

**SAFETY**

IS

**EVERYBODY'S JOB**

ON THE

**B&OCT**

THE BALTIMORE & OHIO CHICAGO TERMINAL  
RAILROAD COMPANY

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**SAFETY ABOVE EVERYTHING**



**165**

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**TIME-TABLE No. 165**

**EFFECTIVE 12:01 A. M.  
CENTRAL STANDARD TIME**

**SUNDAY, APRIL 29, 1951**

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**C. K. STRADER,**

*Superintendent*



# BALTIMORE & OHIO CHICAGO TERMINAL

## SUPERINTENDENT

C. K. STRADER

## ASST. SUPERINTENDENT

C. E. BERTRAND

## TRAINMASTER

E. L. REEVES

## ASST. TRAINMASTER

J. A. CRINION

## ROAD FOREMAN OF ENGINES

L. M. LEIKEL

## CHIEF TRAIN DISPATCHER

F. W. PETERS

## ASST. CHIEF TRAIN DISPATCHERS

J. B. MILLER

J. F. JENKINS

G. E. CARLBERG

## TRAIN DISPATCHERS

A. F. BROWNING

H. E. GOSHEN

F. W. RHODE

C. D. HELWIG

A. J. POGLAJEN

I. F. HILL

A. R. FRANICICH

## GENERAL YARDMASTERS

C. M. HAUGH

C. M. HENDERSON

J. E. MOSS

E. C. HORNYAK

## MASTER MECHANIC

G. W. SHORT

## GENERAL FOREMEN

J. H. WRIGHT

J. A. F. CRAIG

## REGIONAL ENGINEER

J. S. KNIGHT

## OFFICE ENGINEER

J. H. COX

## DIVISION ENGINEER

D. J. EVANS

## ASST. DIVISION ENGINEER

W. NUETZEL

## CLAIM AGENTS

R. D. STEED  
TRiangle 4-6522

C. F. BEEM

ESsex 5-1433

## GENERAL SAFETY SUPERVISOR

H. G. CONNERS, Pittsburgh Pa.

## SAFETY SUPERVISOR

L. W. BARNES, Akron, O.

## SAFETY AGENT RULES EXAMINER

E. M. McCUEN

## Relief Department

I. C. WHITE, Superintendent

# MEDICAL AND SURGICAL SERVICE

### COMPANY'S SURGEONS

CHICAGO.....  
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 2-6451.  
DR. RICHARD C. GAMBLE, Oculist, 30 N. Michigan Ave. Phone CEntral 6-0861.  
DR. GEORGE R. MCAULIFF, Oculist, 30 N. Michigan Ave. Phone DEarborn 2-3127.  
DR. CARL H. CHRISTOPH, Oculist, 30 N. Michigan Ave. Phone CEntral 6-4900.  
DR. ROGER W. POBORSKY, Office, 5548 W. 65th St. Phone PORTsmouth 7-6600.  
DR. CHARLES E. SHANNON, Office, 104 S. Michigan Ave. Phone RANDolph 6-5930. Residence Phone DORchester 3-4649, or St. Luke's Hospital, HARRISON 7-5000.

CHICAGO.....  
DR. HARLEY E. KIMBLE, 8237 S. Ashland Ave. Phone HUDson 3-3036. Residence Phone TRIangle 4-1292.  
DR. LAWRENCE D. RYAN, 4458 W. Madison St. Phone AUstin 7-9800. Residence Phone LINcoln 9-3755.

BLUE ISLAND.  
DR. A. B. SNIDER, Office and Residence, 2458 W. Walnut St. Phone Blue Island 109.  
DR. CHAS. G. DAVIES, Residence, 2449 W. High St. Phone Blue Island 82.  
DR. R. WENDELL VANCE, Office and Residence, 12956 Greenwood Ave. Phone Blue Island 131.  
DR. HOMER B. FIELD, Oculist, 12757 Western Ave. Telephone Blue Island 3429

HARVEY.....  
DR. A. R. ANDERSON, Security Building, E. 154th St. Phone Harvey 10.

CHICAGO HEIGHTS.....  
DR. VICTOR LODATO, 1529 Chicago Road Phone Chicago Heights 332.  
DR. P. R. BLODGETT, 1602 Otto Blvd. Phone Chicago Heights 324.

SO. CHICAGO..  
DR. FRANK G. MURPHY, Office, 9204 Commercial Ave. Phone BAYport 1-6664. Residence Phone, SAGinaw 1-1530.

INDIANA HARBOR.....  
DR. JAMES S. NIBLICK, 3410 Michigan Ave. Office Phone 126, Residence Phone 226.

GARY.....  
DR. GEO. W. GANNON, 600 Broadway. Telephone Gary 2-2218. Residence, 700 Jackson St. Telephone Gary 2-2334.

### COMPANY'S SURGEONS—Continued

HAMMOND...  
DR. JACOB SCHLESINGER, 6010 Columbia Ave. Sheffield 3611.  
DR. HUGH A. KUHN, Oculist, 112 Rimbach St. Telephone Sheffield 435.

EAST CHICAGO.....  
DR. HELMUTH C. ERNST, 720 West Chicago Ave. Office Phone: East Chicago 38. Residence: East Chicago 1686. If no answer, call East Chicago 3249.  
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

CHICAGO.....  
ST. LUKE'S HOSPITAL, 1439 S. Michigan Ave. Telephone HARRISON 7-5000.  
ST. ANTHONY'S HOSPITAL, W. 19th St. and Marshall Blvd. Telephone LAWndale 1-1711.  
HOLY CROSS HOSPITAL, 2700 W. 69th St. Telephone HEMlock 4-6700.  
BLUE ISLAND DISTRICT...  
ST. FRANCIS HOSPITAL. Telephone Blue Island 7300.  
HAMMOND...  
ST. MARGARET'S HOSPITAL, 33 Clinton St. Telephone Sheffield 228.  
SO. CHICAGO...  
SOUTH SHORE HOSPITAL, 8015 Luella Ave. Telephone SOUTH Shore 8-0810.

### FIRST AID

Send First Aid Ambulance cases to:  
St. Luke's Hospital, 1439 S. Michigan Ave. Phone HARRISON 7-5000.  
St. Anthony de Padua Hospital, W. 19th St. and S. Marshall Blvd. Phone LAWndale 1-1710.

### AMBULANCE SERVICE

CHICAGO DISTRICT...  
BERZ, Motor Ambulance, Warren Ave. and Leavitt St. Phone SEeley 3-2400. When ambulance not necessary use Yellow Cab. Phone CALumet 5-6000.  
BLUE ISLAND DISTRICT...  
ROBERT KRUEGER, SR., 284 Greenwood Ave. Phone Blue Island 13.  
EAST CHICAGO DISTRICT...  
FIFE Ambulance. Phone East Chicago 2.

### EXAMINING POINTS

#### Examiner's Office Days and Hours

DR. G. L. SHARP, Medical Examiner, Room 460, Grand Central Station. Phone WAbash 2-2211, Local 255.  
Chicago, Grand Central Station—9:00 a.m. to 1:00 p.m., daily except Wednesday, Saturday and Sunday.  
East Chicago, Trainmaster's Office—First and Third Wednesday of each month, 9:00 a.m. to 12:00 noon.  
Barr Yard, General Office—Second and Fourth Wednesday of each month, 9:00 a.m. to 12:00 noon.

# INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control.

If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.

2. Notify the company's surgeon of the number of persons injured, and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.

3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.

4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accom-

pany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.

5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.

6. Company's surgeons will be expected to go outside of their assigned limits whenever required.

7. Employees will, when able, visit the company's surgeon for treatment.

8. The company will not be responsible when an injured employee selects other than a company's surgeon.

**S. M. ENGLISH, M. D.**  
Medical and Surgical Director.

## SPECIAL INSTRUCTIONS

### 1 Superiority of Trains

Between No. Harvey and Chicago Heights northward trains are superior to southward trains of the same class.

### 2 Location of Watch Inspectors

#### CHICAGO

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

COLE & YOUNG, 9144 Commercial Ave.

#### BLUE ISLAND

ADAM C. KRANICH, 13035 So. Western Avenue

#### EAST CHICAGO

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
<b>GRAND CENTRAL STATION</b>			
Station Master's Office.....		X	W
Telegraph Office.....	X		X-W
Dispatcher's Office.....	X		
<b>THROOP STREET</b>			
Switchtender's Office.....			X
<b>FOREST PARK</b>			
Soo Line Telegraph Office.....			X
<b>LINCOLN STREET</b>			
Yard Office.....	X	X	X-W
<b>ROBEY STREET</b>			
Yard Office.....	X	X	X-W
Round House.....	X	X	X-W
<b>22ND STREET</b>			
Switchtender's Office.....			X
<b>HOMAN AVENUE</b>			
Yard Office.....	X	X	X-W
<b>CICERO</b>			
Agent's Office.....	X	X	X-W
<b>FOREST HILL</b>			
Agent's 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
<b>BARR YARD</b>			
Yard Office, Ashland Ave.....	X	X	X-W
Register Room, Halsted St.....	X	X	X-W
Register Room, Coal Chute.....	X	X	X-W
<b>EAST CHICAGO</b>			
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
<b>ROCK ISLAND JUNCTION</b>			
Train Director's Office.....			X
<b>PHOENIX</b>			
Agent's Office.....			X-W
<b>CHICAGO HEIGHTS</b>			
Agent's Office.....			X
W—Watch comparison only.			

Soo Line trains will register at Forest Park on Form C. Towerman at C. G. W. Jct. will notify Soo Line operator at Forest Park the 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 Clearance Card Form A

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

Trainmen, or others, handling or directing movements, except on the Whiting Branch, must secure permission from the dispatcher before allowing engines or trains to enter the main track, or before crossing from one main track to another, and must report to the dispatcher time main track is clear at completion of movement. Rules 82, 83-A, 83-B, and third paragraph of Rule 83-C modified.

## 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, around curve on inbound main between Morgan Street and Halsted Street—	40	40	30
Through Interlocking, 49th St.—	35	35	30
Through Interlocking, 16th St. (Chicago River Bridge); IN, 26th St., Ash St.; Beverly Jct.—	20	20	20
Outbound main through crossover and turnouts at 79th St. and throughout entire length of curve at 63rd St. passenger station, in both directions—	30	30	30
Through crossovers and turnouts 79th St. Jct. on inbound from Blue Island and between 14th St. and Western Ave. Jct. in both directions—	15	15	15
Rock Island Jct. to Pine Jct. except as noted below—	65	50	30
B. & O. and N. Y. C. Connections Pine Jct.—	20	20	20
Over Indiana Harbor Ship Canal Bridge. Through Interlocking, C. R. Tower and Ind. Harbor—	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, Western Ave. Jct. and C. G. W. Jct.—	20	20	20
Between Austin Ave. and Harlem Ave., Oak Park—	30	30	30
79th St. Jct. and Pine Jct. via Blue Island Jct. except as noted below—	40	40	30
Through Interlocking, Riverdale; Dolton; Calumet Park; State Line; Clarke Jct., Pine Jct.—	20	20	20
Through Gauntlet Bridge 685D State Line—	15	15	15
Q4, Q4A, Q4B, T3, T3A, T3B, Class Engines over Gauntlet Bridge 685D State Line—	15	15	15
T4, T4A Class Engines over Gauntlet Bridge 685D State Line—	5	5	5
Within City Limits of Hammond—	25	25	25
Within City Limits of East Chicago—	25	25	25
Q4, Q4A, Q4B, T3, T3A, T3B, T4, T4A Class Engines Operating over Canal Bridge 357D just east of Republic tower—	20	20	20
Harvey Jct. and Chicago Heights except as noted below—	40	40	30
Through Interlocking, North Harvey and Harvey—	20	20	20
Through spring switch leaving Berg siding southward—	8	8	8
Through spring switch leaving McDonald siding southward—	15	15	15
Over C. H. 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
Within Limits Polk St. Interlocking—	10	10	10
Through crossovers and turnouts unless otherwise specified—	8	8	8

#### Maximum Speed of Light Engines

	Forward	Backward
	Diesel Engines (except as noted below)—	40
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

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. Trains the makeup of which includes dead engines, will be restricted to 25 m.p.h. except that diesel engines may be handled at such speeds as are provided for in proper shipper's endorsement on bill of lading.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose, and train must have 85% operative brakes.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on driver due to engine being jacked up for a broken axle or having truck removed, will not exceed 15 miles per hour.

#### 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

On the Chicago Heights branch south of North Harvey, trains will operate on train order authority only.

When it is necessary to operate trains against the current of traffic, levermen or switchtenders who cross trains over from one main track to the other must deliver to the engineer (and conductor when possible) 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.

#### 7 Extra Trains

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

#### 8 Operating Trains by Signal Indication

Trains will operate on signal indication in both direction between Polk Street and 16th Street interlockings, between Pine Jct. and Clark Jct.

Trains will operate against the current of traffic on Out Bound Main ONLY from 79th St. Jct. to 75th Street Interlocking on signal indication.

## SPECIAL INSTRUCTIONS—Continued

### "DUAL CONTROL SWITCHES"

"Dual control switch, Rules 672 to 674 inclusive and other interlocking rules apply at the following locations."

Trains will operate on signal indication in both directions between North Harvey and Harvey Junction. All switches and signals in this territory are operated by operator at North Harvey, except hand thrown switches at West wye connection McLean lead and Public Service lead, located between North Harvey and Harvey Junction which are equipped with electric locks. Trains making movement to Main Track via these connections will call operator at North Harvey for permission to enter Main Track. After permission for train movement is given—

- (1) Remove switch lock from keeper
- (2) Wait 3 minutes
- (3) Operate switch by hand lever

Light will illuminate through top of electric lock when lock is unlocked.

All other switches, including switch leading to outbound main track just west of Little Calumet River bridge and the crossover switches between both main tracks just east of Little Calumet River bridge at Harvey Junction, are dual-controlled and in case of power failure may be operated by hand throw levers.

Rule 672. At points within Interlockings, Centralized Traffic and other Remote Control territory, certain switches are handled by dual control switch machines which may be operated by power controlled by the Train Dispatcher-Operator or by a hand throw lever. Normal operation is by power. A hand throw selector lever which forms a part of the switch machine is used to change the gearing from power to hand throw and vice versa.

To place on hand operation, unlock both the "selector" and "hand throw" levers. Throw the "selector" lever to hand operation position. Operate "hand throw" lever back and forth until switch points are seen to move with the movement of lever.

Set up route as required.

Keep "selector" lever in hand operation position until the last wheels of train or engine have passed over the switch.

Restore "hand throw" and "selector" levers to their normal positions and secure with switch lock.

Rule 673. Dual control switches will be operated by hand:

(a) On instructions of the Train Dispatcher-Operator who will authorize their use in the event of failure, when the governing signal cannot be cleared, or for the purpose of facilitating switching.

(b) When a train or engine, otherwise having the right to proceed, is delayed by the protecting signal where communication is not available.

Rule 674. Whenever a train or engine is required to move over a dual control switch or switches under a Stop signal indication, such switch or switches must first be placed on hand throw.

Rules 251 to 254, inclusive, are in effect between Polk Street and C. G. W. Junction except between Western Avenue Junction and Francisco Avenue.

Rules 251 to 254, inclusive, are in effect between Western Avenue Junction and Beverly Junction, between Rock Island Junction and Pine Junction, inbound main between Pine Junction and inbound home signal Blue Island Junction, outbound main between 119th Street and Pine Junction.

### 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 time-table superiority.

251 (A). When a train or engine takes a siding at a point where switches are hand operated, the conductor or engineer will, when communication is available, report the train or engine into clear and will receive permission from the train dispatcher before again fouling the main track.

At points where communication is not available, trains or engines that have taken siding may reenter the main track when their superiority permits.

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

When it is impossible for operator to communicate with Train Dispatcher inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by Rule 86.

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 operator at the last station at which there is a siding before entering the block in which work is to be done. The operator must obtain authority to give this permission from the Train Dispatcher.

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

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### Spacing Trains

Rules 505 to 519, inclusive, are in effect between Polk Street and CGW Junction except between Western Avenue Junction and Francisco Avenue.

Rules 505 to 519, inclusive, are in effect between Western Avenue Junction and Beverly Junction, between Rock Island Junction and Pine Junction, inbound main between Pine Junction and inbound home signal Blue Island Junction, outbound main between 119th Street and Pine Junction.

### 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.

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 equipped with number board and 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 until entire train passes next signal.

509 (B). On track that is signaled in both directions, when a train is stopped by an Absolute Signal not equipped with number board and indicating Stop, the conductor or engineer will communicate with the train dispatcher, and upon receiving a train 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 an Intermediate Signal equipped with number board, after having received a train 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.

## SPECIAL INSTRUCTIONS—Continued

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### Spacing Trains—Concluded

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.

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.

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

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### Fixed Signals

At 49th Street Northward trains using the Firestone industrial lead will receive SIGNAL INDICATION RULE 291.

An automatic block signal is in operation just south of West Harvey to govern movements of northward 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.

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### 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.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Westward—Indiana Harbor

Westward—Whiting

105. Trains using a siding must proceed, expecting to find it occupied.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by train order or in an emergency under flag protection.

Trains using yard tracks must proceed expecting to find them blocked with cars, or engines, or train moving in opposite direction.

No train or light engine will pass a point where switchtenders are located without receiving a signal of the proper indication, a green flag by day and a green light by night, except as provided in following paragraphs. Rule 28-A modified.

At Penna. Co. and C. & N. W. crossings at Rockwell St. switchtender will use a white flag by day and a white light by night to signal trains over the crossing on B. & O. C. T. tracks. B. & O. C. T. trains while on Pennsylvania tracks will receive a yellow flag by day and a yellow light by night, and on the C. & N. W. tracks a green flag by day and a green light by night as a signal to proceed over the B. & O. C. T. crossing.

At 36th St. and Alton Jct. switchtender will use a yellow flag by day and a yellow light by night to signal trains to and from the 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 Jct. switchtender will use a green flag by day and a green light by night to signal trains for main line movement and a yellow flag by day and a yellow light by night to signal trains to and from the Whiting Branch.

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

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.

At Wood St. and Roundhouse lead, switchtenders will use a yellow flag by day and a yellow light by night to signal trains and light engines to and from coach yard and roundhouse.

11A

### Special Rules

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



## SPECIAL INSTRUCTIONS—Continued

### 11A Special Rules—Continued

permission from switchtender, Whiting Jct., before entering running track between Whiting Jct. and Whiting and will report into clear to the switchtender, Whiting Jct., immediately after leaving the running track at all points.

The main tracks over State Line River Bridge, located one-half mile west of Hammond, are gauntlet. Train movements in both directions, with the current of traffic, will be governed by high signals, and in both directions, against the current of traffic, will be governed by dwarf signals. Emergency releases located in box, on High Signal Masts locked with standard switch locks, are push buttons marked "High Signal" and "Dwarf Signal." Train arriving at Gauntlet track State Line River Bridge, finding signal aspect Rule 292 (Stop), when there is no train approaching bridge on either main track for opposing movement, or train on adjacent track making movement in the same direction, member of crew will push button to clear signal for movement of his train. Signal will clear two minutes after pushing button. Emergency train movements may be made in the absence of signal indications, or signal indicating Rule 292 (Stop) that cannot be cleared with push button operation, under full flag protection and failure reported.

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 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, trainmen 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.

When pulling, setting or switching cars on industry or team tracks on incline, or when using incline tracks leading to such tracks, sufficient hand brakes must be applied to control movement of car or cars being handled.

Sufficient hand brakes must be securely applied, and wheels properly blocked, on all cars left on incline tracks before car or cars are uncoupled from train or engine.

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.

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

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 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.

Levermen 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.

25. Each car of a passenger train will, when practicable, be connected with the engine by a communicating signal appliance.

25 (A). Signals to start passenger trains will be given by the communicating signal from the rear car of trains at terminals and points where the makeup of the train is changed, and from any car at intermediate stations upon proper signal from conductor; except at points between stations when the flagman is recalled, he may give signal to proceed from the rear end of the train.

Rule 131. A track car operator must pass the required examination on the operating rules and physical characteristics of the territory on which he operates a track car and must have a Motor Car Permit.

Track cars must not be operated in excess of twenty (20) miles per hour, and at night, or during stormy or foggy weather, the speed must not exceed ten (10) miles per hour.

Track cars will be clear of the main track five (5) minutes before regular trains are due and Track Car Operators must use good judgment in clearing other trains shown on the lineup. Track car must be clear of the main track before the time limit on lineup expires. When communication is available, Track Car Operator will report promptly when the car is clear of the main track and will notify the Telegraph Operator before again occupying the main track.

When trains are operated that are not shown on lineup furnished the Track Car Operator, Train Dispatcher should see that such trains are fully advised of the circumstances, instructed to be on the lookout for track car in the territory covered by its lineup and to use whistle freely.

In the preparation of lineups, whenever practicable, information should be included which will indicate to Track Car Operators whenever certain trains may run faster than usual due to light tonnage, special equipment or other reasons.

Where there are three or more tracks, special effort will be made to confine the operation of such cars to outside tracks. When necessary to use other tracks, and a train is approaching from either direction on any track, the car must be stopped and occupants stand clear of the running tracks.

## SPECIAL INSTRUCTIONS—Continued

### 11A Special Rules—Concluded

Track cars must carry a white light in front and a red light on the rear, when being operated at night or through tunnels, or when day signal cannot be plainly seen.

Track Car Operators must secure Form 1089-D from Telegraph Operator for the movement of all track cars on main tracks. The Train Dispatcher must be informed of the track car number, direction, points between which the track car is to move, and the length of time required to make the movement. When information cannot be obtained as to train movements, track car will not be operated without proper flag protection.

Train Dispatcher will give Telegraph Operator complete lineup of movement of all trains as provided in Part I number of lineup, track to which lineup applies, time it expires, and will record this information in book provided for that purpose. The Telegraph Operator will write the information as it is transmitted and repeat it to the Train Dispatcher. The Telegraph Operator will then fill in Part II showing information as to the movement of track cars known to be operating between his office and the next open telegraph office at the time lineup is issued. When the Track Car Operator receives Form 1089-D by telephone he must repeat the information to the Telegraph Operator. The Track Car Operator must read aloud to all persons on the track car the information received on Form 1089-D.

If Form 1089-D received by Track Car Operator provides for movement beyond one or more open telegraph offices and sufficient time remains before lineup expires to avoid the necessity of securing a new lineup from Train Dispatcher as to movement of trains at each telegraph office within the limits shown on the Form, Telegraph Operator will fill out Part II only showing track cars known to be operating between his office and the next open telegraph office and deliver to Track Car Operator.

Within yard limits, in addition to securing Form 1089-D Track Car Operator will contact yardmaster and secure information as to yard engine and other movements within yard limits not covered by Form 1089-D, and operate track car so it can be stopped within the range of vision.

When a movement of a track car is to be made, the Telegraph Operator will notify the Operator at the station in advance. Both Operators will keep a record on their Block Sheets so they will be in position to give this information to other track cars.

When there are section gangs located between telegraph stations without means of communication with one of such stations, the Telegraph Operator should inform other cars of the fact that they may look for them.

Telegraph Operator will keep on file at the telegraph office a copy of all Forms 1089-D issued.

These rules do not relieve Track Car Operators of the responsibility of protecting track cars in accordance with Rule 99.

Track Car Operators must comply with Maintenance of Way Department Rules 90 to 121, inclusive, governing the operation of track cars.

### 12 Joint or Special Use of Tracks

B. & O. Rules are in effect on the B. & O. C. T. R. R.

B. & O. C. T. dispatchers have no jurisdiction over operation of B. & O. and C. & O. trains while on Rock Island tracks. In the event of accident or unusual delay conductors or others in charge of B. & O. and C. & O. 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, Rock Island Jct.

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

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.

### 13 Operation of Air Brakes

At points where backup hose is used to control the movement of cars handled through city streets, or to control backup movement, Trainmen will see that backup hose is coupled to the front of the leading car, that the air is coupled through from the backup hose to engine, and that proper brake test is made by application of air through the backup hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the makeup of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the backup hose in each case.

Trains operating in territories where backup hose are required as covered by special instructions, and in Form 1118-D Rev. 1, will have backup hose applied, after which they will be tested by the Trainmen to know that they are in proper working order.

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, engineer will reduce speed to 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.

### 14 Spring Switches

Outlet switch, Eastbound Classification Yard, Barr, located 240 feet east of signal 122 A, is equipped with spring switch mechanism, normal position of switch is for train movements leaving yard.

Automatic Dwarf Signal 122 B, located on eastbound classification yard lead 240 feet west of lead switch on outbound main track governs train movements from yard lead to outbound main track.

Rule 292—Stop

Rule 291—Stop and proceed

Rule 288—Slow approach

Rule 287—Slow clear

Dwarf Signal 122 B is approach lighted by 400 feet of track circuit in advance of signal. Trains leaving yard will do so at slow speed until signal indication is displayed and then be governed by that indication.

Automatic Dwarf Signal "W," located 30 feet east of spring switch governs train movements against the current of traffic on outbound main track and only indicates position of spring switch points. Permissive indication on Signal "W" is not authority to run against the current of traffic.

Rule 292—Stop

Rule 291—for movement to yard

Rule 289—for movement to outbound track

Outlet switch, Westbound classification yard, Barr, located on inbound main track, 250 feet west of signal 139 A, is equipped with spring switch mechanism; normal position of switch is for train movements leaving yard.

## SPECIAL INSTRUCTIONS—Continued

Dwarf signal E located 30 feet west of spring switch governs train movements against current of traffic on inbound main track and only indicates position of spring switch points. Permissive indication on Signal E is not authority to run against the current of traffic.

- Rule 291—for movement to yard
- Rule 289—for movement inbound track

Dwarf signal 139B, located on westbound classification yard lead 265 feet east of lead switch on inbound main track governs train movements from yard lead to main tracks. Aspects to inbound main:

- Rule 292—Stop
- Rule 291—Stop and proceed
- Rule 288—Slow approach
- Rule 287—Slow clear

Aspect Rule 290B governs train movements from yard lead to outbound main track and only indicates that switches are properly lined for movement. Permissive indication on signal 139B is not authority to run against the current of traffic.

Dwarf signal 139B is approach lighted by 400 feet of track circuit in advance of signal. Trains leaving yard will do so at slow speed until signal indication is displayed and then be governed by that indication.

Northward 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 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.

Northward 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 northward main track movements.

To secure clear southward home signal 10th St., automatic interlocking for southward train in siding, member of train crew must operate push button in box on southward 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.—C. J.	Interlocking
Rockwell Street.....	P. R. R.—C. & N. W.	Hand Signal
C. G. W. Jct.....	C. A. & E. R. R.	Interlocking
Rockwell St. W. Wye.....	P. R. R.	Hand Signal
26th Street.....	I. N. R. R.	Interlocking
Ash Street.....	I. C.—S. Fe.	Interlocking
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—Wabash	Interlocking
Beverly Jct.....	P. R. R.	Interlocking
R. I. Jct., Note (c).....	C. R. I. & P.—Belt—N. Y. C.	Diagonal
Whiting.....	N. Y. C.—I. H. B.	Interlocking
Whiting.....	P. R. R.	Interlocking
Commercial Ave.....	I. C., Note (b)	Vertical
71st St.....	I. C., Note (a)	Hand Signal
Grasselli.....	N. Y. C.	Interlocking
Railroad Ave. and McCook Ave. and	C. S. S. & S. B. Note (f)	Green
Chicago Ave.....	C. S. S. & S. B. Note (g)	Yellow
Hammond-Yard Lead.....	E. J. & E.	Statutory Stop
Ind. Harbor.....	N. Y. C.—I. H. B.	Interlocking
Pine Jct.....	Junction—N. Y. C.— B. & O.	Interlocking
Clarke Jct., Note (d).....	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		{ Automatic
10th St.....	C. H. T. T., Note (e)	{ Interlocking
Chicago Heights, 17th St.....	C. H. T. T., Note (e)	{ Automatic
Chicago Heights, 500 ft. south of E. J. & E.		{ Interlocking
Viaduct.....	C. H. T. T., Note (e)	{ Automatic
Chicago Heights, 500 ft. south of 26th Street..	C. H. T. T., Note (e)	{ Interlocking

### 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.

(a) 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.

(b) 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.

(c) 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.

(d) Outbound 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.

(e) If the signals at C. H. T. T. 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.

(f) The C. S. S. & S. B. crossing at Railroad and Chicago Avenues on the Railroad Avenue Spur (First Horn) at East Chicago is protected by switch target. The normal position of target is clear for C. S. S. & S. B. and stop for B. & O. C. T. This target is connected with the highway intersection traffic lights and, when set for movement over crossing, the traffic lights at intersection will show red for traffic on Chicago Avenue. Trainmen using this crossing will set signal for movement only after ascertaining that there are no C. S. S. & S. B. trains approaching and will restore signal to normal position immediately after clearing the crossing.

(g) The C. S. S. & S. B. crossing at McCook and Chicago Avenues on the McCook Avenue Spur (Second Horn) at East Chicago is protected by railroad crossing target. Normal position of this signal is red for B. & O. C. T. and yellow for C. S. S. & S. B. Trainmen using this crossing will set signal for movement only after ascertaining that there are no C. S. S. & S. B. trains approaching and will restore signal to normal position immediately after clearing the crossing.

## SPECIAL INSTRUCTIONS—Continued

**16 Yards**  
At Thornton—the passing siding on the east side of the main track is the northward passing siding. The passing siding on the west side of the main track is the southward passing siding. Train 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, engineer on helper engine must not move train until proper hand or whistle signal is given.

**18 Mail**

**19 Water and Fuel**  
Lincoln Street, Barr Yard and East Chicago.  
Water only at Sacramento Avenue, 63rd St., Barr Yard, Whiting, Chicago Heights.

**20 Whistle Signals**  
Except on the Chicago Heights Branch, in bound and outbound trains will sound engine whistle signals as follows to call in flagman:  
Inbound — — — — —  
Outbound — — — — —

**21 Highway Crossing Protection**  
Trains and engines will stop and be preceded by a flagman or member of train crew who will protect Highway traffic over following crossings:

- Whiting, Ind. . . . . 121st St.—No. X-4907.
  - East Chicago, Ind. . . . . Crossings over 141st St.—Nos. X-4872 and X-4882.
  - Chicago Ave., No. X-4879.
  - Vernon Ave., No. X-4874.
  - 151st St., Nos. X-4875 and X-4880.
  - Railroad Ave. at Wyes, North No. X-4881, South No. X-4878.
  - Hammond, Ind.—Florence St. Spur.
  - Chicago Ave., No. X-4894.3.
  - Hoffman St., No. X-4894.7.
  - Burnham, Ill.—Hegewisch Spur.
  - Burnham Ave., No. X-4910.
  - Chippewa Ave., No. X-4911.
  - Green Bay Ave., No. X-4912.
  - Brookdale Branch. . . . . 93rd St. to Dorchester and 71st St. inclusive.
  - Nos. X-4813 to X-4853 inclusive.
  - Cicero, Illinois. . . . . 54th Avenue, No. X-5036.
  - East Wye, 16th St. No. X-5037.
  - 55th Ave., No. X-5038.
  - 55th Ct., No. X-5039.
  - West Wye, 16th St., No. X-5040.
- All industrial spurs across 16th Street.

When passing over any highway crossing protected by crossing gates, wig-wags, flashlights or bells, train and enginemen will, where practicable, observe if the signals are operating. If not operating properly, notify Superintendent promptly by wire.

**22 Train Order Stations—Open less than 24 Hours**

**23 Restrictions on Structure 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.

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 thoroughfare tracks of the B&OCT RR and B&O RR west of Pine Jct.

24	Clearances—Cont.	Height
Polk St., Tracks 4 to 9, incl., under viaduct	B&OCT	16' 0"
Polk St., Tracks 3 and 10 to 12, incl., under Viaduct	"	15' 9"
G. C. Station canopies (Tracks 4, 5, 6, 7 and 8)	"	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"
21 St. CRT overhead	"	20' 7"
Drainage Canal—8-Track Bridge	"	21' 2"
49th St., CR&I, IHB and GTW overhead	B&OCT	18' 6"
Rock Island Jct., NYC and PRR overhead B&O and CRI&P	B&O	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"
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., CRT 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"

### High Tension Lines

Cicero—48th Ave.	B&OCT	22' 0"
Chicago—Brookdale Branch		
92nd St.	B&O	22' 0"
Commercial Ave.	"	22' 0"
79th St.	"	22' 0"
Stony Island Ave.	"	22' 0"
East Chicago		
Railroad Ave. and Chicago Ave.	B&OCT	22' 0"
McCook Ave. and Chicago Ave.	"	22' 0"
Hammond, CSS&SB	"	22' 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" " "
4' 0" " " " " " "	*11' 0" " "
3' 0" " " " " " "	10' 6" " "
2' 0" " " " " " "	10' 6" " "
1' 0" " " " " " "	10' 2" " "
0' 6" " " " " " "	10' 0" " "

Note: Widths marked (\*) do not apply for loads to be handled on West Wye at Ogden Ave., and on P. R. R. and C. & N. W. R. R. Tracks North of Rockwell St. 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.

## SPECIAL INSTRUCTIONS—Continued

**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 WAbash 2-2211.

Location	Connects with
Station 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. Tower	"
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	"
South Chicago—Bridge Tower	"
Whiting Tower	"
Indiana Harbor Ship Canal Bridge	"
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	"
115th St. Section Tool House	"
123rd Street—Box on pole	"
Illinois Brick Co. Yard 22—Box on pole	"
Blue Island Junction Tower	"
Harvey Jct. West Wye—Box on pole	"
Harvey Junction East Wye—booth	"
Roll Ave.—Box on pole	"
Barr Yard—Ashland Ave.—Tower	"
Barr Yard—Halsted St.—Tower	"
Barr Yard—Callers Office	"
Riverdale Tower	"
Dolton Tower	"
Chicago Brick Co.—Box on pole	"
Calumet Park Tower	"
State Line Tower	"
Calumet Ave., Hammond—Watchman's Tower	"
Whiting Junction Switchtender and Yardmaster Office	"
Baring Ave. Tower Bldg	"
East Chicago Callers Office	"
Tod Ave.—Box on pole	"
McCook Ave. North, West Wye—Box on pole	"
McCook Ave. North, East Wye—Box on pole	"
Calumet Tower	"
Parrish Ave. Yard—Box on pole—East End	"
Receiving Yard	"
Parrish Ave. Yard—Box on pole—West End	"
Receiving Yard	"
Clarke Jct. Industrial Hwy.—Box on pole	"
Clarke Junction Tower	"
Pine Junction Tower	"
Whiting (129th St.)—Yard Office	"
Harvey Jct. So. End Wye—Box on pole	"

Location	Connects with
North Harvey Tower	Dispatcher
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	"
Berg (south end) Booth	"
Thornton Booth	"
McDonald (north end)—Booth	"
Joe Orr Road—Box on pole	"
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	"

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

**Gresham Tower**..... Dispatcher  
**Pullman Jct.—C. & W. I. Crossingman's Cabin**.....  
**Rock Island Jct.—Train Director**.....

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

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves company premises. This must be done even though the injury is slight.

The supervisor should arrange prompt first aid for the injured; then, as soon as possible place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be removed to nearest station or some other place where information can be given the Coroner and trains should proceed without further delay.

### 28 Additional Regular and Flag Stops

All passenger trains will make station stops at 63rd Street and South Chicago unless otherwise instructed.

### 29 Explanation of Letters



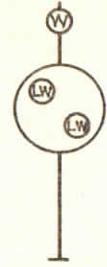
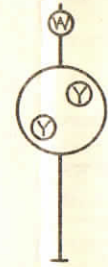

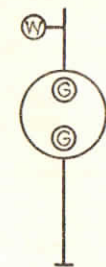
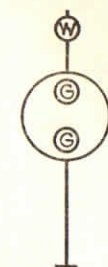
**U**—Stop on signal to receive passengers for New York.  
**Y**—Stop to discharge passengers from Youngstown and East.

### SPEED TABLE


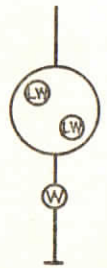


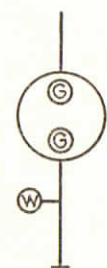
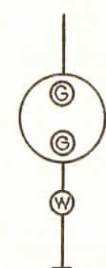
Time Per Mile	MPH	Time Per Mile	MPH	Time Per Mile	MPH
0 min. 45 sec.	80.0	1 min. 10 sec.	51.0	2 min. 10 sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	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

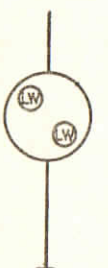

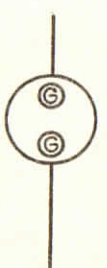

### NORMAL ROUTE

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				
Indication	Proceed at restricted speed until entire train passes next signal.	Proceed at slow speed until entire train passes through switches, and then at not exceeding medium speed, prepared to stop at next signal and be governed by indication displayed by that signal.	Proceed at slow speed until entire train passes through switches. In automatic block territory, train must then not exceed medium speed, 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 (Tonnage Signal)

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

Other Automatic signals are equipped with number boards.

# SEMAPHORE SIGNALS

Day and Night Aspects	SEMAPHORE SIGNALS				
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 Rule 285		Approach Medium Rule 282	Clear Rule 281	
Day and Night Aspects					<p style="text-align: center;"><b>ASPECT LEGEND</b></p> <p>(R) - Red Light</p> <p>(G) - Green Light</p> <p>(Y) - Yellow Light</p> <p>(LW) - Lunar White Light</p> <p style="text-align: center;">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 Rule 291	Medium Approach Rule 286	Fixed Distant Signal Rule 285A	Medium Clear Rule 283	
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. In automatic block territory train must then not exceed medium speed, approaching next signal at slow speed and be governed by indication displayed by that signal.	Stop	
Name	Restricting Rule 290		Slow Clear Rule 287	Stop Rule 292	

7-15-46

# INBOUND

Distance from Chicago	B. & O. C. T. Time Table No. 165 April 29 1951	Passing siding capacity in 45 foot cars including Engine and Caboose	FIRST CLASS											
			607	9	5	25	318	404	245	7	603	31	605	302
			C. & O. No. 7	B. & O. No. 9	B. & O. No. 5	B. & O. No. 25	Soo Line No. 18	C. G. W. No. 4	B. & O. No. 245	B. & O. No. 7	C. & O. No. 3	B. & O. No. 31	C. & O. No. 5	Soo Line No. 2
			DAILY Except Sunday and Monday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY Except Monday	Sunday Only	DAILY
29.4	Pine Junction..... 2.4		A. M. 3.50	A. M. 5.20	A. M. 6.04	A. M. 6.24	A. M.	A. M.	A. M. 10.05	P. M. 1.40	P. M. 1.57	P. M. 6.25	P. M. 8.43	
27.0	Indiana Harbor..... 3.2 N.Y.C.—Ship Canal Brg.	90	3.53	Y5.22	6.08	6.26			10.07	1.42	2.00	6.27	8.46	
23.8	Whiting..... 3.8 N. Y. C.	140	3.58	5.25	6.09	6.29			10.10	1.45	2.04	6.30	8.50	
20.0	C. R. Tower..... 0.3 Cal. Riv. Brg.		4.03	5.28	6.12	6.32			10.13	1.48	2.08	6.34	8.54	
19.7	Rock Island Jct..... 0.3		4.04	5.29	6.13	6.33			10.14	1.49	2.09	6.35	8.55	
19.4	South Chicago..... 6.0		84.05	85.30	86.14	86.34			810.15	81.50	82.10	6.36	88.56	
13.4	Beverly Jct..... 1.6 Penna. Co.		4.19	5.42	6.28	6.47			10.27	2.02	2.24	6.48	9.10	
11.8	79th Street Jct..... 0.6		4.22	5.44	6.30	6.49			10.29	2.04	2.26	6.50	9.12	
11.2	75th Street..... 1.5 Wab.-Belt													
9.7	Sixty-Third Street..... 1.8		84.30	85.46	86.32	86.51			810.31	82.06	82.30	6.52	89.15	
7.9	49th Street..... 1.4 Penna. Co.		4.33	5.49	6.35	6.54			10.34	2.09	2.33	6.55	9.18	
6.5	Brighton Park..... 0.3 Alton		4.36	5.52	6.37	6.56			10.36	2.12	2.36	6.57	9.21	
6.2	36th Street..... 0.5													
5.7	Ash Street..... 0.6 S. Fe-I. C.													
5.1	26th Street..... 0.5 Ill. Northern	22												
4.6	22nd Street..... 0.7													
3.9	14th Street Jct..... 0.2 Chgo. Jct.		4.42	5.58	6.43	7.02			10.44	2.18	2.42	7.03	9.27	
11.0	Forest Park..... 0.5					7.08							9.16	
10.5	Chgo. Grt. West. Jct. CA&E..... 2.4					7.08	10.30						9.17	
8.1	Central Ave..... 1.2					7.13	10.34						9.21	
6.9	Forty-Eighth Ave..... 0.3					7.15	10.36						9.23	
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					7.20	10.40						9.27	
4.2	Rockwell St..... 0.5 C.N.W.-Pa.Co.													
3.7	Western Ave. Jct. C.&N.W..... 0.5		4.43	5.59	6.44	7.03	7.25	10.43	10.45	2.19	2.43	7.04	9.28	9.31
3.2	Robey Yard..... 0.9							245	404			302	605	
2.3	Throop Street..... 0.5		4.45	6.01	6.46	7.05	7.28	10.45	10.47	2.21	2.45	7.06	9.30	9.33
1.8	Halsted Street..... 0.8		4.46	6.02	6.47	7.06	7.35	10.46	10.48	2.22	2.46	7.07	9.31	9.35
1.0	16th Street..... 1.0 Chgo. Riv. Brg.													
0.0	Chicago.....		A 5.00 A. M.	A 6.15 A. M.	A 7.00 A. M.	A 7.20 A. M.	A 7.45 A. M.	A 10.55 A. M.	A 11.00 A. M.	A 2.35 P. M.	A 2.55 P. M.	A 7.25 P. M.	A 9.40 P. M.	A 9.50 P. M.

PASSENGER TRAINS WILL NOT EXCEED 65 MILES PER HOUR.  
SPEED AS SHOWN IN SPECIAL INSTRUCTIONS 5, AND SUCH OTHER RESTRICTIONS AS MAY  
BE IN EFFECT, WILL NOT BE EXCEEDED.



# OUTBOUND

## FIRST CLASS

Distance from Chicago	B. & O. C. T. Time Table No. 165 April 29 1951	Passing siding capacity in 45 foot cars including engine and caboose	301	10	26	6	608	403	317	246	8	32	602			
			Soo Line No. 1	B. & O. No. 10	B. & O. No. 26	B. & O. No. 6	C. & O. No. 8	C. G. W. No. 3	Soo Line No. 17	B. & O. No. 246	B. & O. No. 8	B. & O. No. 32	C. & O. No. 2			
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Saturday		
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
0.0	Chicago.....		1.15	11.00	3.40	4.00	4.20	4.35	5.50	8.55	10.15	11.10 602	11.15 32			
1.0	16th Street.....															
1.8	Chgo. Riv. Brg. 0.8															
1.8	Halsted Street.....		1.23	11.03	3.43	4.03	4.23	4.38	5.53	8.58	10.18	11.13	11.18			
2.3	Throop Street.....		1.25	11.04	3.44	4.04	4.24	4.39	5.54	8.59	10.19	11.14	11.19			
3.2	Robey Yard.....															
3.7	Western Ave. Jct. 0.5 C. & N. W.		1.28	11.05	3.46	4.06	4.26	4.41	5.56	9.01	10.21	11.16	11.21			
4.2	Rockwell St. .... 0.5															
4.6	C.N.W.-Pa.Co. 0.4															
4.6	Sacramento Ave. 0.8		1.31					4.44	5.59							
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					4.47	6.03							
8.1	Central Ave. .... 2.4		1.37					4.49	6.05							
10.5	Chgo. Grt. West. Jct. 0.5 CA&E		1.40					4.55	6.10							
11.0	Forest Park.....		1.47						6.16							
3.9	14th Street Jct. 0.2 Chgo. Jct.			11.06	3.47	4.07	4.27			9.02	10.22	11.17	11.22			
4.6	22nd Street..... 0.5															
5.1	26th Street..... 0.6															
5.7	Ash Street..... 0.5 Ill. Northern															
6.2	36th Street..... 0.3 S. Fe-L. C.															
6.5	Brighton Park..... 1.4			11.11	3.53	4.13	4.33			9.08	10.28	11.23	11.29			
7.9	49th Street..... 1.8 Alton			11.13	3.56	4.16	4.36			9.11	10.31	11.26	11.32			
9.7	Sixty-Third Street. 1.5 Penna. Co.			11.17	3.59	4.19	4.41			9.14	10.34	11.29	11.35			
11.2	75th Street..... 0.6 Wab.-Belt															
11.8	79th Street Jct. .... 1.6			11.19	4.02	4.21	4.46			9.17	10.36	11.31	11.38			
13.4	Beverly Jct. .... 6.0 Penna. Co.			11.21	4.05	4.23	4.48			9.21	10.38	11.33	11.40			
19.4	South Chicago..... 0.3			11.38	4.17	4.35	5.00			9.32	10.50	11.45	11.55			
19.7	Rock Island Jct. .... 0.3			11.40	4.18	4.36	5.01			9.34	10.51	11.46	11.56			
20.0	C. R. Tower..... 3.8 Cal. Riv. Brg.			11.43	4.20	4.38	5.03			9.36	10.53	11.47	11.57			
23.8	Whiting..... 3.2 N.Y.C.			11.48	4.24	4.42	5.07			9.42	10.57	11.51	12.01			
27.0	Indiana Harbor..... 2.4 N. Y. C.-Ship			11.52	4.29	4.46	5.11			9.46	11.01	11.55	12.05			
29.4	Canal Brg. .... 5.15 Pine Junction.....			11.55	4.37	4.57	5.15			9.50	11.10	12.05	12.10			

PASSENGER TRAINS WILL NOT EXCEED 65 MILES PER HOUR.

SPEED AS SHOWN IN SPECIAL INSTRUCTIONS 5, AND SUCH OTHER RESTRICTIONS AS MAY  
BE IN EFFECT, WILL NOT BE EXCEEDED.

Distance from 79th St.	B. & O. C. T. Time Table No. 165 April 29, 1951	Passing siding capacity in 45 foot cars including engine and caboose	SECOND CLASS TRAINS			
			B. & O. C. T.			
			OUTBOUND		INBOUND	
0.0	79th St. Jct. ....					
2.3	95th St. Cross-over .....					
5.7	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	Rivardale I. C.-P. Co. 0.7					
11.3	Dolton .....					
12.3	C. & W. I. 1.0 Chicago Brick Cross-over .....					
14.7	Calumet Park P. Co.-M. C. ....					
16.1	State Line Tower I.H.B., C.I.L., Erie, NY CStL, C&WI. ....					
16.4	Hammond .....					
16.9	P. F. W. & C. Jct. C.S.S.&S.B. 0.7					
17.6	Whiting Jct. ....					
21.4	Whiting .....					
18.2	East Wyo Switch .....					
18.3	East Chicago .....					
18.8	Republic I.H.B. 0.5					
19.4	Calumet H.J.E., I.H.B. 2.3					
21.7	Clarke Jct. ....					
22.1	Pine Jct. ....					

Chicago Heights Branch						
Distance from Harvey Jct.	B. & O. C. T. Time Table No. 165 April 29, 1951	Passing siding capacity in 45 foot cars including engine and caboose	SOUTHWARD		NORTHWARD	
			0.0	Harvey Jct. ....		
0.7	North Harvey .....					
0.9	I. H. B. 0.2 Posen Jct. ....					
1.5	St. Paul Jct. ....					
2.1	West Harvey .....					
3.2	Harvey G. T. 0.4					
3.6	Phoenix .....					
6.6	Berg .....	110				
7.5	Thornton .....	N88				
8.0	Glenwood .....	886				
9.2	McDonald .....	111				
11.1	Chicago Heights C.H.T.T. 5.3					
16.4	Falithorn .....					

### B. & O. Fast Freight Trains

Distance from Pine Jct.	B. & O. C. T. Time Table No. 165 April 29, 1951	Passing siding capacity in 45 foot cars including engine and caboose	INBOUND				OUTBOUND						
			197	97	97	97	92	96	94	94	94	94	94C
			B. & O. No. 197	B. & O. No. 97	B. & O. No. 97	B. & O. No. 97	B. & O. No. 92	B. & O. No. 96	B. & O. No. 94	B. & O. No. 94	B. & O. No. 94	B. & O. No. 94	B. & O. No. 94C
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
0.0	Pine Jct. ....		P. M. 6.30	P. M. 10.30	P. M. 11.55	A. M. 1.30	A. M. 11.20	P. M. 8.20	P. M. 11.30	A. M. 2.15	A. M. 12.30	A. M. 1.30	A. M. 2.30
3.8	East Chicago .....		7.30		12.25							1.15	2.15
13.5	Barr Yard .....		8.00		1.00	2.30	10.35	7.35			10.45	11.45	12.30
15.1	Blue Island Jct. ....				1.35	3.05	9.30	6.10					
9.7	Rock Island Jct. ....			10.55					10.05	1.50			
22.1	79th St. Jct. ....			11.30	2.00	3.30	9.15	5.55	8.30	1.15			
27.4	Brighton Park .....												
30.7	Robey .....		A9.00 P. M.	A12.01 A. M.	A2.30 A. M.	A4.00 A. M.	8.00 A. M.	4.30 P. M.	8.00 P. M.	10.15 P. M.		P. M.	A. M.

When only one section of No. 97 they will operate into Robey via Barr Yard and 79th St. Jct.  
 No. 94 from Robey will operate via Barr Yard when necessary, for tonnage fillout.  
 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, Barr Yard and Whiting Jct.  
 The above schedule for information only.



THE BALTIMORE & OHIO SYSTEM  
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 CHICAGO TERMINAL R.R.

