty-Eighth Ave	8.1	
										Central Ave	10.5	
										Chgo. Grt. West. Jct. Forest Park	11.0	
										14th Street Jct	3.9	
										Chgo. Jct.	4.6	
										22nd Street	5.1	
										26th Street	5.7	
										Ill. Northern	6.2	
										Ash Street	6.5	
										S. Fe-I. C.	7.9	
										36th Street	9.7	
										Brighton Park	11.2	
										Alton	11.8	
										49th Street	13.4	
										Penna. Co.	19.4	
										Sixty-Third Street	19.7	
										75th Street	20.0	
										Wab. Belt	23.8	
										79th Street Jct.	27.0	
										Beverly Jct.	29.4	
										Penna. Co.		
										South Chicago		
										Rock Island Jct.		
										C. R. Tower		
										Cal. Riv. Bdg.		
										Whiting		
										N. Y. C.		
										Indiana Harbor		
										N.Y.C.		
										Pine Junction		
P. M.	A. M.											

Distance from 79th St	STATIONS	SECOND CLASS TRAINS			
		B. & O. C. T.			
		OUTBOUND		INBOUND	
Time Table No. 141 December 2, 1945					
0.0	79th St. Jct. 2.0				
2.0	95th St. Cross-over 4.1				
6.1	Ill. Brick Yd. Cross-over 0.9				
7.0	Blue Island Jct. 0.9				
7.9	Harvey Jct. 0.7				
8.6	Barr Yd. (Ashland Ave.) 1.0				
9.6	Barr Yd. (Halsted St.) 1.0				
10.6	Riverdale I. C. P. Co. 0.7				
11.3	Dolton C. & W. I. 0.8				
12.1	Chicago Brick Cross-over 2.6				
14.7	Calumet Park P. Co.-M. C.				
16.1	State Line Tower IHB, CIL, Erie, NYCS&L, C&WI. 1.4				
16.4	Hammond 0.3				
16.9	P. F. W. & C. Jct. 0.5				
17.6	Whiting Jct. 0.7				
21.4	Whiting 3.8				
18.2	East Wye Switch 0.6				
18.3	East Chicago 0.1				
18.8	Republic I.H.B. 0.5				
19.4	Calumet E.J.E., I.H.B. 0.6				
21.7	Clarke Jct. E.J.E., I.H.B. 2.3				
22.1	Pine Jct. P. Co. 0.4				

Chicago Heights Branch					
Distance from Harvey Jct.	STATIONS	SOUTHBOUND		NORTHBOUND	
Time Table No. 141 December 2, 1945					
0.0	Harvey Jct. 0.7				
0.7	North Harvey I. H. B. 0.2				
0.9	Posen Jct. 0.6				
1.5	St. Paul Jct. 0.6				
2.1	West Harvey 1.1				
3.2	Harvey G. T. 0.4				
3.6	Phoenix 3.0				
6.6	Berg 0.9				
7.5	Thornton 0.5				
8.0	Glenwood 1.2				
9.2	McDonald Siding 1.9				
11.1	Chicago Heights C. H. T. T. 5.3				
16.4	Faithorn				

SCHEDULE B. & O. Fast Freight Trains

Distance from Pine Jct.	STATIONS	INBOUND					OUTBOUND				
		289	299	295	297	297	292	296	294	294	294
		B. & O. No. 89	B. & O. No. 99	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	B. & O. No. 94C	B. & O. No. 94R
Time Table No. 141 December 2, 1945											
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. 8.00	A. M. 1.30	A. M. 2.00	A. M. 2.15
3.8	East Chicago	3.00	1.15	11.00		11.15	11.00 10.30	7.45 6.40		1.45 12.35	2.00 1.15
18.5	Barr Yard	3.30 3.45	1.45	11.30 11.45		11.45 12.00	10.05	6.15		12.10	12.55
15.1	Blue Island Jct.	3.50	2.05	11.50		12.05	10.00	6.10		11.50	12.50
16.5	Rock Island Jct.				11.25				1.00		
22.1	79th St. Jct.	4.05	2.35	12.05	11.50	12.20	9.45	5.55	12.30	11.30	12.30
27.3	Brighton Park	4.15	2.55 3.10		12.05 12.25	12.40					
32.5	Glenn			12.45		1.00				10.15	10.30
30.7	Robey	4.45 A. M.	3.30 P. M.	A. M.	12.45 A. M.	A. M.	8.45 A. M.	4.30 P. M.	9.30 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 fillout.
 With reference to the above schedule which is for the information of trainmen, engineers, 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. 141 December 2, 1945	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. 10	A. M. 16	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
.....	Argo.....	6.02	7.03	7.13	9.34	11.30	1.41	4.57	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	11.35	1.44	5.00	9.01	9.16			
7.9	Brighton Park.....	6.13	s 7.17	7.27	s 9.52	11.45	1.51	5.07	9.08	9.23			
10.5	Halsted Street.....	6.20	s 7.23	7.33	s 10.00	11.51	1.56	5.13	9.15	9.28			
11.3	Ft. Wayne Jct.....	6.23	7.27	7.37	10.05	11.53	1.59	5.16	9.20	9.31			
13.1	Chicago.....	6.30	7.35	7.45	10.15	11.59	2.08	5.20	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. 141 December 2, 1945	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. 141 December 2, 1945	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.....	11	19		1.30	4.50	5.20	5.50	6.55	11.30	11.59
1.8	Ft. Wayne Jct.....	8.31	8.36	11.51	1.36	4.56	5.26	5.56	7.01	11.36	12.05
2.6	Halsted Street.....	8.32	f 8.38	11.52	s 1.38	4.57	s 5.28	s 5.58	7.03	11.37	12.07
5.2	Brighton Park.....	8.38	f 8.43	11.56	s 1.44	5.01	s 5.32	s 6.03	7.08	11.42	12.12
10.3	Glenn.....	8.41	f 8.50	12.01	s 1.52	5.06	s 5.38	f 6.11	7.14	11.47	12.19
11.9	Summit.....		s 8.53	101	s 1.54	s 5.40	s 6.13			12.21
13.1	Argo.....	8.44	8.56	12.04	1.57	5.09	s 5.42	6.16	7.17	11.50	12.23
		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

ALTON OUTBOUND

Distance from Chicago	Time Table No. 141 December 2, 1945	SECOND CLASS									
		7	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.....			1							
10.3	Glenn.....	10.00	10.30	12.02	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.			

ALTON INBOUND

FIRST CLASS

DATE	TIME	FROM	TO	CLASS	FARE	NAME	INITIALS	AGE	SEX	STATUS	REMARKS

ALTON INBOUND

SECOND CLASS

DATE	TIME	FROM	TO	CLASS	FARE	NAME	INITIALS	AGE	SEX	STATUS	REMARKS

ALTON OUTBOUND

THIRD CLASS

DATE	TIME	FROM	TO	CLASS	FARE	NAME	INITIALS	AGE	SEX	STATUS	REMARKS

ALTON OUTBOUND

SECOND CLASS

DATE	TIME	FROM	TO	CLASS	FARE	NAME	INITIALS	AGE	SEX	STATUS	REMARKS

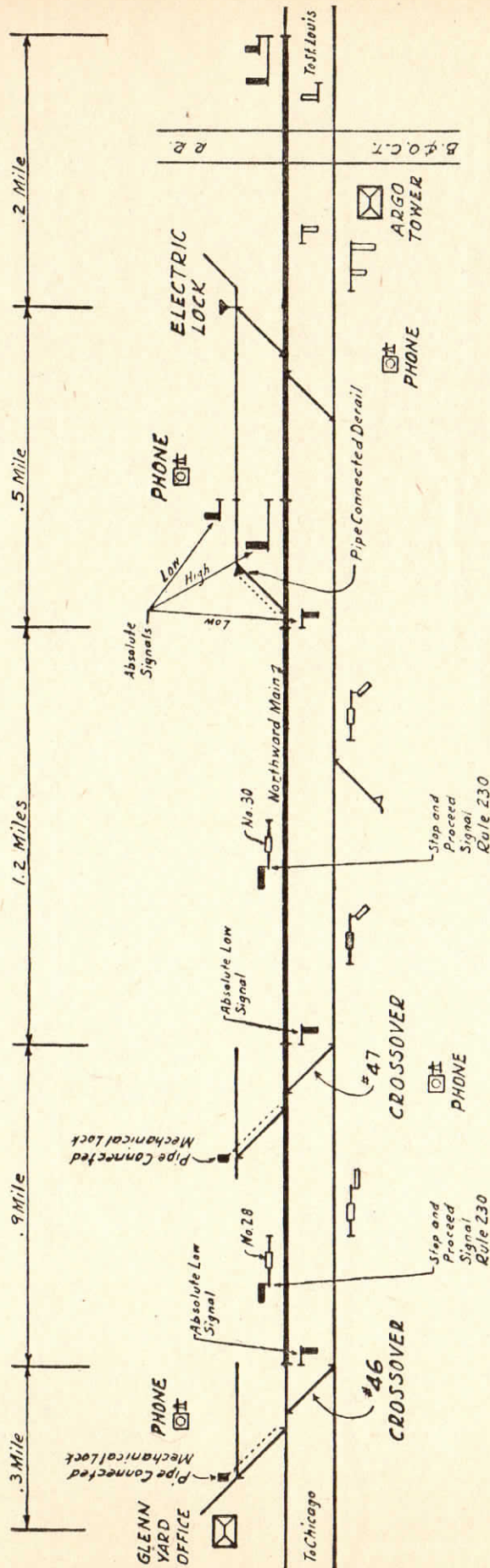
THE BATTLE OF
 BATTLE OF BUNDSBURG, VA. 1862
 THE BATTLE OF BUNDSBURG, VA. 1862



1862. The Battle of Bundsburg, Virginia, was a tactical victory for the Union Army. It was fought on September 10, 1862, during the American Civil War. The battle was a result of the Union Army's successful campaign in the Shenandoah Valley. The Union Army, led by General John Pope, defeated the Confederate Army, led by General Robert E. Lee. The battle was a significant event in the war, as it demonstrated the Union Army's ability to defeat the Confederate Army in a conventional battle. The Union Army's victory at Bundsburg allowed them to advance further into the Shenandoah Valley, and it was a major blow to the Confederate Army's morale. The battle was a tactical victory for the Union Army, as it allowed them to capture the town of Bundsburg and to advance further into the Shenandoah Valley. The battle was a significant event in the war, as it demonstrated the Union Army's ability to defeat the Confederate Army in a conventional battle. The Union Army's victory at Bundsburg allowed them to advance further into the Shenandoah Valley, and it was a major blow to the Confederate Army's morale. The battle was a tactical victory for the Union Army, as it allowed them to capture the town of Bundsburg and to advance further into the Shenandoah Valley.

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

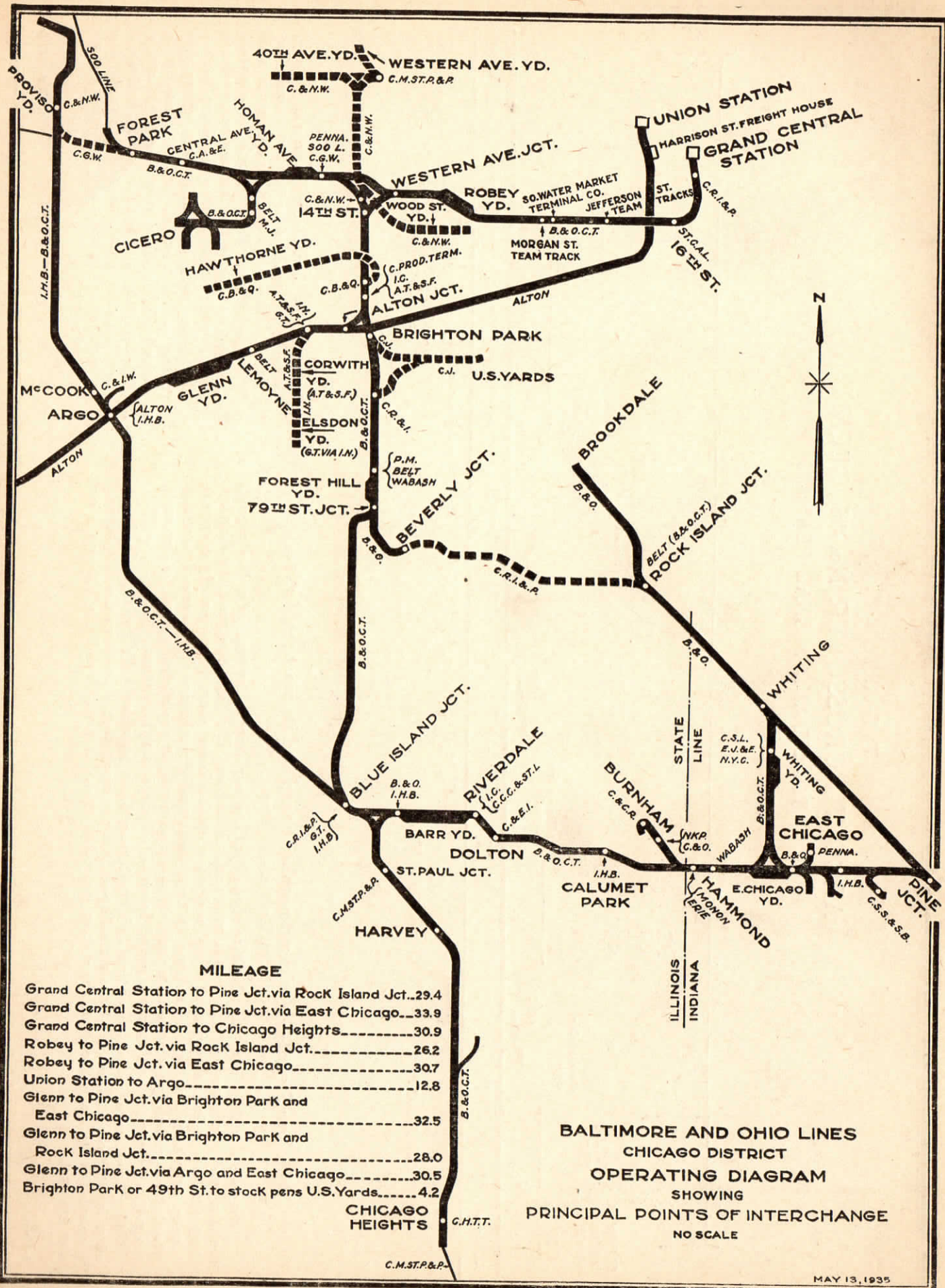


Absolute Signal—is without number board and its most restrictive indication is stop.

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.



MILEAGE

Grand Central Station to Pine Jct.via Rock Island Jct.	29.4
Grand Central Station to Pine Jct.via East Chicago	33.9
Grand Central Station to Chicago Heights	30.9
Robey to Pine Jct.via Rock Island Jct.	26.2
Robey to Pine Jct.via East Chicago	30.7
Union Station to Argo	12.8
Glenn to Pine Jct.via Brighton Park and East Chicago	32.5
Glenn to Pine Jct.via Brighton Park and Rock Island Jct.	28.0
Glenn to Pine Jct.via Argo and East Chicago	30.5
Brighton Park or 49th St.to stock pens U.S.Yards	4.2

BALTIMORE AND OHIO LINES
CHICAGO DISTRICT
OPERATING DIAGRAM
 SHOWING
PRINCIPAL POINTS OF INTERCHANGE
 NO SCALE