

**SAVING PER DIEM
IS EVERYBODY'S
BUSINESS**

**SAFETY
DOESN'T JUST
HAPPEN
YOU MAKE IT
HAPPEN!**



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**Indiana Harbor Belt
Railroad**

* * *

TIMETABLE No. 7

* * *

Effective

**12.01 A.M., Central Standard Time
Friday, November 1, 1974**

FOR THE GOVERNMENT OF EMPLOYEES ONLY



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FOR THE GOVERNMENT OF EMPLOYEES ONLY

R. E. SULLIVAN
General Manager

R. L. TEWELL
Superintendent

G. H. BURNISTON
Transportation Superintendent

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NOTE—Applies on Pages 3 to 5 inclusive:
Rule 221-A in effect at all Train Order offices unless otherwise indicated.

- B** Indicates **Rule 221-B** in effect.
C Indicates **Rule 221-C** in effect.
K Indicates controlled by.
O Indicates automatic interlocking.
P Indicates in service part-time.
R Indicates remote controlled from.
S Indicates control station at other than dispatcher's office.
X Indicates in service continuously.
★ Indicates radio.
Indicates PC Radio Channel 2.

Holidays: New Years, Washington Birthday, Memorial, Independence, Labor, Thanksgiving, Christmas, Veterans Days.

IVANHOE TO FRANKLIN PARK BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Ivanhoe	Capacity of Sidings Based on 50 ft. Cars			Note
					West	East	Both	
X	X	X-#	IVANHOE (E. J. & B.).....	0.0				1
X	X	★	GIBSON—R—Gib. E. End.....	2.20				
X	X		EAST END.....	2.40				
X	X		M.C. CONN.—R—Gib. E. End.....	2.82				
			COLUMBIA AVENUE.....	4.32				
X	X	★	HAMMOND TOWER (N&W— EL—C&O—L&N).....	5.44				
X	X	X-★	CALUMET PARK (PC— B&OCT).....	7.06				1
X	X	X-★-#	DOLTON (PC-C&WI—B&OCT).....	10.56				1
X	X	X-★-#	STEWART AVENUE.....	11.73				1
			ASHLAND AVENUE.....	13.04				
X	X	X-★	NORTH HARVEY (B&OCT).....	13.66				1
			139TH ST. CROSSOVERS.....	14.38				
X	X	X-★	G.T.W. TOWER (GT—B&OCT).....	15.24	30			1
			WIRETON.....	16.46				
			112TH ST. CROSSOVERS.....	19.30				
X	X	X	CHICAGO RIDGE (N&W).....	21.19	96	89		1
			95TH ST. CROSSOVERS.....	22.70				
			71ST STREET.....	25.94				
X	X	X-★-#	ARGO.....	26.95	83			1
X	X	X	G.M. & O. TOWER (GM&O).....	27.54				
X	X	X-★	McCOOK (ATSF—C&IW).....	28.28				1
			SUPERIOR.....	30.17				
			LaGRANGE.....	31.00				
			BROADVIEW.....	33.92		102		
			BELLWOOD.....	35.08				
			WASHINGTON BLVD.....	35.38				
			MELROSE.....	35.88				
			ROSE.....	36.97				
X	X	★-#	NORPAUL.....	38.29				
X	X		SOO LINE CONN.—R—Norpaul.....	38.86				
			FRANKLIN PARK (CMSt&P—SooL).....	39.27				

The direction from Ivanhoe to Franklin Park is Westward.
NOTE 1. Train Order Signal **200C**, in service and indicates Train Orders as prescribed by **Rule 221 (A)**.

ARGO TO OAKLEY AVE. BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Argo	Capacity of Sidings Based on 50 ft. Cars			Note
					West	East	Both	
X	X	X-★-#	ARGO.....	0.0				1
X	X		G.M. & O. TOWER (GM&O).....	0.53				
X	X		CHAPPELL—R—Argo.....	2.87				
			WEST 55TH STREET.....	5.13			120	
X	X	X	55TH STREET (BRC).....	6.46				1
			B.R.C. RR CROSSING.....	6.53				
			G.T.W. RR CROSSING.....	7.32				
			KENWOOD.....	8.22				
			OAKLEY AVENUE.....	8.22				
			MORGAN STREET.....	9.81				

The direction from Argo to Morgan Street is Eastward.
NOTE 1. Train Order Signal **200C**, in service and indicates Train Orders as prescribed by **Rule 221 (A)**.

INDIANA HARBOR TO OSBORN BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Indiana Harbor	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X	X	X	INDIANA HARBOR—R-HC (EJ&E—B&O—PC)	0.0				2
X	X	X	FT. WAYNE TOWER (PC)	0.19				
X	X	X	MICHIGAN AVENUE	1.44				
X	X	X	CALUMET (B&OCT—EJ&E)	1.96				
X	X	X	GRASSELLI (EJ&E—B&OCT)	3.00				
X	X	X	GIBSON—R—Gib. E End	3.78				
X	X	X	EAST END	2.40				
X	X	X	OSBORN (N&W)	4.70				1

The direction from Indiana Harbor to Osborn is Southward.
NOTE 1. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed by Rule 221 (A).
NOTE 2. Controlled by operator HC located on P.C.

CALUMET PARK TO KENSINGTON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Calumet Park	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X	X	X	CALUMET PARK (PC—B&OCT)	0.0				1
			CALUMET RIVER BRIDGE	1.06				
			KENSINGTON	4.98				

The direction from Calumet Park to Kensington is Westward.
NOTE 1. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed by Rule 221 (A).

BURNHAM TO ROBY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Burnham	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
			BURNHAM	0.0				
			ROBY	3.88				

The direction from Burnham to Roby is Northward.

GIBSON TO COUNTY LINE ROAD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Gibson	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X			GIBSON—R—GIB. E. End	0.0				
X	X	X	GIBSON LCL	1.13				
			IVANHOE (EJ&E)	2.20				1
			BUDD	3.73				
			TOLLESTON	5.60				
			GARY	6.70				
			ALCO	7.90				41
			MILLERS	10.68				
			DIXIE	12.10				
			COUNTY LINE	13.13				

The direction from Gibson to County Line is Eastward.
NOTE 1. Train Order Signal Rule 200C, in service and indicates Train Orders as prescribed by Rule 221 (A).

WHITING TO CALUMET CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Whiting	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X			CP 505	0.0				
X	X		PC TOWER	0.37				
			INDIANAPOLIS BLVD.	0.94				
			BURNHAM	4.44				
X	X		STATE LINE (C&WI—L&N—N&W—B&OCT—EL—CSS&SB)	4.75				
			FEDERAL CEMENT LEAD	4.88				
			CALUMET CITY	5.90				

The direction from Whiting to Calumet City is Westward.

STATE LINE TO GRASSELLI SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from State Line	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X	X		STATE LINE (C&WI—L&N—N&W—B&OCT—EL—CSS&SB)	0.0				
			NORTH HAMMOND	1.00				
			COLUMBIA AVENUE	1.51				
			EJ&E RR CROSSING	1.83				
O			B&O CT RR CROSSING	2.01				
			REPUBLIC	2.09				
			EJ&E RR CROSSING	3.40				
X	X	X	GRASSELLI (EJ&E—B&OCT)	3.50				

The direction from State Line to Grasselli is Eastward.

GRASSELLI TO CUDAHY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station and Train Order Office	STATIONS	Distance from Grasselli	Capacity of Sidings Based on 50 ft. Cars			
					West	East	Both	Note
X	X	X	GRASSELLI (EJ&E—B&OCT)	0.0				
			CUDAHY	1.54				

The direction from Grasselli to Cudahy is Eastward.

A-1. OTHER RAILROADS

Penn Central (Southern Region) rules and timetable govern south of Osborn Tower.

E. J. & E. rules and timetable govern between Indiana Harbor and Smelter Siding, between Calumet (Harbison-Walker Lead Track Connection) and Whiting, between Grasselli and Hammond and between Grasselli and Vulcan Detinning Company.

Penn Central (Western Region) rules and timetable govern between Dolton Tower and 159th Street, between Calumet Park and Hegewisch, Hegewisch to South Chicago and between Indiana Harbor and Whiting.

Penn Central rules govern on Calumet Western Railroad.

I. C. rules and timetable govern between Highlawn and Markham Yard.

C. & E. I. rules and timetable govern between Dolton and Yard Center.

C. R. I. & P. rules and timetable govern between Grand

Trunk Tower and Burr Oak Yard.

B. & O. C. T. rules and timetable govern between North Harvey and Barr Yard.

C. R. & I rules and Special Instructions govern between Oakley Avenue (49th Street) and Ogden Avenue.

C. & W. I. rules and timetable govern between Hammond Tower and South Hammond on L&N tracks and between State Line Tower and South Deering.

CMStP&P rules and timetable govern between Soo Line Tower and Bensenville Yard.

SPECIAL INSTRUCTIONS

GENERAL RULES

Employees Permitted to Ride on Engines, etc.

100 O-A1. Referring to Rule O, the following designated employees will be permitted on freight trains and engines, or on the front platforms of multi-unit trains:

Train Dispatchers.

Yardmasters.

Supervisors of Track.

Air Brake Instructors and Mechanical Supervisors.

Rules Examiners.

Supervisors of Structures, Signals, and Communications.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding proper transportation issued by System Pass Bureau or General Manager.

100F-A1. TRAIN ACCIDENTS.

Trainmen or Engineman—Form T-111 will be used when reporting derailments or damage to property and will be made by Conductor and, in addition, by engineman when engine is damaged, derailed or run through switch.

Form T-111 will be prepared in duplicate.

Conductor or Engineman will mail reports in duplicate to the following: Gibson crews, Terminal Superintendent—Gibson, Ind.; Blue Island crews, Terminal Superintendent—Blue Island, Ill.; Argo crews, trainmaster—Argo, Ill.; Norpaul crews, trainmaster—Norpaul, Ill.

Trainmen or engineman of foreign trains will make reports in accordance with above instructions.

Safety Rule of the Day

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on page preceding General Order No. 701. They are also required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

100R-A1. PERSONAL INJURIES.

Trainmen or engineman—Form CT-226 will be used when reporting injury to employees, persons, or crossing accidents.

Form CT-226 will be prepared in duplicate.

Conductor or Engineman will mail reports in duplicate to the following: Gibson crews, Terminal Superintendent—Gibson, Ind.; Blue Island crews, Terminal Superintendent—Blue Island, Ill.; Argo Crews, Trainmaster—Argo, Ill.; Norpaul Crews, Trainmaster—Norpaul, Ill.

Trainmen or engineman of foreign trains will make reports in accordance with above instructions.

Injuries to persons or employees must be reported immediately to the Superintendent by phone and a full report made to the head of the department within twenty-four hours.

100R-2A. Medical Officers and Surgeons.

All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Blue Island, Ill.	*J. F. Van de Roovaart 12757 Western Avenue	388-0325
Chicago, Ill.	Dr. James D. Thornton (Regional Medical Director) Office, 248 Union Station 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. Daily except Sat., Sun. and Holidays First Saturday of each month 8:30 A.M. to 12:00 Noon by Appointment Res., 1366 North Sandburg Terrace, Chicago, Ill.	236-7200 Ext. 2348, 2349 337-7697
	J. L. Keeley, Mercy Hospital 2537 S. Prairie Ave.	842-4700
East Chicago, Ind.	*E. A. Campagna 3406 Guthrie Street	397-0125
	*J. A. Teegarden, Jr. 1919 E. Columbus Dr. Res.	397-1805 397-1806 844-0783
Gary, Ind.	*R. N. Bills 504 Broadway Res.	885-6105 882-6208
Harvey, Ill.	*H. T. Hannig 15301 Page Ave. 10:30 A.M. to 12 Noon and 1:30 P.M. to 4 P.M. on Mondays, Tuesdays, Wednesdays and Fridays, and 10:30 A.M. to 12 Noon on Saturdays	331-0066
LaGrange, Ill.	G. Henry Mundt, Jr., Oculist 47 South Sixth Street	354-2580
Maywood, Ill.	*A. E. Joslyn 1908 St. Charles Rd. Mon., Tues., Thurs.—8 A.M. to 9 P.M. Wed. and Fri.—8 A.M. to 6 P.M. Sat.—9 A.M. to 1 P.M.	344-5300
Munster, Ind.	A. J. Kuhn, Oculist 7905 Calumet Ave.	836-5800
	*A. C. Remich 7905 Calumet Ave. Res.	836-5800 933-7530
Summit, Ill.	*Dwan Medical Center 7450 West 63rd Street	458-0170

*Available to employees for periodic or other physical examinations, or to secure completed Form MD3 (Return to Duty Form) during their office hours or by appointment.

100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone Number
Blue Island, Ill.	St. Francis Hospital 12948 S. Gregory Ave.	597-2000
Chicago, Ill.	Mercy Hospital 2537 S. Prairie Ave.	842-4700
	Roseland Community Hospital 45 West 111th St.	785-7800
East Chicago, Ind.	St. Catherine Hospital 4321 Fir Street	392-1700
Gary, Ind.	St. Mary's Mercy Hospital Tyler Street and 6th Ave.	882-9411
	Methodist Hospital 1600 W. 6th Avenue	882-9461
Hammond, Ind.	St. Margaret Hospital 25 Douglas St.	932-2300
Harvey, Ill.	Ingalls Memorial Hospital 16510 Page Avenue	333-2300
Melrose Park, Ill.	Westlake Hospital 612 North 12th St.	681-3000

OPERATING RULES**STANDARD TIME**

1001-A1. The "Uniform Time Act of 1966" (Public Law 89-387) provides in part, that the standard time of each time zone shall be advanced one hour commencing at 2:00 A.M. on the last Sunday of April of each year and ending at 2:00 A.M. on the last Sunday of October of each year. Such time as so advanced shall be the standard time of each time zone during such period.

In compliance therewith, in the application of **Rules 1 and 2**, all clocks and watches must be so adjusted to conform to this change in Central Standard Time which will be in effect each year.

Central Standard Time is in effect on the IHB Railroad.

HAND, FLAG AND LAMP SIGNALS

1012-A1. Main track switchtenders will use white signals for main track movements with current of traffic, yellow signals for main track movements against current of traffic, and for movements to and from any diverging route.

At night or when weather conditions require its use, electric hand lamp must not be extinguished when performing switching in yard or at stations.

Blue Island. Eastward trains entering North or South Receiving Yards, Blue Island Hump, will be governed by illuminated track indicator located on bracket post signal 300 feet west of Hump Tower, which will designate the track to be used for the yarding of inbound trains. When no indication is shown on track indicator, inbound trains or engines on North or South Leads will stop on Ashland Avenue Bridge and a member of the crew will call the Yardmaster by telephone at Blue Island Hump for instructions as to the yarding of their train.

ENGINE WHISTLE SIGNALS

1014-A1. Within the State of Indiana, it is necessary to ring engine bell and sound engine whistle signal **Rule 14(1)** at all crossings. In the event the whistle and/or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

1014-A2. Except in emergency, within the State of Illinois, enginemen are relieved of sounding engine whistle signal **Rule 14(1)** for public crossings that are protected by automatic crossing protection except at Western Avenue, Dixmoor.

USE OF SIGNALS**Fusees and Torpedoes.**

1035-A1. On account of fire hazard, lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1035-A2. Employes using lighted fusees to pass or communicate signals must use extreme caution when disposing of them. Lighted fusees are not to be thrown in the air, nor should they be carelessly thrown on the ground where fire or other damage could result. Fusees must be properly disposed of by the employe when they have served their purpose.

1035-B1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Freight Service	12	4
Engines	3	4
Engines in Helper Service	6	4
Track Cars	4	4
Crossing Watchmen	3	0
Detector Cars and Burro Cranes	6	4

NOTE—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced at convenient points.

SUPERIORITY OF TRAINS

1072-A1. On single track, WESTWARD and SOUTHWARD trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS—BULLETIN ORDERS BULLETIN BOARD—STANDARD CLOCKS

1075-A1. Location of Bulletin Boards where General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Standard Clocks.

Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board.

Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

Bulletin Board or Bulletin Book	Standard Clock	Location	Other Railroads
X	X	Lake Front—Yard Office	PC, EJE
X	X	Michigan Avenue—Yard Office	PC, EJE
X	X	North Hammond—Yard Office	PC, EJE, C&WI
X	X	Gibson—East End Crew Dispatchers Office North Hump West End Diesel Terminal	PC, EJE, C&WI
X	X		PC, EJE, C&WI
X	X		PC, EJE, C&WI
X	X		PC, EJ&E, C&WI
X	X	Blue Island—East Yard Office Long Field Hump West Yard Bunk House	PC, C&WI,
X	X		C&EL, IC,
X	X		CRI&P, B&OCT
X	X		PC
X	X	Argo—Locker Room Diesel Terminal	
.....			
X	X	Norpaal—Yard Office Locker Room Diesel Terminal	C&WI
X	X		C&WI
X		C&WI

NOTE—X indicates in service.

1075-A2. Circular Notices are in effect for 12 months unless cancelled.
Standard Clocks

1075-3. Standard Clocks at Other Points:
Train Dispatcher's offices.
Open block stations and train order offices.

1079-A1. CLEARANCE AUTHORITY

Penn Central General Notice No. 207-C—Clearance Authority for movement of all equipment and all lading on open top cars over the lines of Penn Central and PRSL in freight service in effect.

Agents, Yardmasters, Car Inspectors and others responsible for the billing, carding, routing and handling of cars or other equipment to determine proper routing, must provide themselves with a copy.

MOVEMENT OF TRAINS

1083-A1. Trains or engines to enter main tracks will be cleared by telephone, by train dispatcher, train director or operator.

Where trains or engines are cleared by signal indication, signalman must obtain permission from train dispatcher or train director before displaying signal.

Trains must not leave the following stations without authority as specified.

Location	Authority
E. J. & E. Main Tracks, Indiana Harbor, Whiting, South Chicago	E. J. & E. Superintendent, Kirk Yard.
Calumet, Harbison-Walker Lead Track Conn., to Whiting	By telephone, by operator, Calumet, before entering or leaving E. J. & E. Main Track at the following points: Whiting-Standard Oil Company, Riley Road Yard Lot, East Chicago-Sinclair Refining Company, Harbison-Walker Lead Track.

NOTE—After using EJ&E main tracks, all switches must be lined for main track movement. The normal position for switches on the Hammond Lead between Shearson and State Line is for the Hammond Lead.

Ivanhoe to Franklin Park Branch

Ivanhoe	Eastward and Westward trains or engines by signal indication.
Calumet City, Burnham Avenue,	Eastward trains or engines and engines occupying industrial lead for switching of industries must contact by telephone train director, Hammond Tower.
Dolton	Eastward trains or engines by signal indication.
Blue Island	Movements of trains or engines on Highlawn Lead track are controlled by operator-switchtender at Stewart Ave. Trains or engines may enter this track by signal indication. Westward trains or engines originating east of Dolton Interlocking may enter Dolton Lead Track or Highlawn Lead Track by signal indication. Trains or engines entering single main track Stewart Avenue by signal indication. Westward trains or engines moving westward on single main track to enter Diesel terminal or West Yard, Blue Island, must report in clear of main track by telephone to operator-switchtender, Stewart Avenue.
Ashland	Westward trains when ready to leave or double from Westbound Yard, by telephone, by train dispatcher.

(Continued on next page)

Location	Authority
North Harvey	Eastward trains or engines moving from Spud House Lead Track, by signal indication. Westward trains or engines moving from Receiving Yard Lead Tracks, by signal indication. Westward CMStP&P trains or engines, by signal indication. Trains or engines moving to and from B. & O. C. T-Barr yard by signal indication.
Wireton	Eastward trains will obtain permission of train dispatcher, by telephone, before pulling in eastward siding. Trains or engines moving to or from Industrial Lead west of Francisco Avenue Subway and Homan Avenue, by telephone, by train dispatcher.
Chicago Ridge	Westward trains will obtain permission of train dispatcher by telephone, before pulling in westward siding.
Stickney	Eastward trains or engines before entering main tracks, by telephone, by train dispatcher.
71st Street	Westward trains receiving restricting indication, Rule 290 , must contact train dispatcher before passing signal.
Argo	All westward trains or engines originating at Argo on signal indication authorized by train dispatcher.
McCook	By telephone by train dispatcher, before moving from Electro-Motive Corp. to track 21. Eastward trains moving from A. T. & S. F. interchange track, by signal indication.
LaGrange	By telephone, by train dispatcher, before movements are made on west wye track to Burlington Northern.
Broadview	By telephone, by train dispatcher, before movements are made over I. C., wye track. Westward trains will obtain permission of train dispatcher, by telephone, before pulling in westward siding.
Bellwood	Trains or engines moving to or from C&NW lead track, by telephone, by train dispatcher. Westward trains moving with current of traffic with deliveries for Proviso Yard, must not foul C&NW lead track switch, until permission has been received from train dispatcher to cross over.
Franklin Park	Eastward trains or engines will move from the CMStP&P to main tracks by signal indication.

(Continued on next page)

Location	Authority
Argo to Oakley Ave. Branch:	
Chappell	Trains or engines must receive clearance, by telephone, by train director, 55th Street, before entering main track at hand-operated switches.
Indiana Harbor to Osborn Branch:	
Indiana Harbor to Osborn	Trains or engines will be cleared by signal indication, except when entering main tracks at hand-operated switches it will be necessary to receive clearance by telephone from train director at Grasselli.
Gibson Yard	Southbound trains by telephone from operator at Osborn Tower.
Whiting to Calumet Park:	
Burnham	Westward movements originating at Burnham, or east thereof, by telephone, by signal indication, State Line interlocking. Trains or engines moving to South Chicago and Irondale via Penn Central, by telephone, by operator, Calumet Park interlocking, before entering Penn Central main track at Wolf Lake Junction. Trains moving to Burnham via Penn Central Wolf Lake Junction must report to signalman, Calumet Park interlocking, after train is clear of Penn Central main track, and switch is closed and locked at Avenue "O".
State Line and Calumet City	Trains or engines moving, in either direction, between Calumet City and State Line, or moving Calumet City to State Line to enter Burnham Yard, by telephone, by operator, State Line Interlocking. When moving from Calumet City to Burnham with more cars than main track hold between State Line and switch to L&N-Erie Lackawanna connection, train director, Hammond tower, must be notified. Trains or engines moving on L&N-Erie Lackawanna connection track, by telephone, by train director, Hammond tower.
Calumet Park	Trains or engines moving over Penn Central main tracks, by telephone, by operator, Calumet Park interlocking, before entering Penn Central main track at Calumet Park.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Grasselli—E.J.&E.R.R.	Stop Sign	Stop Sign	Stop and Proceed	
LaSalle Steel—E.J.&E.R.R.	Stop Sign	Stop Sign	Stop and Proceed	
Ind. Harbor—E.J.&E. R.R. Cast Armour Lead	Stop Sign	Stop Sign	Stop and Proceed	
Calumet City: Fed. Amer. Cmt. Title Presto Lite Co.	Target	Horizontal	Proceed	1
Chicago: B.R. of C. R.R. Main	Stop Sign	Stop Sign	Stop and Proceed	
Chicago: G.T.W. R.R. Main	Stop Sign	Stop Sign	Stop and Proceed	

NOTE 1. Trainmen will operate target. Normal position for Lead. Proceed on lead at restricted speed.

1098-A2. In the application of **Rule 98** in the State of Indiana: Railroad crossings not protected by interlocking signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from a railroad crossing before entering upon or crossing such other track, until the way is known to be clear.

Illinois. At railroad crossings and junctions at grade, not interlocked, or when approaching a swing or drawbridge, in use as such, all trains shall be brought to a full stop before reaching the same and within 800 feet therefrom, and shall not proceed over crossing or swing or drawbridge, until the engine-man or other person in charge of the engine attached to the train has positively ascertained that the way is clear and that the train can safely resume its course.

1099-A1. In the application of **Rule 99** in the State of Illinois: When a train makes an unscheduled stop or an unusual slowdown in Automatic Block Signal or Traffic Control Territory, except in interlocking limits, a crew member shall station himself at the rear of the stopped or slow train, maintain vigilant lookout and shall flag against any following trains entering or moving within the same block.

Public Crossings at Grade

1103-A1. At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway, until gates are in horizontal position. Where flashing lights are in service without gates, the flashing lights must be operating for at least twenty seconds.

At all crossings where signs are provided on main tracks to indicate "End of Circuit," trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised or flashing light not operating, must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least twenty seconds.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in the control box.

"X" sign will be used where Close Clearance prohibits the use of "End of Circuit" sign.

Column Table For Public Crossings At Grade

X—Indicates Method of Operation

COLUMN 1—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

COLUMN 2—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 4—Trains and engines must not cross highway until gates are in horizontal position.

LOCATION	CROSSING	TRACK	See Column Table				Note
			1	2	3	4	
Alaip, Ill.	Laramie	Lead	X				
	115th St.	Main			X		
	123rd St.	Main			X		1
	123rd St.	Lead	X				
	Central Ave.	Lead	X				
	129th and Crawford Avenue	Lead	X				2
	131st St.	Lead	X				
Bellwood, Ill.	25th Ave.	Canada Dry Lead	X				
	25th Ave.	Can Yard Lead	X				
Blue Island, Ill.	Vermont St.	Enterprise Wire	X				
Calumet City, Ill.	State Line Ave.	Running Track Ind. Lead				X	3
Chicago, Ill.	Central Avenue	Team Track Ind. Lead	X				
	Lawndale Ave.	1 and 2 Main Track Ind. Lead	X				
Chicago Ridge, Ill.	Central Ave.	1 and 2 Main Track			X		
Dolton, Ill.	Cottage Grove Ave.	Main					4
	Lincoln Ave.	Main					5
E. Chicago, Ind.	151st St.	Lead	X				
	Chicago Ave.	Republic Yd Lead	X				
	Columbus Drive	Lead	X				
	Chicago Avenue	Baldwin Lead				X	
Gary, Indiana	Virginia St.	Team Track Ind. Lead	X				
Grasselli, Ind.	Kennedy Avenue	DuPont Lead	X				
Hammond, Ind.	Whiting Branch	Secondary Track	X				
	Calumet Ave. 150th Street	Lead	X				
	Sheffield Ave. Whiting Branch	Secondary Track	X				
	Calumet Ave. Whiting Branch	Secondary Track	X				
	165th St.	No. 1 Southward Main					8
	165th St.	Pullman Lead	X				
	171st and 173rd Sts.	Main					6
Hillside, Ill.	Exit ramps Eisenhower Expwy	Industrial Lead	X				

LOCATION	CROSSING	TRACK	See Column Table				Note
			1	2	3	4	
Iroindale, Ill.	112th Street	Calumet Western Mains—Ind. Lead	X				
	114th Street	Calumet Western Mains—Ind. Lead	X				
Indiana Harbor, Indiana	Phillips Pet. Fire Road	Lead	X				
LaGrange, Ill.	Beech Street	No. Wye Track	X				
	East Ave.	1 and 2 Main and 21 Track					7
	47th Street						7
	Cositt Ave.						7
	Lincoln Ave.						7
	Harding Ave.						7
McCook, Ill.	31st Street						7
	Lawndale Street	Ind. Lead	X				
Whiting, Ind.	121st Street	Lead	X				
	Indianapolis Blvd.	Lead	X				
	New York Ave.	Lead	X				
	White Oak Ave.	Lead	X				
	Schrage Ave.	Lead	X				
	Amer. Smeltg.	Alley	X				
Wireton, Ill.	127th St.	1 and 2 Main			X		

NOTE 1. Alsip, 123rd St. Main: Trains or engines using Main Track and have consumed more than two (2) minutes in making move over auxiliary circuit must not exceed five (5) miles per hour approaching 123rd Street, unless it is known that the crossing gates are in a horizontal position.

NOTE 2. Alsip, 129th and Crawford Ave. Lead: Trains or engines will not exceed a speed of ten (10) miles per hour over Crawford Avenue.

NOTE 3. Calumet City, State Line Avenue, Running Tracks—Industry Lead: Trains, engines, or cars must not be left standing closer than four (4) car lengths from line of street.

NOTE 4. Dolton, Cottage Grove Avenue, Main: Westward trains on No. 1 Main Track when home signal, Dolton, indicates "STOP", having trains in excess of 70 cars must stop east of end of circuit sign located 250 feet east of Cottage Grove Ave., Dolton, so as not to activate flashing signals or short-arm gates or block Cottage Grove Avenue Crossing.

NOTE 5. Dolton, Lincoln Ave., Main: Trains or engines will arrange to follow train ahead and maintain a distance of at least 700 feet back of train ahead and approach Lincoln Ave., Dolton, Ill., prepared to stop when crossing gates are not in horizontal position.

NOTE 6. Hammond, 171st and 173rd Streets, Main: Trains or engines on track No. 1 with cars for N. & W. must stop north of sign 300 feet north of 171st Street. If train consists of more cars than can be held between N. & W. switch and sign and movement into N. & W. cannot be made immediately, trains must be cut north of sign and head end moved south to clear 173rd Street. North bound trains on Track No. 2 stopping to cut off cars for Gibson must leave train south of sign located 300 feet south of 173rd Street.

NOTE 7. Trains or engines following a train must maintain a distance of at least 1,000 feet back of train ahead and approach crossings prepared to stop when crossing gates are not in horizontal position.

NOTE 8. Southward signal on No. 1 Track, 165th Street, Osborn Interlocking. When signal on Southward Main No. 1 Track displays stop indication, trains or engines will stop North of X sign located between Tracks 1 and 2 approximately 200 feet north of signal. When signal displays proceed, trains or engines starting from stop position will approach 165th Street at restricted speed to allow time for gates to lower.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations:

Switch Located at	Connecting	With	Normal Position is for Movements
Gibson Engine Terminal	No. 3 and No. 4 Inbound	Lead	No. 3 and No. 4
Gibson Engine Terminal	Lead Track	Sand Track	Lead Track
Gibson West Classification Yard	Tracks No. 1 and No. 2	Tracks No. 1 and No. 2	Tracks No. 1 and No. 2
	Track No. 1 Extension	Hump Lead	Hump Lead
Gibson South Train Yard	Inbound Lead	Train Yard Lead	Inbound Lead
Gibson East End	PC Caboose Track	No. 30 Lead	No. 30 Lead
Gibson East-bound Classification Yard	Track 14	Wash Track	Wash Track
Calumet Avenue, Hammond	Track 4	South Train Yard	South Train Yard Track
Ashland Avenue	West Yard No. 2	Main	West Yard No. 2
North Harvey Lead Switches	West end, Eastbound Yard	South Receiving Yard Lead Track	South Receiving Yard Lead Track
GTW Interlocking	Junction of the GTW	CRI&P Lead	CRI&P Lead
Wireton	Industrial Lead Homan Ave.	Long Track	Long Track
Chicago Ridge	Crossover Eastward Siding	Receiving Track	Receiving Track
McCook	Tracks A and B	Lead Track	Lead Track
LaGrange	Westward Siding	West End Yard Lead Track	Westward Siding
Broadview	Westward Siding	IC Wye Track	IC Wye Track
	Steber Mfg. Co.	Wye Track	Wye Track
Melrose	CNW Wye	Track 21	Wye Track
Millers	Secondary Track	PC Interchange Track	PC Interchange Track
Indiana Harbor	YSTX Coke Plant and Inland Plant No. 1	PC Track 19	PC Track 19

Switch Located at	Connecting	With	Normal Position is for Movements
Indiana Harbor	Lake Front Lead	No. 1 Pocket	Lake Front Lead
	Lake Front Lead	C&O R. R.	Lake Front Lead
Calumet City	Junction Eastward Running Track No. 1	West end No. 5 Lead	Eastward Running Track No. 1
Burnham Ave. Highway Bridge	No. 2 Track to No. 1 Track	No. 1 Track to No. 4 Track	No. 1 Track
Calumet City	Whiting to Calumet City Secondary Track	E.L. Connection	E.L. Connection
	Whiting to Calumet City Secondary Track	Wilson Industrial Track	Secondary Track
State Line	Industrial Lead	East and West Tracks Great Lakes Warehouse	Industrial Lead
Burnham	Crossover Junction Hyman-Michaels Lead Track	PC Track	Crossover
North Hammond	Storage Track	EJ&E Main Track, LaSalle Steel	Storage Track

1104-B2. Switch Tenders are Stationed at and have Charge of Yard Switches as Indicated

Location	Switches
Norpaul Yard	Receiving Lead, West End, to Tracks 1 to 13 Receiving Yard.

1104-B3. Power Operated Yard Switches

Location	Tracks	Controlled by
Dolton, East of Indiana Avenue	Crossover between No. 5 and No. 9 Lead. Switch to C&E I Connection or PC Dolton Tower.	Operator-Switchtender, Stewart Avenue

Location	Tracks	Controlled by
Dolton, West of Indiana Avenue	Switch from No. 9 Lead to IC Highlawn Connection. Crossover between No. 9 Lead and Highlawn Lead East of IC Overpass.	Operator-Switchtender, Stewart Avenue
Stewart Avenue	Main Track Yard Track	Operator-Switchtender, Stewart Avenue
Norpaul	Switching Lead Receiving Lead	Operator-Switchtender, Norpaul

NOTE. Switches are equipped with colorlight switch indicator for indicating position of switches and displaying the following indications:

Lunar White..... Straight track or lead
Yellow..... Diverging route
Red..... Stop

In the event of failure of switch, operate switch by hand per instructions posted in telephone booth on instructions from Operator-Switchtender at Stewart Avenue.

When switch is not properly set, indicator will display red (STOP). Movements must not be made over switch when indicator displays red (STOP) until permission is given by Operator-Switchtender.

Trains and engines will not exceed a speed of 15 miles per hour over power operated switches. Restriction applies to entire train.

Hand-Operated Switches Equipped With Electric Locks

1104-D2. The following switches are equipped with electric lock, not controlled by Operator:

Location	Switch	Note
Gibson	No. 2 Main to Wye Lead connecting to Westward Running Track East of Kennedy Ave.	1
East Chicago	No. 1 Main to Badger Fuel	1
	No. 1 Main to Marco Iron	1
Argo	West End Old Yard to No. 1 Main and crossover between No. 1 and No. 2 Main.	1
	West of Argo from No. 2 Main to GM&O connection.	1
McCook	Facing Point switch on No. 1 Track to Paige Engineering located just west of crossover between main tracks.	

NOTE 1. The switch lock on these switches must not be removed from keeper until after permission has been obtained from Operator. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch

1105-A1. Spring Switches Located			
Location	Normal Position	Route for Which Spring	Note
Gibson Diesel Facility	No. 4 Track	On lead from Tracks 7, 8 and 9	1
Chicago Ridge	No. 2 Main	Eastward movement Eastward Siding to No. 2 Main	

NOTE 1. Spring switch listed above is not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Semi-Automatic Switches

1105a-A1. In the application of Rule 105a, all semi-automatic switches must be properly lined by hand before use in either direction.

Track Assignments

1151-A1. Single Track

Track	Between	And
Ivanhoe to Franklin Park Branch (W)	Ivanhoe	Calumet Park
(W)	Stewart Avenue	North Harvey
Argo Branch (E)	G.M.&O. Tower	Chappell
(E)	Argo	55th St. Tower
(E)	Oakley Ave.	Morgan St.
Kensington Branch (W)	Calumet Park	Kensington
Miller Branch (E)	Ivanhoe	County Line Road
Whiting Branch (W)	Whiting	Calumet City
Roby Branch (N)	Burham	Roby
East Chicago Belt (E)	State Line	Grasselli
Cudahy Branch (E)	Grasselli	Cudahy

(N) (S) (E) (W) indicates timetable direction from point first named.

1151-B1. Two or More Tracks

Current of traffic or TCS as follows:

Between:	No. 1 Track	No. 2 Track	Tracks Numbered From
Calumet Park and Stewart Avenue	Westward	Eastward	North 1-2
North Harvey and GTW Tower	TCS	Eastward	North 1-2

Between:	No. 1 Track	No. 2 Track	Tracks Numbered From
GTW Tower and Argo	Westward	Eastward	North 1-2
Argo and McCook	TCS	TCS	North 1-2
Norpaul Int. and Grand Ave. Int.	TCS	Eastward	North 1-2
Grand Ave. Int. and Soo Line Tower	Westward	Eastward	North 1-2
Indiana Harbor-Osborn	Southward	Northward	West 1-2

1151-B2. Movements Against the Current of Traffic.

At the following locations, third paragraph of Rule D-151 will not apply and movements will be made as indicated below at restricted speed.

Trains or engines may operate against the current of traffic without train orders, under manual block signal system rules, in the following territories when authorized by the train dispatcher or train director. The conductor or engineer must obtain permission to use the track only from the employe in charge of track as designated below.

Track	From	To	When Authorized by Train Dispatcher On Verbal Permission From	Note
2	Kaiser Swg.	Dolton	Dolton	1
2	139th St.	GTW Interlocking	Train Dispatcher	2
2	79th Street	Argo Tower	Train Dispatcher	3
2	Indiana Harbor	Osborn	Train Director, Grasselli Signal Indication	4
1	Osborn	Indiana Harbor	Train Director, Grasselli Signal Indication	5

NOTE 1. The train dispatcher must determine that the block is clear of all opposing movements. Form J train order must be issued to the Operator at Dolton. Blocking device must be applied at Dolton Tower and record made on train dispatcher's sheet and operator's record of train movement sheet before permission for use of track can be granted.

NOTE 2. The train dispatcher must determine that the block to be used is clear of all opposing movements. Form J train order must be issued to G.T.W. Tower.

NOTE 3. The train dispatcher must determine that the block is clear of all opposing movements. Form J train order must be issued to the operator at Argo. Blocking device must be applied at Argo Tower and record made on train dispatcher's sheet and operator's record of train movement sheet before permission for use of track can be granted.

NOTE 4. The train director at Grasselli must determine the block to be used is clear of all opposing movements and blocking device applied at either Osborn, Gibson East End, Grasselli, Calumet or Fort Wayne, depending on which blocks are being used. This information must be entered on record of train movement sheet at Grasselli before movement is made.

NOTE 5. The train director at Grasselli must determine the block to be used is clear of opposing movements and blocking device applied at either H.C., Fort Wayne, Calumet, Grasselli, or Gibson East End, depending on which blocks are being used. This information must be entered on record of train movement sheet at Grasselli before movement is made.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
North (W) Track No. 3	Ivanhoe	Columbia Avenue	West	Signalman Gibson East End	1-2 8-9
North (W) Track No. 3	Columbia Ave.	Calumet Park	West	Train Director Hammond Tower	3 8-9
South (E) Track No. 4	Calumet Park	Columbia Avenue	East	Train Director Hammond Tower	3 8-9
South (E) Track No. 4	Columbia Ave.	Ivanhoe	East	Signalman, Gibson East End	1-2 8-9
No. 1	Oakley Ave.	55th Street	West	Train Director 55th St.	4-5-6 9
No. 2	55th Street	Oakley Ave.	East	Train Director 55th St.	4-5-6 9
No. 1	McCook	Norpaul Interlocking	West	Train Dispatcher	7 9
No. 2	Norpaul Interlocking	McCook	East	Train Dispatcher	7 9

NOTE. Westward tracks are uneven numbered. Eastward tracks are even numbered. Tracks are numbered from north to south.

Train Directors and Operator must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared.

NOTE 1. Trains or engines must not enter No. 3 or No. 4 track without permission of Operator, Gibson East End, and must report when clear. Westward trains moving into Gibson Yard must not foul crossover east of Kennedy Avenue, Gibson, until home signal displays proceed indication.

Eastward trains or engines making through movement, Hammond Tower to East End Gibson, will be governed by signal indication, Hammond Tower, under supervision of operator, Gibson East End Tower.

NOTE 2. Trains to move east of Ivanhoe to be cleared by telephone by Operator, Ivanhoe.

NOTE 3. Trains or engines must not enter No. 3 or No. 4 tracks without permission of Train Director, Hammond Tower. Westward trains departing from west end of Gibson Yard will not be required to stop and line switches to normal position.

NOTE 4. Trains or engines departing Leavitt Street Yard or working at Morgan Street will receive permission from train director at 55th Street before entering track at Oakley Avenue.

NOTE 5. Authority for trains or engines to enter secondary tracks at 55th Street will be governed by signal indication.

NOTE 6. Trains or engines before moving over G.T.W. Main Tracks must receive permission from G.T.W. yardmaster by telephone. The movement through crossovers must be protected as prescribed by **Rule 99** in both directions. G.T.W. main track switches must be restored to normal position and locked.

NOTE 7. Automatic Block Signal System Rules are in effect when operating in assigned direction. Trains and engines may proceed at normal speed when operating in assigned direction and at restricted speed when operating in the reverse direction. Trains or engines may enter these tracks on signal indication, permission of employee in charge, or in an emergency under flag protection. When movement has been completed, it must be reported clear except when clearing at an interlocking, block station or when switchtenders are on duty. Trains must comply with **Rule 99**.

NOTE 8. All movements on this track must be authorized by train dispatcher.

NOTE 9. **Rule 110** applies.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Miller (E) Branch	Ivanhoe	County Line Road	Operator, Ivanhoe	1 6-7
Kensington Branch (W)	Calumet Park	Kensington	Operator, Calumet Park	2, 6-7
Roby (E) Branch	Burnham	Roby		2 7
Whiting(E) Branch	Burnham	Whiting		7
East (E) Chicago Belt	State Line	Grasselli	Train Director, Grasselli	3 7
Cudahy Branch (E)	Grasselli	Cudahy	Train Director Grasselli	4 7
Argo (E) Branch	Chappell	55th St.	Train Director 55th St.	5 8
Argo (E) Branch	Oakley Ave.	Morgan Street	Train Director 55th Street	5 7

(E) (W) indicates timetable direction from point first named.

Train Dispatcher, Train Director and Operator must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared.

NOTE 1. Authority for trains or engines to enter secondary track at Ivanhoe will be conveyed by signal indication. This will be authority to operate east and return to Ivanhoe unless instructed to call.

NOTE 2. Authority to operate from Kensington east to Calumet Park will be received by telephone from Operator, Calumet Park. Authority to operate from Calumet Park to Kensington will be conveyed by signal indication at Calumet Park.

NOTE 3. Authority to operate from State Line to Grasselli, Grasselli to State Line or enter Secondary Track between State Line and Grasselli will be received by telephone from train director at Grasselli.

NOTE 4. Authority to operate from Grasselli to Cudahy and return will be received by telephone from train director at Grasselli.

NOTE 5. Authority to operate between Oakley Avenue and Morgan Street will be received from Train Director at 55th Street.

NOTE 6. All movements on this track must be authorized by Train Dispatcher.

NOTE 7. **Rule 110** applies.

NOTE 8. **Rule 271** applies.

1151-G1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
Calumet City (E) Yard Track No. 1	Calumet Park	Burnham Avenue	East	Signalman, Calumet Park	1 3
Third (S) Rail	Fort Wayne Tower	Crossover north end Michigan Ave. Yard	South	Signalman, Fort Wayne Tower	2 3

(E) (W) (N) (S) indicates timetable direction from point first named.

NOTE 1. Westward movement will be made on authority of Signalman, Calumet Park, and permission must be obtained before entering Track 1 at Burnham Avenue.

NOTE 2. Reverse movement between these points will be made only on authority of Signalman, Fort Wayne Tower. Permission must be obtained before entering tracks and notify Operator when clear.

NOTE 3. Rule 112 applies.

1151-H1. Running Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
21 (W)	McCook	Melrose	Train Dispatcher	1-2

(W) indicates timetable direction from point first named.

Train Dispatchers must keep a record of running tracks under their jurisdiction and record thereon all movements showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. Trains and engines may enter track 21 between Melrose and McCook as follows: Melrose, Broadview, LaGrange and Superior by telephone, by train dispatcher. McCook by signal indication. Westward trains moving on track 21 between McCook and Melrose must report on arrival at Melrose.

NOTE 2. Rule 112 applies.

FREIGHT TRAIN OPERATION

1155-A1. Delivery time of all trains must be reported to the Assistant Chief Train Dispatcher.

YARDS—GENERAL

1155-A2. Trainmen of engines, placing caboose or cars on rear end of trains, must stop movement back a sufficient distance from cars in track; then, before movement is resumed, trainman will proceed, protecting against any movement of cars in track by engines working on opposite end of train.

Hump operations will be governed by the following instructions:

Engineman must know, before responding to fog horn and whistle signals, that signal sounded is for movement of his engine.

Color light, fog horn and whistle signal indications are for movement of hump engines only. Other engines moving in or out of Receiving or Classification Yards must protect.

Gibson:

1. Before cuts are shoved out of Receiving Yard, slack must be taken and all cars must be coupled. Proceed hand signal must be given by trainman stationed at west end of Westbound Receiving Yard in addition to green color light indication.

After initial movement is made out of Receiving Yard onto Hump, subsequent movements will be governed by color light signal indication, except when necessary, hand stop signals will be given, after which movement will only be resumed after receiving proper hand signal corresponding to color light signal indication displayed.

2. Conductor of engines humping cars will require a trainman to remain at switches at hump end of receiving yard tracks, to prevent other crews lining switches for another route after hump engine has received proceed signals.

3. When weather or other conditions obscure signals, fog whistle signals will be used in addition to color light signals to control movement of Hump engines.

Fog whistle signals are shown below:

Movement	Number of Blasts		
	Hump Engine	Helper Engine	
		No. 1	No. 2
To move toward hump from Receiving Yard or Classification Yard Tracks.....	4	6	8
Reduce to humping speed.....	2	2	2
Reverse Movement.....	3	3	3
Stop.....	1	1	1
Emergency Signal.....	—0	—0	—0

Crew of engine humping cars, receiving emergency signal, out off and report to Hump Yardmaster by telephone or radio.

Color light signals govern movement of Hump engines, indications shown below:

Aspect	Indication
Green over Red.....	Proceed fast for fast humping.
Yellow over Red.....	Proceed at a speed of 2 miles per hour.
Yellow over Yellow.....	Proceed at a speed of 3 miles per hour.
Red over Red.....	Stop.
Red over Yellow.....	Reverse movement.

4. When air pressure on gauges located in Junction Towers registers less than 80 pounds pressure, Retarder Operator will immediately set Hump Signals at Stop, and notify Yardmaster.

Humping must not be resumed until air pressure gauge registers 80 pounds pressure.

When humping tank cars on Gibson North Hill in excess of fifty-two (52) feet in length without a center sill, the conductor will notify retarder operator so that he will not line switch for following car until tank car has cleared switch.

The yardmaster in the West Yard will be held responsible for compliance with these instructions, and West Yard and Hump yardmasters will be equally responsible for seeing that two cars with hand brakes applied are placed on any track that was necessary to clear, prior to humping any cars into that track.

Quadruple loads (one load on four cars coupled together) and triple loads (one load on three cars coupled together) must not be handled over crest of North Hump at Gibson.

Yardmasters must be sure that double loads can be humped with safety.

Yardmasters will be held responsible to see that yard crews and Car Retarder Operators comply with the above instructions.

Conductor in charge of yard engines working in the Gibson area who pick up such loads as indicated above must have them to the rear of their train when yarded in the Westbound Receiving Yard, and notify the Yardmaster at Gibson South Yard of the location of the cars.

It will be the further responsibility of the Yardmaster to see that the cars are taken off of the train and not handled over hump at Gibson.

Transformers or other similar shipments loaded on flat cars must not be detached from hump engines.

Cars containing above shipments must be shoved to rest on designated track and under no circumstances will other cars be classified against such cars containing these shipments, to eliminate possibility of loads shifting resulting in damage to contents.

Yardmasters will be held responsible to see that yard crews comply with the above instructions.

Gibson West End:

Color light signal located just west of Columbia Ave. and repeater signal located just east of Howard Ave. will govern movements of engines moving cars to and from tracks No. 23 to No. 33 inclusive, Westbound Classification Yard, also tracks No. 1 to No. 8, inclusive, South Train Yard. The signal will be operated by member of train crew.

Indications shown below:

Red over Red.....STOP
 Yellow over Yellow.....Move East
 Yellow over Red.....Move East not to exceed 4 MPH
 Red over Yellow.....Move West

The signal when not in use will be extinguished by placing lever in bottom position.

Gibson North Hump:

Color-light signals located on the southeast and southwest corners of walkway platform, North Lead Retarder Tower, will govern movements of engines yarding trains in Gibson Westbound Receiving Yard from receiving lead in the vicinity of No. 9 switch to cut-off (McGraw Cut-off) extending into No. 1 Classification Track, necessitating doubling to Tracks Nos. 1 through 9, Receiving Yard.

The signal will be operated by trainmen. The control lever is mounted on a relay box in the vicinity of No. 9 switch on the westbound receiving lead.

Indications shown below:

Red.....STOP
 Yellow.....Back-up (move east)
 Green.....Pull ahead (move west)

Blue Island:

Color light signals govern movement of Hump engines on the Hump Leads. Indications shown below:

Aspect	Indication
Green.....	Proceed fast for fast humping.
Yellow.....	Proceed at a speed of 2 miles per hour.
Yellow over Yellow..	Proceed at a speed of 3 miles per hour.
Red.....	Stop.
Red over Yellow.....	Reverse movement.

When more than one engine is handling cars on hump lead, color light signal indications will govern movement of last engine entering hump lead and hand signals will be used to govern movement of the engine humping cars when clear of crossover switches, Ice House or North Lead to Middle Lead, or South Lead to Middle Lead.

Color light signal, designated as a trimmer signal, has been placed at crest of Hump.

The signal governs movements from classification yard tracks to Hump crest, indications shown below:

Aspect	Indication
Red.....	Stop.
Yellow.....	Proceed to crest of Hump when switches are lined for movement.

Yardmaster, Blue Island Hump, has control over North, South and Middle Hump Leads. Engines or trains will be permitted to move onto the above Hump Leads on backup indication of their respective lead signals.

Train Dispatcher, Gibson, to contact Yardmaster, Blue Island Hump, for permission to head inbound trains up North, South or Middle Hump Leads.

There are three Conductor controller machines at the crest of the Hump. The east machine is for the Middle Hump Lead, the Middle machine is for the North Hump Lead, and the West machine is for the South Hump Lead.

When Conductor controller machine is not in use, it must be set on stop position at all times.

Switches have circuit controllers and it is necessary to line crossover switches to normal position when not in use. These crossover switches are listed below:

- No. 1 Crossover switches out of North onto Hump Lead.
- No. 2 Crossover switches from North Hump Lead onto Hump Lead.
- No. 3 Crossover switches out of South Lead onto Hump Lead.
- No. 4 Crossover switches from South Hump Lead onto Hump Lead.

Lite engine movements through retarders, Blue Island Hump, must stop before entering retarder and then proceed not exceeding 5 miles per hour through retarder.

Quadruple loads (one load on four cars coupled together) and triple loads (one load on three cars coupled together) must not be handled over crest of hump at Blue Island.

Yardmasters must be sure that double loads can be humped with safety.

Any one car in excess of 65 feet 6 inches in length shall be humped manually.

The following car should not be permitted to leave the apex of the hump until the car that is manually controlled has passed the clearance lights.

Transformers or other similar shipments loaded on flat cars must not be detached from hump engines.

Cars containing above shipments must be shoved to rest on designated track and under no circumstances will other cars be classified against such cars containing these shipments, to eliminate possibility of loads shifting resulting in damage to contents.

Yardmasters will be held responsible to see that yard crews, switch machine operators and car retarder operators comply with the above instructions.

RULES FOR OPERATION OF CAR RETARDERS

Before a car is permitted to enter a retarder, car retarder operators, after noting weight of car, shall set up car retarder to the position required to properly control the speed of the car.

After the car enters retarder, the machine may be released from point to point to maintain proper speed of car leaving retarder.

TRACK SCALES

Train or engineman must not move cuts of cars nor permit engine to move onto live rails of track scales where dead rails are provided.

Cars must not be moved over track scales with one truck occupying the live rails.

Trainmen must see that live rails line up properly with track when moving cars onto or off track scales.

If cars or engine become derailed while moving over either the live rail or dead rail of track scales, immediate stop must be made and reported by telephone to the proper official. Train or engineman must not make any attempt to rerail cars or engine, nor pull them from track scale, until properly authorized.

Gibson North Hump:

Switches governing movement over scale will display, indications shown below:

Aspect	Indication
Red.....	Movements on live rail for weighing cars.
Yellow.....	Movement on dead rail.

Locomotives must not be moved over scale on live rail.

AUTOMATIC CAR IDENTIFICATION SCANNERS

1155-A3.

A.C.I. SCANNERS		
Location	Number	Note
Gibson Interlocking Southbound or No. 1 Track	GIBE 1	1
Gibson Interlocking Northbound or No. 2 Track	GIBE 2	1
Gibson South Yard Entrance Southbound or No. 1 Track	GIBE 3	1
Gibson West End North Lead	GIBW 1	2
Gibson West End Outbound Lead	GIBW 3	2

NOTE 1. Trains from the West or cars for the North Hill which are to be yarded from the East End must pass completely by Scanner before reversing direction to yard train.

NOTE 2. Special track circuit has been installed on this Lead and is marked by insulated joints painted yellow. Engines and/or cars must not be left standing between the area of the painted joints. Engines or trains must not enter this area until preceding movement clears.

ELECTRIC ZONE

1155-A4. Whiting to Calumet Park:
State Line Tower—C. S. S. & S. B. trolley wires.

METHOD CONCERNING HANDLING DIMENSIONAL SHIPMENTS

1155-A5. The present restrictions will be numbered 1 to 15 inc., as follows:

- Careful handling in and out of yards, turnouts, and interchange tracks.
- Shipment must not pass or be passed by another special wide shipment on any adjacent track.
- When rounding all curves, adjacent tracks must be cleared of all equipment.
- Agents notify Dispatcher, giving name of conductor handling car(s) from station in advance of departure.
- When making turnout moves, adjacent tracks must be cleared for a distance of 200 feet beyond the switch point.
- Speed to govern sway.
- Use Westbound Passing Track through Addison Creek Bridge, Broadview, Ill.
- Avoid Westbound Passing Track through Addison Creek Bridge, Broadview, Ill.
- Avoid No. 5 Lead through Highlawn.
- Use Eastbound Main through Drainage Canal and Addison Creek Bridge.
- Do not hump.
- Excessive height. Timetable instructions to govern.
- Excessive weight.
- No loads over 18-ft. ATR in this train.
- General Managers File. I-10.

Wire advice will refer to date, file, car number, routing, dimensional restriction, and Note carrying the restrictions indicated above Nos. 1 through 15.

DIESEL EQUIPMENT

1156-A1.

Movement of Diesel Units.

1. Road Freight and Road Switch Type Units.

When hauling train, a maximum of twelve (12) Road Freight and Road Switch type units may be coupled together in multiple, including units dead or idling. The number of traction motors operating is not to exceed twenty-four (24). When running light or with caboose only, the total number of units may not exceed fifteen (15).

2. Yard Switch Type Units.

Only one Yard Switch type unit, dead or idling, may be handled next to locomotive consist on head-end of train. Additional switch type units must be placed in train in accordance with Rule 4161-A.

3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling or In Tow.

To minimize the possibility of jack-knifing units when necessary to back or push a train consisting of more than fifty (50) cars, and there are any Road Switch units in the locomotive consist, the engineman will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops:

3 Units working.....	800 Amps.
4 Units working.....	600 Amps.
5 Units working.....	500 Amps.
6 Units working.....	400 Amps.

1156-A2. Coupler Stops & Alignment Control.

Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.

When they are the last two units on the rear of a train.

When diesel units, except when received as a single consist from enginehouse territory, are coupled in any position on a train so that 3 or more units are coupled together, it shall be the engineman's responsibility to know, before proceeding, that the units in his charge are equipped with coupler stops, and/or alignment control, so as to comply with the above instructions.

SPEED RESTRICTIONS**1157-A. Speed Table**

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
1	12	50	2	24	25
1	20	45	3	00	20
1	30	40	4	00	15
1	43	35	6	00	10
2	00	30	12	00	5

FREIGHT TRAINS**1157-C1. Maximum Speeds, unless otherwise Specified**

	Single Track	No. 1 Track	No. 2 Track
	Miles per Hour		
Ivanhoe to Calumet Park	40		
Calumet Park to Stewart Ave.		40	40
Stewart Avenue to North Harvey	20		
North Harvey to G.T.W. Tower		20	20
G.T.W. Tower to Franklin Park		40	40
Argo to Chappell	20		
Indiana Harbor to Osborn		25	25

1157-C3. Wreck Trains and Work Trains

	Miles per Hour
Ivanhoe to Franklin Park	30
Argo to Oakley Avenue	10
Calumet Park to Kensington	15
Gibson to County Line Road	15
Indiana Harbor to Osborn	25
Whiting to Calumet Park	10
Burnham to Roby	10
State Line to Grasselli	10
Grasselli to Cudahy	10

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

ALL BRANCHES

	Miles per Hour
1157-C4. Circus Trains	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels	
—on stright track.....	25
—on curves.....	15
1157-C6. Freight Trains containing 30 or more cars of coal, ore (except aluminum ore), stone or sand	30
Trains with scale test cars or Jordan Spreader.....	25
Trains with loaded ore cars less than 25 feet in length.....	30
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service	20
Snow Flangers in service.....	20
Passing trains on adjacent tracks and over all grade crossings.....	5
Trains handling Snow Plows and Flangers not in service.....	30
Trains handling Snow Plows backward.....	5
1157-C8. Pushing Cars—Freight trains	20
1157-C9. Diesel engines when operated from rear unit or other than leading end for direction of movement	30
1157-C10. Trains handling Speno Ballast Cleaning or Sweeper equipment	30
1157-C11. Switches and crossovers not interlocked when diverging	15

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speeds**

Ivanhoe to Franklin Park Branch	Miles per Hour
Ivanhoe: Interlocking between Home Signals, Gibson to County Line Road Branch.....	15
Hohman Ave. to Howard Ave.....	25
Hammond Int. No. 3 and 4 Track.....	15
Ivanhoe to Calumet Park Single Track: Curve west of Burnham Ave. Viaduct.....	30
Calumet Park: Through Interlocking limits.....	10
Except movements to and from Track No. 1, Track No. 2 and Single Track.....	30
Calumet Park to Kensington.....	10
Dolton: Lincoln Ave. Train or engines moving with current of traffic 1,500 feet east or west of Lincoln Avenue.....	25
Lincoln Ave. Trains or engines moving against current of traffic 1,000 feet east or west of Lincoln Avenue.....	15
Stewart Ave.: Between School St. and a point 100 feet west of Stewart Ave.....	15
North Harvey Int. No. 1 Track.....	10
Wireton: 127th Street. Westward trains or engines moving through crossovers and until engine has passed over crossing.....	10
Between G.M.&O. Westward Home Signal and McCook Drainage Canal Bridge No. 1 Track.....	15
McCook: Drainage Canal Bridge.....	15
McCook Int. No. 1 and No. 2 Tracks.....	20
LaGrange: Curve at Gas House.....	20
LaGrange Crossovers No. 1 and No. 2 Tracks.....	25
Broadview: Through switches and crossovers when diverging.....	10
Broadview Crossovers No. 1 and No. 2 Tracks.....	25
Bellwood: On interchange track between Mannheim Road and foot of incline.....	10
St. Charles Road Bridge loaded DM&IR ore cars.....	15
St. Charles Road Bridge loads exceeding 263,000 lbs.....	20
Melrose: On inbound connection to Proviso Yard.....	15
Loaded DM&IR ore cars Elgin Road Bridge.....	15
Norpaul Interlocking and Franklin Park: Trains and engines moving in either direction on No. 1 and No. 2 Track between CMS&P Jct. and Norpaul Yard office.....	20
Trains or engines moving on Soo Line connection between Soo Line Tower and Grand Avenue.....	15
Argo to Oakley Avenue Branch	
Chappell: Over switches.....	10
Between Austin Avenue Crossing and 55th Street Tower.....	20
55th Street: Westward trains or engines that stop between Central Avenue and a point 220 feet east of 55th Street, until engine has passed over 55th Street Crossing.....	5
Between 55th Street Tower and Oakley Ave. on No. 1 and No. 2 secondary tracks.....	10
Lawndale Avenue—E. B. trains.....	10
Lawndale Avenue—W. B. trains.....	5
Elsdon: Over B. R. of C. and G. T. W. crossing.....	15
Oakley Avenue to Morgan St.....	10
Indiana Harbor to Osborn Branch:	
Indiana Harbor: Curve to PC Track 19.....	20
Osborn: North Wye Track.....	5

ENGINES**1157-G1. Maximum Speeds, unless otherwise restricted****ENGINE IN NUMERICAL ORDER, CLASS, HP AND MAXIMUM PERMISSIBLE SPEED WITH TRAIN, UNLESS OTHERWISE RESTRICTED.**

Loco.	Class	HP	Miles per Hour	
			Light	With Train
8716-8732	ES 10;m	1000	40	40
8734	ES 10;m	1000	40	40
8738-8739	ES 10;m	1000	40	40
8774-8776	ES 10;m	1000	40	40
8778-8780	ES 10;m	1000	40	40
8782-8789	ES 10;m	1000	40	40
8790-8792	ES 10	1000	40	40
8811-8815	ES 10;m	1000	40	40
8817-8819	ES 10;m	1000	40	40
8821-8831	ES 10;m	1000	40	40
8833-8834	ES 10;m	1000	40	40
8835	ES 12;m	1200	40	40
8856-8868	ES 12;m	1200	40	40
8869-8871	ES 12	1200	40	40
8875-8879	ES 12;m	1200	40	40
9002-9008	ES 12;m	1200	40	40
9200-9222	ES 15;m	1500	40	40

Small letter after Class indicates:
m—Multiple unit equipped.

1157-G2. Maximum Speeds, unless otherwise restricted.
Diesel engines when operated from rear unit or other than leading end for direction of movement..... 30 Miles Per Hour

1157K. Temporary Speed Restrictions.

When a speed restriction is put in effect at a Controlled Point (CP) or Interlocking, the restriction applies between the extreme outer home signals.

**SECONDARY TRACKS, RUNNING TRACKS
AND SIDINGS**

1157-H1. Maximum speed unless otherwise specified

Track	Between	And	Miles per Hour
Secondary Track	Ivanhoe (over facing	County Line Road point switches)	15 5
Secondary Track	Calumet Park	Kensington	15
Secondary Track	Whiting	Calumet Park	10
Secondary Track	Burnham	Roby	10
Secondary Track	State Line	Grasselli	10
Secondary Track	Grasselli	Cudahy	10
Secondary Track Single Track	Chappel	55th St.	20
Secondary Tracks No. 1 and No. 2	55th Street	Oakley Avenue	10
Secondary Track	Oakley Avenue	Morgan Street	10
Running Track 21	McCook	Melrose	15
Secondary Track No. 4	Calumet Park	Hammond Tower	25
	Hammond Tower	Gibson Remote Int.	15
	Gibson Remote Int.	Ivanhoe	25
Secondary Track No. 3	Ivanhoe	Gibson Remote Int.	25
	Gibson Remote Int.	Hammond Tower	15
	Hammond Tower	Calumet Park	25
Northward Running Track Third Rail	North end, Michigan Ave. Yd	Fort Wayne Tower	10
Running Track No. 1 Calumet City	Calumet Park	Burnham Avenue	10

1160-B1. ENGINE AND CAR RESTRICTIONS

ALL BRANCHES

Flexi-Flo cars in the 885000 series are equipped with 36 inch or 38 inch wheels with absolute load limit restricted to 315,000 lbs.

Engines and Cars must not be operated as shown below:

Maximum gross weight of cars handled through retarders 220,000 lbs.

Quadruple loads are to be handled with care at all terminals with minimum of switching and they are not to be humped.

On industrial sidings with sharp curvature and not shown care must be used in operating.

Shipments having maximum heights of 19' 0" above top of rail and maximum widths of 11' 0" can be accommodated on the Ivanhoe to Franklin Park Branch EXCEPT on the tracks as designated below:

I. C. Overhead—Riverdale
#5 Lead Max. Height 18' 0"

BN Overhead—LaGrange
Westward Siding Max. Height 17' 6"

I.C. Overhead—Broadview—(Addison Creek):

Track No. 2 Width	ATR	Track No. 1 Width	Track 21		Westward Siding	
			ATR	Width	ATR	Width
11' 0"	19' 0"	11' 0"	19' 0"	11' 0"	17' 0"	11' 0"
11' 0"	3' 9"	11' 0"	4' 0"	11' 0"	3' 0"	11' 0"
11' 0"	3' 6"	10' 11"	3' 0"	10' 10"	2' 6"	11' 0"
10' 10"	3' 0"	10' 10"	3' 0"	10' 6"	1' 0"	10' 6"
10' 4"	2' 0"	10' 4"	10' 4"	10' 2"	0' 3"	10' 0"
9' 10"	1' 0"	9' 10"	1' 0"	9' 6"		
9' 8"	0' 3"	9' 8"	0' 3"	9' 4"		

It will be the responsibility of the Conductor in charge of train and engines operating at locations mentioned above to determine whether or not the consist of his train includes shipments with dimensions that require routing on the tracks designated to provide proper clearance. When the Conductor has determined that his consist does include such shipments, it will be his further responsibility to report this information to the Train Dispatcher.

Upon receipt of such information from a Conductor, it becomes the Train Dispatcher's responsibility to route train on the designated tracks to insure proper and safe movement.

Except as provided by specific routes and tracks authorized in timetable, carload shipments of automobiles loaded on tri-level flat car equipment, or other cars loaded with dimension shipments requiring handling as designated, must not be handled in train or yard movements under wires, bridges or structures until it has been determined by observation that such shipments will clear all overhead wires, bridges or structures erected over routes or tracks to be used.

Before coupling to or moving carload shipments of automobiles loaded on tri-level equipment, or other cars loaded with dimension shipments, the Conductor and the engineer of the yard or transfer engine moving such cars must know that the routes or tracks to be used in making the movement are free of overhead structures that will not provide proper clearance and permit such cars to be moved with safety.

Where a yardmaster is employed, he is equally responsible with the Conductor and the engineer for the proper and safe movement of carload shipments of automobiles on tri-level flat car equipment, or other cars loaded with dimension shipments, moving under overhead wires, bridges or structures located within the confines of the yards and tracks under his jurisdiction.

Ivanhoe to Franklin Park Branch

Blue Island:

Clark Oil & Refining Co. 45 feet south of loading rack on west track..... All engines and cars

Alsip:

Cal-Sag. Industrial Park..... All cars in excess of 65 feet

Chicago Ridge:

Nor. Amer. Car Co. circle track to engine limit board 350 feet from sub-main lead switch..... All engines

LaGrange:

Electro-Motive Corp. On Testing tracks
All cars and engines

Bellwood:

Consumers Co. Yard No. 336, all tracks except Track No. 1..... All engines
Track No. 1, beyond curve at crossover, west end of yard
All engines
Oakley Steel Co. building..... All engines and cars

Melrose Park:

Alberto-Culver..... All cars in excess of 60 feet prohibited

Franklin Park:

RESCO. On tracks 1A, 4, 5 and 7..... All engines

Argo to Oakley Ave. Branch

Central Steel and Wire Co. beyond doorway of new building..... All engines

Indiana Harbor to Osborn Branch

Indiana Harbor:

George J. Beemsterboer. Under overhead hopper
All engines
Cast Armor Lead, curve south of Cast Armor Yard
All cars in excess of 65 feet

East Chicago:

Phillips Petroleum Co., beyond engine limit board on rack tracks No. 1 and 2..... All engines

Gibson:

Shell Oil Co. beyond engine limit board at roadway on track No. 1, Propane Track..... All engines

Whiting to Calumet Park Branch

Hegewisch:

Hyman-Michaels Co. beyond engine limit board.. All engines

Burnham:

Purdy Co. beyond engine limit board on Lead track to Old Repair track..... All engines

State Line to Grasselli Branch

East Chicago:

Blaw-Knox Company on Hot Metal Track, new foundry building..... All engines
Combu. Engr. on east end of New Connection beyond engine limit board or on west end of connection off No. 8 track..... All engines

North Hammond:

Camel Company, on west end of two north tracks. All engines

Equipment Restrictions

1160-B2. Cars having a gross weight in excess of that listed below must not be operated without specific authority.

	Gross Weight
Ivanhoe to Franklin Park Branch	
Ivanhoe—Argo.....	315,000
Argo—McCook (see note).....	230,000
McCook—Franklin Park.....	263,000
Note. Between Argo and McCook 315,000 lbs. Flexi-Flo cars, and 263,000 lbs. hopper cars, with a minimum of 23' truck centers may be handled in regular trains not to exceed 15 miles per hour with one track unoccupied.	
Argo to Oakley Avenue	
Argo—Oakley Avenue.....	230,000
Calumet Park to Kensington	
Calumet Park—Kensington.....	230,000
Gibson to County Line Road	
Ivanhoe—County Line Road.....	315,000
Indiana Harbor to Osborn Branch	
Indiana Harbor—Osborn.....	315,000
Whiting to Calumet Park	
Whiting—Calumet Park.....	230,000
Burnham to Roby	
Burnham—Roby.....	315,000
State Line to Grasselli	
Burnham—Grasselli.....	315,000
Note. Except movements to American Steel Foundries 230,000.	
Grasselli to Cudahy	
Grasselli to Cudahy.....	230,000

Side Clearance

1163-B3. At locations where "Close Clearance Signs" are posted, trainmen and other employes are prohibited from riding on side of moving equipment.

1163-B4. Conductors and Enginemen must know they have proper clearance before moving or placing engine, cars, open loads or cranes on any track at industries, sidings or station tracks.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—
Gibson

Train Dispatchers in charge as follows:

Branches: Ivanhoe to Calumet Park
Gibson to Franklin Park

Secondary Track: Ivanhoe to County Line Road
Calumet Park to Kensington

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules

Applies in Columns 1, 2, 3, 6, 7, and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive in effect.

Applies in Columns 9 and 10.

C—Indicates Cab Signal Rules in effect.

- COLUMN 1—Movement of Trains in the same direction by Block Signals.
Rules 251, 253, and 254.
- COLUMN 2—Opposing and following movement of trains by Block Signals.
Rules 261, 262, 263 and 264.
- COLUMN 3—Movement of trains on Secondary Tracks.
Rules 271, 272 and 273.
- COLUMN 4—Manual Block Signal System.
Rules 305 to 342 inclusive.
- COLUMN 5—Manual Block Signal System.
Rules 305 to 342 inclusive.
For movement against the current of traffic.
- COLUMN 6—Traffic Control System.
Rules 450 to 462 inclusive.
- COLUMN 7—Automatic Block Signal System.
Rules 501 to 514 inclusive.
- COLUMN 8—Automatic Block Signal System.
Rules 501 to 514 inclusive.
For movement against the current of traffic.
- COLUMN 9—Cab Signal with the Current of Traffic and on Single Track.
Rules 550 to 562 inclusive.
- COLUMN 10—Cab Signal against the Current of Traffic.
Rules 550 to 562 inclusive.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note		
			1	2	3	4	5	6	7	8	9	10			
Ivanhoe	Calumet Park	Single							X						
Calumet Park	Stewart Ave.	No. 1	X					P	X						
Stewart Ave.	Calumet Park	No. 2	X					P	X						
Stewart Ave.	North Harvey	Single							X						
North Harvey	G.T.W. Tower	No. 1							X						
G.T.W. Tower	Argo	No. 1	X					P	X						
Argo	North Harvey	No. 2	X					P	X						
Argo	McCook	No. 1							X						
McCook	Argo	No. 2							X						
McCook	Norpaul Interlocking	No. 1	X	X					X						
Norpaul Interlocking	Grand Avenue Interlocking	No. 1							X						
Grand Avenue Interlocking	Soo Line Tower	No. 1	X	X					X						
Soo Line Tower	McCook	No. 2	X						X						
Argo	Chappell	Single							X						
Chappell	55th St. Tower	Single			X										
GM&O Tower	Chappell	Single							X						
Indiana Harbor	Osborn	No. 1	X					P	X						
Osborn	Indiana Harbor	No. 2	X					P	X						

1280-A to 1297-A1. Signal aspects not in conformity with typical aspects, in service:

NOTE—G-Green, R-Red, Y-yellow.

RAILROAD GRADE CROSSING SIGNALS



Indication—Stop.
Name—Stop Sign.

Location: Argo to Oakley Avenue Branch.
BRC RR Crossing, 6.46 miles East of Argo.
GTW RR Crossing, 6.53 miles East of Argo.

Stop or proceed as prescribed by Special Instruction 1098-A1, 1098-A2.

RAILROAD GRADE CROSSING SIGNALS

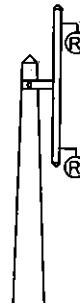


FIG. A
VERTICAL

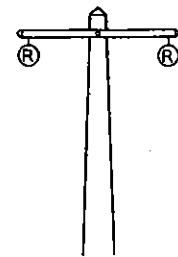


FIG. B
HORIZONTAL

Location: Whiting to Calumet Park Branch.
Federal Cement Lead.

Stop or proceed as prescribed by Special Instruction 1098-A1, 1098-A2.

SWITCH INDICATORS

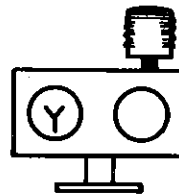


FIG. A
DIVERGING

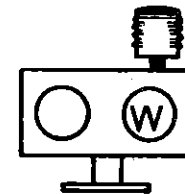


FIG. B
STRAIGHT TRACK
OR LEAD.

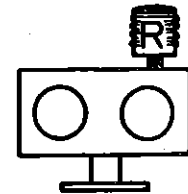










FIG. C
STOP

Location: Ivanhoe to Franklin Park Branch.
Stewart Avenue, East end of Blue Island yard.
Norpaul, West end of yard.

Switch indicators in service as prescribed by Special Instruction 1104-B3.

Aspect	Indication	Name
	Dark-Light Out Proceed	Clear
	Dark-Light Out Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Dark-Light Out Stop: Then proceed at restricted speed. NOTE—Where, in addition to the number plate a letter G, grade marker is displayed as part of aspects, Rule 290 applies.	Stop and Proceed
	Dark-Light Out Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.	Approach Slow
	Dark-Light Out Proceed	Clear
	Dark-Light Out Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
	Dark-Light Out Stop: Then proceed at restricted speed. NOTE—Where, in addition to the number plate, a letter G, grade marker is displayed as part of these aspects, Rule 290 applies.	Stop and Proceed
	Dark-Light Out Proceed preparing to stop at second signal. Train exceeding limited speed must at once reduce to that speed.	Advance Approach

INTERLOCKING

Remote Control Switches and Signals

1605-A1. At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the locations.

IVANHOE TO FRANKLIN PARK BRANCH

Location	Control Station	Tracks and Signals
Roundhouse Lead .62 Miles West of Gibson	Gibson East End Tower	Crossovers between No. 3 and No. 4 Secondary Tracks. Connection to Main Track In-bound and Out-bound Leads to Roundhouse.

INTERLOCKED RAILROAD CROSSINGS AT GRADE

1637-A1. Cars or engines must not be cut away from other cars or engines and allowed to stand within interlocking limits of interlocked railroad crossings at grade, without permission of Train Dispatcher or Operator.

USE OF TELEPHONES

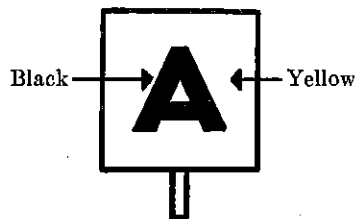
1703-A1. Commercial telephones to be used for train operation and other company business installed at the following locations:

LOCATION	COMPANY TELEPHONES EXT.	COMMERCIAL TELEPHONES Area Code
Gibson, Indiana (Prefix to Gibson) O		
Terminal Supt.	236	
Supervisor Train Operation	241	
Asst. Chief Dispatcher	233	
Train Dispatcher	234	
Trainmaster	236	
IHB POLICE	271	
	(No Ans. 6-2855)	
Diesel Facility	141	
Road Foreman	287	
HC Tower	240	
Lake Front Yard Office	244	
Fort Wayne Tower	235	
Michigan Ave. Yard Office	323	
Calumet Tower	383	
Grasselli Tower	382	
East End Tower	385	
Osborn Tower	384	
South Yard Yardmaster	317-318	
North Hump Yardmaster	306	
West End Yardmaster	311	
Highland Tower	432	
Ivanhoe Tower	151	219 949-5313
Hammond Tower	422	
State Line Tower	161	
Calumet Park Tower	280	
Crew Dispatcher	266	
	239	{ 219 931-4040
	286	{ 219 844-7029

LOCATION	COMPANY TELEPHONES EXT.	COMMERCIAL TELEPHONES Area Code
Gibson Switchboard....		{219 844-4800 312 768-9170 312 385-0397 312 333-1830 312 849-0400 312 755-4150
Blue Island, Illinois (Prefix to Blue Island) 8		
Terminal Supt.....	510	
Trainmaster.....	544	
East End Yardmaster.....	545	
West End Yardmaster.....	567	
Hump Yardmaster.....	538	
	513 }	{312 468-9539
Crew Dispatcher.....	554 }	{312 385-7444 312 849-2330 312 841-0663 219 932-3050
Dolton Tower.....	2119	
Stewart Ave.....	550	
North Harvey Tower.....	(Block Line)	
G.T.W. Tower.....	555	
Chicago Ridge Tower.....		312 636-0236
Argo Tower.....		312 594-5111
Argo Trainmaster.....		312 458-1853
55th st. Tower.....		312 767-7528
Alsip Yard Office.....		312 371-7336
Norpaul, Illinois		
Trainmaster.....		312 455-0334
Yardmaster.....		312 455-0334

1829-A. PROTECTION OF TRAINS ON ADJACENT TRACK. On two or more tracks where TCS, ABS or MBS rules are in effect, and where M. of W. equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed signs on that adjacent track. Trains operating on that track must be governed by those signs and approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag, or when notified by radio that the track is clear from M. of W. employe on the ground.

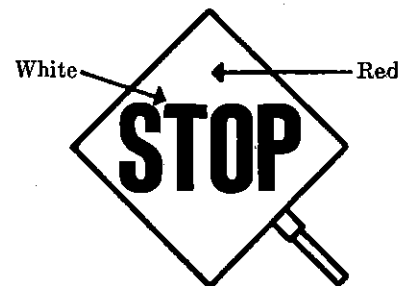
SIGNS



Approach Speed Sign

Fig. E-1

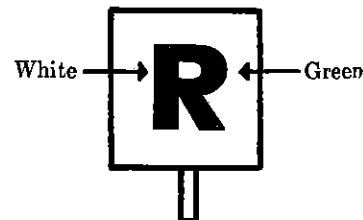
Proceed prepared to Stop at stop sign. Located to right of and adjacent to the track to which it refers.



Stop Sign

Fig. F-1

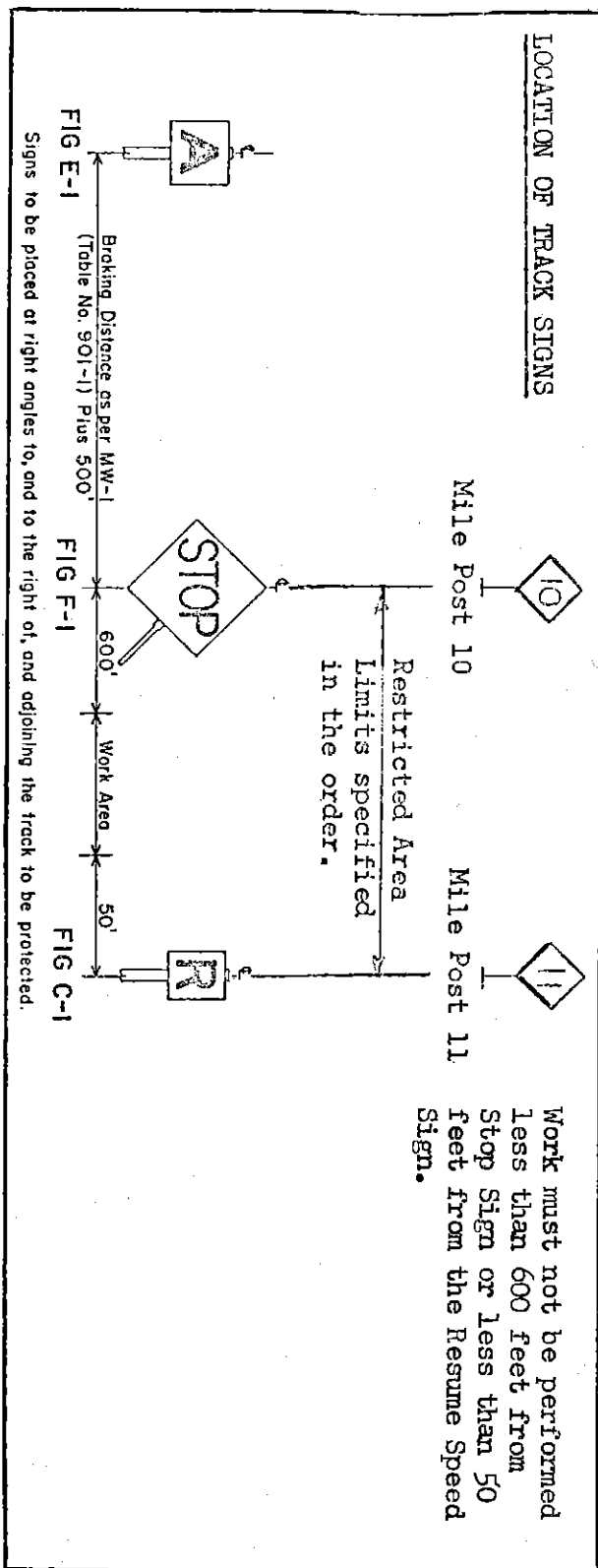
STOP—Beginning of Restricted Area Located in Center of Track.



Resume Speed Sign

Fig. C-1

END RESTRICTED AREA. Resume speed after rear of train has passed this sign. Located to right of and adjacent to the track to which it refers.



Protection For on-Track Maintenance Equipment

1829-B. In the application of **Rules 829 to 829h**, inclusive, Form M, CT-264R-2 (Rev. 3-71), may be used to provide for exclusive use when track is to be obstructed for maintenance.

OFFICIALS

Terminal Superintendents

H. T. HALE—Gibson District
R. N. GUESS—Blue Island District

Assistant Terminal Superintendents

S. P. CUNDARY—Blue Island District
M. P. KRIZMANIC—Gibson District
G. A. KEITH—Argo and Alsip Districts

Trainmasters

H. H. AFT
F. W. BENNETT
W. R. BOHLEN
J. E. CALDWELL
L. A. CUNDARY
W. C. HOLLAND
F. M. MILLSAP
P. M. WATTERSON

Assistant Chief Train Dispatchers

H. V. COATES
G. C. HARTLEY
E. T. SCHULTZ
R. E. SUTTON

Train Dispatchers

W. G. GILLESPIE
D. A. DOUGLAS
F. HURLBUTT
C. A. MEYERS
J. ZOLLER

Trainmaster-Road Foremen

C. W. RHOADES
P. M. WHITE

Supervisor Train Operation

V. E. BOYER
N. K. CAIN

1704-A1. Radio stations other than shown on Station pages.

GIBSON TRAIN DISPATCHERS' OFFICE

—Train radio IHB and PC Channel 2

GIBSON NORTH HUMP OFFICE

—North Hump engine radio

GIBSON ROUNDHOUSE

—Train radio

GIBSON YARDMASTER West End

—Train radio

BLUE ISLAND HUMP

—Hump engine radio

BLUE ISLAND YARDMASTER

—Train radio IHB and PC Channel 2.

EMPLOYEE QUALIFICATION		DATE PROMOTED.....	
HOME DIVISION.....NAME.....OCCUPATION.....		DATE QUALIFIED	
QUALIFIED FOR SERVICE		DATE OF LAST EXAMINATION	
RAILROAD		TIMETABLE	
PORTION		AIR BRAKE	
		BOOK OF RULES	
		PHYSICAL	
		<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL	

— SAFETY CALENDAR —

Train, Engine and Other Transportation Employees

A Safe day is a Pay day.

Accident prevention starts by knowing, understanding
and obeying the Safety Rule, let it be your guide each and
every day.

Date	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
1	1000(a)	1000(b)	1000(a)	1000(b)	1011(a)	1101
2	1000(b)	1001(a)	1000(b)	1000(a)	1001(d)	1100(a)
3	1175(g)	1153(b)	1105(i)	1175(j)	1176(h)	1000(b)
4	1150(b)	1111(f)	1013(c)	1010(a)	1050	1152(b)
5	1152(e)	1017	1175(e)	1208	1154(b)	1103(m)
6	1062(c)	1004	1111(a)	1002(c)	1003(a)	1051(g)
7	1111(b)	1154(a)	1010(e)	1152(d)	1118	1111(i)
8	1150(e)	1114(c)	1105(c)	1121	1222	1178(i)
9	1112(a)	1006	1005	1213	1218	1150(a)
10	1175(c)	1102(a)	1175(a)	1204(a)	1117(c)	1110
11	1112(b)	1151	1150(e)	1021	1103(d)	1052(g)
12	1025	1111(c)	1014(g)	1114(a)	1221(b)	1125
13	1105(f)	1156(c)	1206	1109	1124	1100(i)
14	1155(a)	1020(a)	1150(a)	1014(a)	1175(k)	1175(d)
15	1111(d)	1152(a)	1103(h)	1126(b)	1207	1004
16	1051(e)	1103(c)	1008	1201(d)	1152(f)	1155(c)
17	1105(b)	1003(d)	1155(d)	1012	1153(a)	1201(e)
18	1112(c)	1100(f)	1052(d)	1122(b)	1008(c)	1150(c)
19	1010(b)	1052(k)	1105(e)	1111(g)	1052(e)	1119(a)
20	1210	1014(f)	1009	1107	1018(c)	1105(a)
21	1013(b)	1051(c)	1201(e)	1151	1100(d)	1175(c)
22	1205(d)	1115	1014(c)	1115	1216(f)	1016
23	1002(b)	1014(a)	1202(a)	1176(e)	1176(k)	1205(e)
24	1152(c)	1053	1102(c)	1015	1203(a)	1214
25	1215	1216(b)	1007	1200	1223	1150
26	1012	1007	1127	1202(d)	1106	1001(a)
27	1203(a)	1201(b)	1123(a)	1114(b)	1110	1114
28	1225(o)	1220	1103(i)	1013(a)	1024(a)	1108
29	1205(a)	1216(a)	1216(d)	1217	1052(j)	1175(b)
30	1176(d)	1018(a)	1219		1105(d)	1050
31		1022(a)	1214		1006	

NOTE—Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, and are required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

— SAFETY CALENDAR —

Train, Engine and Other Transportation Employees

A Safe day is a Pay day.

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	May	June	July	Aug.	Sep.	Oct.
1	1001(c)	1001(d)	1003(a)	1000(a)	1002(d)	1001(a)
2	1010(b)	1109	1001(a)	1004	1000(b)	1003(b)
3	1123(c)	1012	1100(a)	1003(d)	1111(a)	1156(d)
4	1216(e)	1176(f)	1050	1175(j)	1152(e)	1009
5	1051(b)	1112(a)	1204(a)	1017	1008(c)	1175(l)
6	1201(a)	1011(b)	1176(c)	1128M	1100(b)	1115
7	1052(k)	1125	1002(d)	1105(g)	1018(c)	1102(c)
8	1102(a)	1105(a)	1106	1127	1019	1155(a)
9	1175(d)	1010(c)	1025	1112(b)	1176(k)	1126(b)
10	1002(b)	1152(b)	1122(b)	1052(i)	1006	1021
11	1176(a)	1128C	1014(a)	1156(e)	1219	1103(m)
12	1111(a)	1175(e)	1102(c)	1100(g)	1002(f)	1202(a)
13	1017	1011(f)	1200	1012	1007	1109
14	1152(a)	1051(d)	1150(c)	1152(d)	1100(k)	1211(a)
15	1013(a)	1176(b)	1175(g)	1205(d)	1221(b)	1152(f)
16	1127	1111(d)	1000(b)	1111(b)	1013(a)	1206
17	1014(e)	1006	1014(g)	1176(e)	1207	1016
18	1105(e)	1115	1154(b)	1216(a)	1106	1153(b)
19	1024(b)	1018(a)	1103(e)	1010(d)	1000(a)	1111(j)
20	1175(m)	1003(d)	1007	1119(c)	1175(k)	1014(e)
21	1052(b)	1021	1013(b)	1223	1005	1203(b)
22	1019	1156(c)	1211(b)	1155(e)	1216(b)	1121
23	1153(a)	1009	1105(d)	1203(c)	1051(e)	1176(l)
24	1010(a)	1052(e)	1022(a)	1115	1176(m)	1052(j)
25	1119(a)	1206	1111(e)	1015	1214	1020(a)
26	1154(a)	1017	1152(c)	1176(i)	1011(a)	1122(c)
27	1015	1207	1216(f)	1105(e)	1116(a)	1207
28	1004	1105(b)	1222	1121	1022(a)	1052(d)
29	1176(h)	1214	1050	1109	1114(a)	1113
30	1203(a)	1156(a)	1127	1202(d)	1150(b)	1008(b)
31	1107		1217	1117(a)		1128D

NOTE—Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, and are required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

INDIANA HARBOR BELT

Hammond, Ind., October 26, 1974

GENERAL ORDER No. 701

Effective 12.01 A.M., C.S.T., Friday, November 1, 1974

- (a) Timetable No. 7 in effect. It contains the necessary instructions issued in Bulletin Orders up to and including Bulletin Order No. 77 and General Order No. 602, all of which must be removed from Bulletin Boards. Each employe must examine each page of Timetable No. 7 to see that his copy is complete, pages properly lined up, and note changes.
General Orders will be numbered consecutively and over the signature of the Superintendent.
- (b) **RULES FOR CONDUCTING TRANSPORTATION**
Penn Central Rules for Conducting Transportation, CT-400, effective April 28, 1969, revised in part as follows:
Revision of April 15, 1971—Signature on Page iii.
Revision of March 22, 1971.
Rule 513, Note on Page 97, deleted.
Revision of April 1, 1971.
Track Car Permit Form M, as shown on Page 122 of CT-400, revised to CT-264R-2 (Rev. 3-71).
Revision of June 1, 1971.
Rule Q, page 4, changed.
Revision of April 7, 1972
Rule E, Page 2, changed.
Revision of December 26, 1972.
Rule Q, page 4, changed.
Revision of June 15, 1973 2nd paragraph **Rule S** added.
- (c) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS**
Penn Central CT 405—Special Instructions governing operation of signals and interlockings for Train Dispatchers, Train Directors, Operators, and Levermen, effective November 1, 1968.
Revision of April 15, 1971—Signature on Page 1.
- (d) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTION**
Penn Central EC-99 Brake and Train Air Signal Instructions issue of March 1969 in effect.
Revision of April 15, 1971—Signature on Notice Page.
Revision of April 15, 1972—10-f page 35 paragraph (4), changed.
Revision of April 15, 1972—18-g page 56, changed.
- (e) **SAFETY RULES**
Penn Central Safety Rules effective July 1, 1968 in effect.
- (f) **HAZARDOUS MATERIALS REGULATIONS**
Penn Central General Notice No. 225-F, Hazardous Materials Regulations, effective May 15, 1969, referred to in **Rule 4161-E**, are in effect.
Revision of April 15, 1971.
General **Rule H**, page 10: Delete reference to Form C.T.-572.
General **Rules I** and **J**, page 11, changed.
Part 171.15, 171.16, 171.6 added, page 106.
Part 174.506, page 56 and 57, changed.
Part 174.532, paragraph (m), page 69, changed.
Part 174.533 (c), page 69, changed.
Part 174.565 (a) and (b), page 83, deleted.
Part 174.566, paragraph (a), item (1), page 83 and 84, changed.
Revision of April 15, 1972.
Part 171.15 paragraph (a) page 106, changed.
Part 174.549 paragraph (d) page 72, cancelled.
Part 174.588 paragraph (c) page 91, changed.
Note 2 page 91, cancelled.
Part 174.532 paragraph (n) page 69, changed.

R. L. Tewell

SECURITY IS EARNED BY
SAFE WORK HABITS

ALERTNESS NEUTRALIZES
HAZARDS

FORESIGHT ASSURES FREEDOM
FROM DANGER

EFFICIENCY AND SAFETY
ARE RELATED

TRUST IS THE REWARD FOR
WORKING SAFELY

YOUR MOST VALUABLE
INSURANCE IS SAFETY