

2237

**DON'T
GET
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THE BALTIMORE & OHIO CHICAGO TERMINAL
RAILROAD COMPANY

SAFETY ABOVE EVERYTHING

145

TIME-TABLE No. 145

EFFECTIVE 12.01 A. M.
CENTRAL STANDARD TIME

SUNDAY, SEPT. 29, 1946

L. E. THORNTON,
Superintendent

BALTIMORE & OHIO CHICAGO TERMINAL

SUPERINTENDENT

L. E. THORNTON

ASST. SUPERINTENDENT

C. K. STRADER

TRAIN MASTERS

E. M. MCCUEN
C. E. BERTRAND, Assistant

GENERAL YARD MASTERS

C. M. HAUGH
J. A. CRINION
C. M. HENDERSON

ROAD FOREMAN OF ENGINES

E. L. REEVES

MASTER MECHANIC

G. W. SHORT

GENERAL ROUNDHOUSE FOREMAN

D. A. DALEY

DISTRICT CLAIM AGENT

R. D. STEED
Triangle 6522

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. L. RAINES
G. E. CARLBURG

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. HARRY E. MOCK, JR., 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. 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.

COMPANY'S SURGEONS—Continued

For B. & O. C. T.—Continued

CHICAGO,
ILL.

DR. CLARENCE A. NORBERG, 122 S. Michigan Ave. Phone Harrison 6854, or St. Luke's Hospital, Telephone Harrison 5000.
DR. HARLEY E. KIMBLE, 327 W. 76th Street. Phone Hudson 3036, Residence Phone Triangle 1292.
DR. LAWRENCE D. RYAN, 4458 W. Madison St. Phone Austin 9800, Residence Phone Lincoln 3755.

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, 2449 W. High St. Telephone Blue Island 82.
DR. R. WENDELL VANCE, Office and Residence, 12956 Greenwood Ave. Telephone Blue Island 131.

HARVEY, ILL. ...

DR. A. B. ANDERSON, Security Building, 182 E. 154th St. Telephone Harvey 145.

MEDICAL AND SURGICAL SERVICE—Continued

COMPANY'S SURGEONS—Continued

For B. & O. C. T.—Continued

- 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.
- 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.
DR. HUGH A. KUHN, Oculist, 112 Rimbach St. Telephone Hammond 435.
- 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. 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.

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.
- BLUE ISLAND, ILL. ...** { ST. FRANCIS HOSPITAL. Telephone Blue Island 2320.
- HAMMOND, IND.** { ST. MARGARET'S HOSPITAL, 38 Clinton St. Telephone Hammond 228.
- SO. CHICAGO, ILL.** { SOUTH SHORE HOSPITAL, 8015 Luella Ave. Telephone South Shore 0810.

FIRST AID

B. & O. C. T.

- 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.

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 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 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.

FULLER NANCE, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS

1 Superiority of Trains

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

The term "Outbound" signifies trains moving from Grand Central 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.

CHARLES H. BERN, Union Station, 5116 Wentworth Ave.

JULIUS S. SCHERER, Room 203, Transportation Bldg., 608 S. Dearborn St.

CHICAGO

B. & O. C. T.

GEORGE H. TUCKER, 731 W. 47th St.

COLE & YOUNG, 9144 Commercial Ave., South Chicago.

EAST CHICAGO, IND.

B. & O. C. T.

FRIEDMAN JEWELERS, 809 W. Chicago Ave.

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
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

3 Standard Clocks, Bulletin Boards and Train Registers

(Located as indicated by "x")

(Continued)

	Standard Clock	Bulletin Board	Train Register
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-W
ROCK ISLAND JUNCTION			
Train Director's Office.....			X
CHICAGO HEIGHTS			
Agent's Office.....			X
W—Watch comparison only.			

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.

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.

SPECIAL INSTRUCTIONS—Continued

5 Speed Restrictions

LIMITS	CLASS OF SERVICE		
	Passenger 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—	50	50	30
Around reverse curve at Robey Yard between Wood Street and Leavitt Street in both directions—	40	40	30
Through interlocking limits, 49th St.	35	35	30
Through Interlocking Limits, 16th Street (Chicago River Bridge); IN, 26th St.; Beverly Jct.	20	20	20
Outbound main through crossover and turnouts at 79th Street.	30	30	30
Through crossover and turnouts 79th St. Jct. on inbound from Blue Island and between 14th Street and Western Ave. Jct. in Both Directions.	15	15	15
Rock Island Jct. to Pine Jct. except as noted below.	65	40	30
B. & O. and N. Y. C. Connections Pine Jct.	20	20	20
Over Indiana Harbor Ship Canal Bridge	50	50	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 except as noted below—	40	40	30
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. except as noted below—	40	40	30
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.	25	25	25
Within City Limits of East Chicago.	10	10	10
Q4, Q4A, Q4B, T3, T3A Class Engines Operating over Canal Bridge, 357D tower just east of Republic tower.	15	15	15
Harvey Jct. and Chicago Heights except as noted below—	40	40	30
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

5 Speed Restrictions—(Continued)

LIMITS	CLASS OF SERVICE		
	Passenger and express trains	Passenger and express trains handled by freight engines, fast freight trains	Slow freight, local, pickup and work trains
Through crossovers and turnouts unless otherwise specified.	8	8	8

Maximum Speed of Light Engines

	Forward	Backward
Diesel Engines (except as noted below).	40	25
Diesel Switch and Transfer Engines.	40	40
All Steam Engines (except as noted below).	40	25
All Engines without engine or pony trucks.	25	25

At speed posts on Division where stated speed is lower than that shown above, it will govern.
All trains and engines operating over the Whiting Branch will run at restricted speed.
Work trains, and relief trains consisting of steam derrick 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.

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

Rules 251 to 254, inclusive, are in effect between Polk St. and Westbound Home Signal, CGW Junction Interlocking,

Between Western Ave. Junction and Beverly Junction, between Rock Island Junction and Pine Junction, between Clark Junction and PFW&C Junction, Hammond, between Home Signal Riverdale to inbound Home Signal Blue Island Junction and on outbound main between 119th St. and outbound Home Signal Riverdale, except as noted below.

Between Western Ave. Junction and Francisco Ave. 4/10 mile west of Rockwell St. in both directions and on the Chicago Heights Branch where trains will move on Train Order authority only.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

251. On portions of the railroad, and on designated tracks so specified on the time-table, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

252. The movement of trains will be controlled by the train dispatcher, who will issue instructions to signalmen when required.

252 (A). When a train approaches an interlocking station or train order station where passing sidings are located, the operator will report the train approaching to the Train Dispatcher, giving his office call, train or engine number and direction, when practicable. This may be done as train strikes the distant indicator, whereupon Train Dispatcher will instruct whether train shall be permitted to keep main or take siding by using the word "Main" which is authority for trains to proceed on main track, and the word "Siding" which is authority to run the train on siding.

When interlocking or block stations are not equipped with indicators, operators will report to Train Dispatcher as soon as train enters the block in rear. At passing sidings where block station is so located that proper instructions cannot be given trains at that point to take siding, notice will be given at block station in advance.

Permission will be received from the Train Dispatcher before second class, third class and extra trains are allowed to proceed on main track. Should a train desire to enter a siding it may be permitted to do so, even though the Train Dispatcher may have instructed that it shall be allowed to proceed on the main track.

253. A train having work to do which may detain it more than five minutes or is not in condition to make average speed, must obtain permission from the signalman at the last station at which there is a siding before entering the block in which work is to be done. The signalman must obtain authority to give this permission from the Train Dispatcher.

254. Except as affected by Rules 251 to 253, inclusive, all Block Signal Rules and Train Rules remain in force.

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 effect between Polk St. and westbound home signal, C. G. W. Jet. interlocking, except there are no automatic signals governing 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.

AUTOMATIC BLOCK SYSTEM RULES

505. Block signals, cab signals, or both, govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

When trains make movement against current of traffic and no signals provided, Rules 305 to 377 will be effective.

505 (A). Where an interlocking is in use in automatic block signal territory, interlocking rules govern movements through the interlocking. Interlocking home signals will also be used as block signals.

505 (B). Lights must be used upon all block signals whenever conditions require their use.

Enginemen and Trainmen

508. Unless otherwise provided, block signals for a track apply only to trains or engines moving with the current of traffic on that track.

509. Except as provided in Rules 509 (A), 509 (B) and 509 (C), when a train is stopped by a Stop-indication, it must stay until authorized to proceed, and will then proceed at restricted speed to the next signal, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

509 (A). In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic block signal indicating Stop (Rule 292), a member of the crew will examine switches, if any, including both ends of cross-overs in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed at restricted speed to the next signal.

509 (B). On track that is signaled in both directions, when a train is stopped by an absolute signal indicating Stop, the conductor or engineman will communicate with the Train Dispatcher, and upon receiving an order from him that there is no opposing train within the block, the train will then proceed at restricted speed to the next signal. Train receiving a Stop-indication at intermediate signals, after having received an order from the Train Dispatcher that no opposing train is occupying the block, will stop and then proceed at restricted speed to the next signal.

509 (C). When a train on track that is signaled in both directions is stopped by a Stop-indication (Rule 292), where communication is lost or not provided, if superiority permits, it may proceed preceded by a flagman a sufficient distance to insure protection, to the next point of communication, or until he can see the next block signal in advance indicating in the approach or clear position, when the flagman may be taken up and the train proceed to that signal at restricted speed.

509 (D). When a train is stopped by a stop and proceed indication (Rule 291) on signal designated by sign "TUNNEL SIGNAL," it may, after waiting 5 minutes, proceed at restricted speed to the next signal.

510. When a train is stopped by a block signal which is evidently out of order, unless otherwise provided, the fact must be reported to the Train Dispatcher.

510 (A). When it is observed that an automatic signal fails to display its proper indication after any part of a train has entered the block, a flagman must be left at the signal to notify approaching trains until relieved by a signal maintainer or other competent employe, and the fact reported to the Train Dispatcher from the first open telegraph office.

511. Both switches of a cross-over, or a single main track switch and its associated siding derail must be properly set before a train or engine starts to make a cross-over or turn-out movement, and the movement must be completed before either of the switches or derail is restored to the normal position.

512. A train must not cross over at any point and proceed on another track with the current of traffic without permission from the signalman, nor against the current of traffic without orders from the Train Dispatcher.

513. Before a train or engine enters on or fouls a main track or crosses from one main track to another, trainmen will open

SPECIAL INSTRUCTIONS—Continued

9 Spacing Trains—Concluded

the switch and wait three (3) minutes before fouling the main track.

To expedite their own movement, the switch should be opened immediately after the passage of any train they expect to follow.

This will not relieve employes from the duty of promptly and properly protecting the movement.

513 (A). When trains meet at a passing siding on single track, hand-operated switch will be thrown as soon as the rear of train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will then be governed by the indication displayed by the automatic signal.

514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal.

A train or engine having accepted a clear indication and is delayed in the block, must proceed at restricted speed to the next signal.

515. A train or engine having passed beyond the limits of a block must not back into that block, except under protection as prescribed in Rule 99, or upon orders of the Train Dispatcher.

516. When a block signal is taken out of service the arm— if of semaphore type—must be removed and no light will be displayed at night. If of color position light type, the housing for colored lights will be set parallel to the track or covered.

517. Cars placed on sidings equipped with derails must be placed clear of derails and insulated rail joints. Where derails are not provided, cars must be placed clear of fouling point and insulated rail joints.

518. No attempt shall be made to open switches which are electrically locked, unless the indicator displays clear.

519. Excessive use of sand at any point is prohibited, and its use must be restricted to actual necessity in automatic signal territory.

10 Fixed Signals

At 49th Street Northbound trains using the Firestone industrial lead will receive MEDIUM ROUTE SIGNAL RULE 291.

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.

All crews before entering main track from P.M. Siding, 74th Street, must secure permission from the towerman at 75th Street.

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 enginemen 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.

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

SPECIAL INSTRUCTIONS—Continued

11A Special Rules—Concluded

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.

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.

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. In the event of accident or unusual delay conductors or others in 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 Jet. and Beverly Jet. are operated under rules and time tables of the C. R. I. & P. Ry. Outbound

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

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

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. 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."

SPECIAL INSTRUCTIONS—Continued

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 Jet. will stop to clear the N. Y. C., Belt and C. R. I. & P. crossings and not proceed until they receive permission from operator at C. R. Tower.

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 Jet. 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 Jet., with the home target in stop position, will stop west of the Industrial Highway (near the telephone) and call the towerman at Clarke Jet. 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.
Water only at Sacramento Avenue, 54th Ave. (Cicero), 63rd St., Barr Yard, Whiting, South Chicago (90th St.), Chicago Heights.

20 Whistle Signals

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

Inbound — — — — —
Outbound — — — — —

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., 87th 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

SPECIAL INSTRUCTIONS—Continued

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.”

They are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, cars, or other equipment while passing under these overhead structures or wire crossings.

The following is the maximum height and width of cars and lading (single car loads) that can be handled over main and throughfare tracks of the B&OCT RR and B&O RR west of Pine Jet.

	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"
Roosevelt Rd., Chgo., Viaduct Main tracks	" 19' 10"
Paulina St. CRT overhead	" 19' 8"
46th Ave., Main Line and East Wye Belt overhead	" 16' 10"
Laramie Ave. Viaduct	" 21' 5"
18th St. and 19th St., CB&Q overhead	" 17' 0"
21st Street CRT overhead	" 20' 7"
49th St., CR&I, IHB and GTW overhead	" 18' 6"
Rock Island Jct., NYC and PRR overhead B&O and CRI&P	17' 2"
Calumet River Bridge, South Chicago	B&O 21' 6"
Indiana Harbor overhead Viaduct	" 21' 0"
Indiana Harbor Ship Canal Bridge	" 20' 10"
Pine Jct., EJ&E overhead main tracks	" 20' 0"
Pine Jct., EJ&E overhead	B&OCT 20' 4"
State Line, Calumet River	" 20' 4"
Burnham Ave. Viaduct	" 21' 0"
Riverdale, IC overhead	" 19' 5"
Barr Yard, Halsted St. Viaduct	" 19' 0"
Harvey Jct. Coal Station, EB Main	" 21' 6"
Blue Island Jct., CRI&P overhead	B&OCT 17' 3"
West Harvey, Wyman Gordon Viaduct	" 21' 6"
Harvey, IC overhead	" 19' 7"
McDonald, C&EI overhead	" 15' 10"
Chicago Heights, MC and EJ&E overhead	" 16' 2"
Pulaski Rd. Viaduct	" 21' 0"
McCook Drainage Canal Bridge	" 19' 7"
McCook, Desplaines River Bridge	" 21' 4"
LaGrange, CB&Q overhead	IHB 16' 9"
Broadview, IC overhead	IHB 17' 1"
Broadview, Roosevelt Rd. Viaduct	IHB 21' 0"
Van Buren St., CRT overhead	PRR and C&NW 15' 10"
Lake St. CRT overhead	PRR and C&NW 15' 6"
Lake St., C. R. T. structure, restrict top width to 5' 0" on	C&NW at 16' 0"
Whiting Branch, Canal Bridge	B&OCT 21' 4"
Whiting Branch, Sinclair Viaduct	" 20' 10"
Halsted St. to Madison St. (Alton Frt. Hse.)	Alton 15' 6"
21st St. to Union Station joint Alton-PRR	CUS Co. 16' 0"
Pulaski Rd. Viaduct	Alton 20' 10"
Harlem Ave. Viaduct	" 21' 1"

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' 9"	"	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.

Outbound main signifies trains moving from Grand Central 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	"
Dolton 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	"
Tod Ave.—Box on pole	"
McCook Ave. North, West Wye—Box on pole	"
McCook Ave. North, East Wye—Box on pole	"
Calumet Tower	"

SPECIAL INSTRUCTIONS—Continued

Location	Connects with
Parish Ave. Yard—Box on pole—West End	
Receiving Yard.....	Dispatcher
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.....	"
Argo—Tower.....	"

C. R. I. & P.

Gresham Tower.....	Dispatcher
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



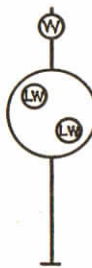




U—Stop on signal to receive passengers for New York.
Y—Stop to discharge passengers from Youngstown and East.

SPEED TABLE For Information Only


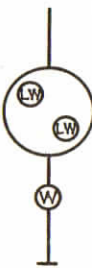




Time Per Mile	MPH	Time Per Mile	MPH	Time Per Mile	MPH
0 min. 45 sec.	80.0	1 min. 10 sec.	51.0	2 min. 10 sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		

COLOR POSITION LIGHT SIGNALS

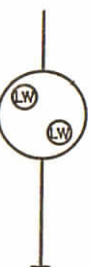
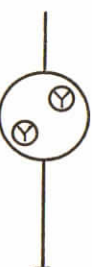
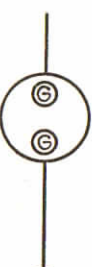

NORMAL ROUTE

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					<p style="text-align: center;">ASPECT LEGEND</p> <ul style="list-style-type: none"> Ⓡ - Red Light ⓁⓌ - Lunar White Light Ⓨ - Yellow Light ⓐ - Green Light Ⓦ - White Light (Marker) Ⓜ - Metal Disc (Permissive Marker) <p>Note: Rules 281, 282, 283, 285, 285A, 286, 287, 289, 289A, 290, 291, 291A, and 292 apply to Semaphore type, Interlocking and Automatic signals, displaying similar aspects.</p> <p>Semi-automatic and Absolute signals are not equipped with number boards.</p> <p>Other Automatic signals are equipped with number boards.</p>
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	

SEMAPHORE SIGNALS

NORMAL ROUTE

Day and Night Aspects			
Indication	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 medium speed.	Proceed
Name	Approach	Approach Medium	Clear
	Rule 285	Rule 282	Rule 281

MEDIUM ROUTE

Day and Night Aspects					<p style="text-align: center;">ASPECT LEGEND</p> <p style="text-align: center;">(R) - Red Light (G) - Green Light (Y) - Yellow Light (LW) - Lunar White Light</p> <p>Note: Rules 281, 282, 283, 283A, 283B, 284, 285, 286, 287, 288, 289, 289A, 290, 291 and 292 apply to Color Position Light type, Interlocking and Automatic signals displaying similar aspects.</p> <p>Semi-automatic and Absolute signals are not equipped with number boards. Other Automatic signals are equipped with number boards.</p>
Indication	Stop, then 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.	Approach next signal prepared to stop. Train exceeding medium speed must at once reduce to that speed and must not exceed 20 M.P.H. within interlocking limits.	Proceed; medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal. Block clear.	
Name	Stop and Proceed	Medium Approach	Fixed Distant Signal	Medium Clear	
	Rule 291	Rule 286	Rule 285A	Rule 283	

SLOW ROUTE

Day and Night Aspects			
Indication	Proceed at restricted speed until entire train passes next 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 Clear	Stop
	Rule 290	Rule 287	Rule 292

B. & O. C. T. INBOUND

Distance from Chicago	Time Table No. 145 September 29, 1946	FIRST CLASS										
	STATIONS	31	57	9	18	45	5	25	72	15	53	7
		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	Pere Marq. No. 3	B. & O. No. 7
	ARRIVE	DAILY Except Tuesday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY
29.4	Pine Junction.....	A. M. 5.20	A. M. 5.25	A. M. 6.20	A. M.	A. M. 7.05	A. M. 7.15	A. M. 7.30	A. M.	P. M. 1.35	P. M. 2.15	P. M. 2.35
27.0	Indiana Harbor..... N.Y.C. 3.2	5.23	5.28	Y6.22	.....	7.08	7.18	7.33	.....	1.37	2.18	2.37
23.8	Whiting..... N. Y. C. 3.8	5.26	5.33	6.25	.....	7.11	7.21	7.37	.....	1.40	2.22	2.41
20.0	C. R. Tower..... Cal. Riv. Bdg. 0.3	5.29	5.38	6.28	.....	7.14	7.24	7.41	.....	1.44	2.26	2.44
19.7	Rock Island Jct..... 0.3	5.30	5.39	6.29	.....	7.15	7.25	7.42	.....	1.45	2.27	2.45
19.4	South Chicago..... 6.0	5.31	s5.41	s6.30	.....	s7.16	s7.26	s7.43	.....	s1.46	s2.29	s2.46
13.4	Beverly Jct..... Penna. Co. 1.6	5.45	5.59	6.44	.....	7.30	7.40	7.57	.....	2.00	2.43	3.00
11.8	79th Street Jct..... 0.6	5.47	6.01	6.46	.....	7.32	7.42	7.59	.....	2.02	2.47	3.02
11.2	75th Street..... Wab. Belt 1.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.7	Sixty-Third Street..... 1.8	5.50	s6.05	s6.50	.....	s7.35	s7.45	s8.02	.....	s2.05	s2.51	s3.05
7.9	49th Street..... Penna. Co. 1.4	5.53	6.08	6.53	.....	7.38	7.48	8.05	.....	2.09	2.54	3.08
6.5	Brighton Park..... Alton 0.3	5.56	6.12	6.56	.....	7.42	7.52	8.08	.....	2.12	2.57	3.12
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	6.20	7.05	.....	7.50	8.01	8.16	.....	2.20	3.05	3.20
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	6.21	7.06	7.29	7.51	8.02	8.17	8.45	2.21	3.06	3.21
3.2	Robey Yard..... 0.9	.....	.....	.....	59	.....	.....	.....	.....	.....	.....	.....
2.3	Throop Street..... 0.5	6.07	6.23	7.08	7.32	7.53	8.04	8.19	8.47	2.23	3.08	3.23
1.8	Halsted Street..... 0.8	6.09	6.24	7.09	7.35	7.54	8.05	8.20	8.49	2.25	3.09	3.24
1.0	16th Street..... Chgo. Riv. Bdg. 1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.0	Chicago.....	6.20 A. M.	6.30 A. M.	7.15 A. M.	7.45 A. M.	8.00 A. M.	8.15 A. M.	8.25 A. M.	8.55 A. M.	2.30 P. M.	3.15 P. M.	3.30 P. M.

B. & O. C. T. INBOUND

FIRST CLASS										Time Table No. 145 September 29, 1946	Distance to Chicago
74	55	2								STATIONS	
C. G. W. No. 4	Pere Marq. No. 5	Soo Line No. 2									
DAILY Except Sunday	DAILY	DAILY								ARRIVE	
P. M.	P. M.	P. M.								Pine Junction	29.4
	7.17									Indiana Harbor	27.0
	7.20									N. Y. C.	23.8
	7.23									Whiting	20.0
	7.26									N. Y. C.	19.7
	7.27									C. R. Tower	19.4
	7.28									Cal. Riv. Bdg.	1.34
	7.42									Rock Island Jct.	0.3
										South Chicago	6.0
										Beverly Jct.	1.6
										Penna. Co.	0.3
										79th Street Jct.	0.6
	7.45									75th Street	1.5
										Wab. Belt	1.8
	7.50									Sixty-Third Street	1.8
										49th Street	1.4
	7.53									Penna. Co.	0.3
										Brighton Park	0.5
	7.56									Alton	0.6
										36th Street	0.5
										Ash Street	0.6
										S. Fe-l. C.	0.5
										26th Street	0.7
										Ill. Northern	0.2
										22nd Street	0.2
										14th Street Jct.	0.5
	8.04									Chgo. Jct.	0.5
										Forest Park	0.5
		9.16								Chgo. Grt. West. Jct.	2.4
										Central Ave.	1.2
		9.17								Forty-Eighth Ave.	0.3
		9.21								Forty-Fifth Ave.	0.8
		9.23								Springfield Ave.	0.4
										St. Louis Ave.	0.8
										Sacramento Ave.	0.4
										Rockwell St.	0.5
										C.N.W.-Pa. Co.	0.5
										Western Ave. Jct.	0.5
		9.31								C. & N. W.	0.9
										Robey Yard	0.9
		9.33								Throop Street	0.5
		9.35								Halsted Street	0.8
										16th Street	1.0
										Chgo. Riv. Bdg.	1.0
										Chicago	0.0
	7.35 P. M.	8.15 P. M.	9.50 P. M.								

B. & O. C. T. OUTBOUND

Distance from Chicago	Time Table No. 145 September 29, 1946	FIRST CLASS										
	STATIONS	1	40	10	56	26	6	58	17	71	46	8
	DEPART	SooLine No. 1	B. & O. No. 40	B. & O. No. 10	Pere Marq. No. 6	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
		DAILY	DAILY Except Monday	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
0.0	Chicago.....	A. M. 1.15	A. M. 2.00	A. M. 10.40	A. M. 10.50	P. M. 4.00	P. M. 4.30	P. M. 4.50	P. M. 5.50	P. M. 7.00	P. M. 8.45	P. M. 10.30
1.0	16th Street.....			56	10							
1.8	Chgo. Riv. Bdg. 0.8											
1.8	Halsted Street.....	1.23	2.03	10.43	10.53	4.03	4.33	4.54	5.53	7.05	8.48	10.33
2.3	Throop Street.....	1.25	2.05	10.44	10.54	4.04	4.34	4.57	5.54	7.07	8.50	10.34
3.2	Robey Yard.....											
3.7	Western Ave. Jct. 0.5 C. & N. W.	1.28	2.07	10.46	10.56	4.06	4.36	4.59	5.56	7.09	8.52	10.36
4.2	Rockwell St. 0.5											
4.6	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										
8.1	Central Ave. 2.4	1.37							6.03	7.14		
10.5	Chgo. Grt. West. Jct. 0.5	1.40							6.05	7.16		
11.0	Forest Park.....	1.47							6.10	7.21		
8.9	14th Street Jct. 0.2											
4.6	Chgo. Jct. 0.7		2.08	10.47	10.57	4.07	4.37	5.00			8.53	10.37
5.1	22nd Street.....											
5.1	26th Street.....											
5.7	Ill. Northern Ash Street.....											
6.2	B. Fe-I. C. 36th Street.....											
6.5	Brighton Park.....											
7.9	Alton 49th Street.....		2.14	10.55	11.04	4.16	4.46	5.08			9.00	10.45
9.7	Penna. Co. Sixty-Third Street.....		2.16	10.58	11.07	4.18	4.48	5.11			9.03	10.48
11.2	75th Street.....		2.18	\$11.03	\$11.11	\$4.23	\$4.54	\$5.15			\$9.08	\$10.53
11.8	Wab. Belt 79th Street Jct.....		2.20	11.05	11.13	4.25	4.57	5.18			9.10	10.55
13.4	Beverly Jct. Penna. Co. 5.0		2.22	11.06	11.15	4.27	4.59	5.20			9.12	10.56
19.4	South Chicago.....		2.34	\$11.20	\$11.29	\$4.41	\$5.13	\$5.34			\$9.26	\$11.10
19.7	Rock Island Jct. 0.3		2.35	11.21	11.31	4.42	5.14	5.35			9.27	11.11
20.0	C. R. Tower Cal. Riv. Bdg. 3.8		2.36	11.22	11.32	4.43	5.15	5.36			9.28	11.12
23.8	Whiting.....		2.39	11.26	11.36	4.47	5.19	5.40			9.32	11.16
27.0	N. Y. C. Indiana Harbor.....		2.42	\$11.30	\$11.40	4.52	5.22	5.43			\$9.36	\$11.20
29.4	N. Y. C. Pine Junction.....		2.45	11.35	11.45	4.55	5.25	5.45			9.40	11.25
		A. M.	A. M.	A. M.	A. 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. 145 September 29, 1946	Distance from Chicago
32	73	52								STATIONS	
B. & O. No. 32	C. G. W. No. 3	Pere Marq. No. 2								DEPART	
DAILY	DAILY Except Saturday	DAILY									
P. M. 10.45	P. M. 11.00	P. M. 11.30								Chicago.....	0.0
										1.0	
										16th Street.....	1.0
										Chgo. Riv. Bdg. 0.8	1.8
10.48	11.08	11.36								Halsted Street.....	2.3
										Throop Street.....	2.3
10.50	11.05	11.38								Robey Yard.....	3.2
										Western Ave. Jct. C. & N. W.	3.7
10.52	11.07	11.41								Rockwell St.	4.2
										C.N.W.-Pa.Co. 0.4	4.6
	11.09									Sacramento Ave.	4.6
										St. Louis Ave.	5.4
										Springfield Ave.	5.8
										Forty-Fifth Ave.	6.6
										Forty-Eighth Ave.	6.9
	11.12									Central Ave.	8.1
	11.15									Chgo. Grt. West. Jct. 0.5	10.6
	11.24									Forest Park.....	11.0
										14th Street Jct.	3.9
10.53		11.42								Chgo. Jct.	4.6
										22nd Street.....	5.1
										26th Street.....	5.7
										Ill. Northern 0.6	6.2
										Ash Street.....	6.5
										S. Fe-I. C. 0.5	7.9
										36th Street.....	9.7
										Brighton Park.....	11.2
10.59		11.48								Alton 1.4	11.8
11.01		11.51								49th Street.....	13.4
										Penna. Co. 1.8	19.4
11.03		11.55								Sixty-Third Street.....	19.7
8										75th Street.....	20.0
										Wab. Belt 0.6	23.8
11.05		11.58								79th Street Jct.....	27.0
										Beverly Jct.	29.4
										Penna. Co. 6.0	
										South Chicago.....	
										Rock Island Jct.	
										C. R. Tower 0.3	
										Cal. Riv. Bdg.	
										Whiting 3.8	
										N. Y. C. 3.2	
										Indiana Harbor.....	
										N.Y.C. 2.4	
11.30 P. M.	P. M.	12.30 A. M.								Pine Junction.....	

Distance from 79th St.	STATIONS	SECOND CLASS TRAINS			
		B. & O. C. T.			
		OUTBOUND		INBOUND	
0.0	79th St. Jct.				
2.0	95th St. Cross-over.				
6.1	Ill. Brick Yd. Cross-over.				
7.0	Blue Island Jct.				
7.9	Harvey Jct.				
8.6	Barr Yd. (Ashland Ave.)				
9.6	Barr Yd. (Halsted St.)				
10.6	Riverdale.				
11.3	I. C. P. Co.				
12.1	Dolton.				
14.7	C. & W. I.				
	Chicago Brick Cross-over.				
	Calumet Park P. Co.-M. C.				
16.1	State Line Tower.				
	I.H.B., C.I.L., Erie, NYC&L, 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.				
	E.J.E., I.H.B.				
22.1	Clarke Jct.				
	P. Co.				
	Pine Jct.				

Chicago Heights Branch					
Distance from Harvey Jct.	STATIONS	SOUTHBOUND		NORTHBOUND	
0.0	Harvey Jct.				
0.7	North Harvey.				
0.9	I. H. B.				
1.5	Posen Jct.				
2.1	St. Paul Jct.				
3.2	West Harvey.				
3.6	Harvey.				
6.6	G. T.				
7.5	Phoenix.				
8.0	Berg.				
9.2	Thornton.				
11.1	Glenwood.				
16.4	McDonald Siding.				
	Chicago Heights.				
	C. H. T. T.				
	Faithorn.				

SCHEDULE B. & O. Fast Freight Trains

Distance from Pine Jct.	STATIONS	INBOUND					OUTBOUND					
		Time Table No. 145 September 29, 1946										
		289	299	295	297	297	292	296	294	294	294	
	DEPART	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
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. 11.00	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	10.45	7.45		1.45	2.00	
13.5	Barr Yard.	3.30	1.45	11.30		11.45	10.15	6.40		12.35	1.15	
15.1	Blue Island Jct.	3.45	2.00				9.50	6.15		12.10	12.55	
16.5	Rock Island Jct.						9.45	6.10				
22.1	79th St. Jct.								1.00			
27.3	Brighton Park.	4.05	2.35				9.30	5.55	12.30			
30.7	Robey.	4.15	2.55									
		4.45	3.10									
		A. M.	P. M.	P. M.	12.45	P. M.	8.45	4.30	9.30	A. M.	A. M.	
					A. M.		A. M.	P. M.	P. M.	A. M.	A. 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, 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. 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 Robey or East Chicago.

