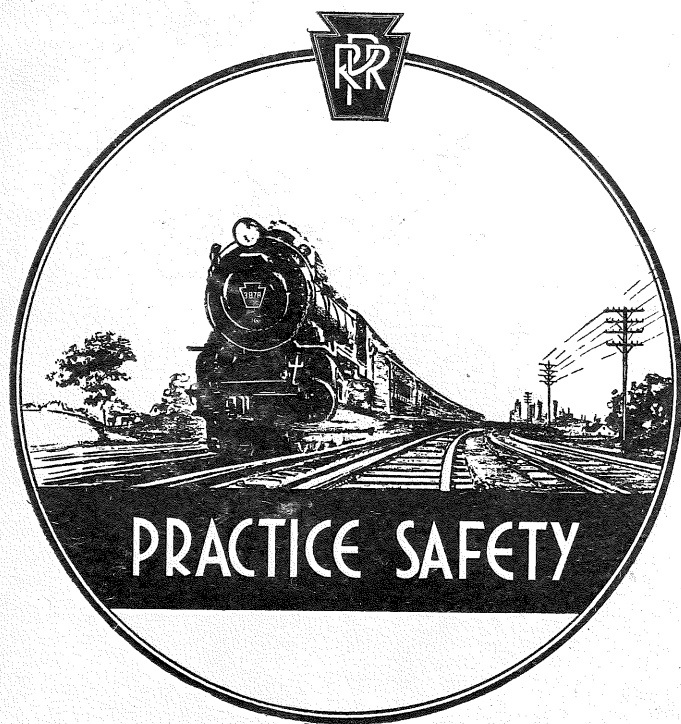


NW-

CHICAGO TERMINAL DIVISION TIME TABLE No. 13



The Pennsylvania Railroad

WESTERN REGION
NORTHWESTERN DIVISION

CHICAGO TERMINAL DIV'N

Time Table No. 13

In effect 12.01 A.M., Sunday, April 26, 1931

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

J. A. APPLETON,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

R. D. McKEON,
Superintendent.

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**HOBART TO CHICAGO
BERNICE TO CHICAGO**

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct'n car capacity 45 ft. cars		
							E	W	Both
	I		2.9	434.5	HOBART	HO	86	88	
			2.9	437.4	NEW CHICAGO				
	I	DW	0.8	438.2	LIVERPOOL	DW			
			2.5	440.7	BROADWAY				
	I		1.6	442.3	TOLLESTONE	JI			
			0.9	443.2	GARY				
			1.2	444.4	CLARKE		173		
	I	CJ	1.8	446.2	CLARKE JCT	CJ		188	
			0.7	446.9	BUFFINGTON				
	I	IH	1.6	448.5	INDIANA HARBOR	IH			
	I		0.6	449.1	INDIANA HARBOR CANAL	HC			
			0.4	449.5	MAHONING				
			0.3	449.8	INDIANA HARBOR SHOPS				
			0.7	450.5	BERRY LAKE				
			0.6	451.1	STANDARD				
	I	FO	0.5	451.6	WHITING	FO			
		RU	1.0	452.6	ROBY	RU			
			1.2	453.8	STATE LINE				
	I	BI		290.8	BERNICE	BI			
	I	MG	3.8	294.1	CALUMET PARK	MG		60	
	I		0.9	295.5	BURNHAM	BN			
	I★		0.7	296.2	HEGEWISCH				
	I★		3.8	300.0	COLEHOUR JCT				
	I★		0.5	454.3	COLEHOUR JCT				
	I	CR	0.8	455.1	RIVER BRANCH JCT	CR			
			0.7	455.8	SOUTH CHICAGO				
			5.5	461.3	ENGLEWOOD	WD			
			0.9	462.2	58TH STREET				
			0.4	462.6	GARFIELD BOULEVARD	OD			
		SG	1.6	464.2	41ST STREET	SG			
		AJ	2.3	466.5	22ND STREET	AJ			
	I		0.2	466.7	ALTON JCT	JT			
			0.4	467.1	16TH STREET				
			0.5	467.6	ROOSEVELT ROAD				
W	I		0.8	468.4	CHICAGO	GB			

★Switches—Power operated from distant point of control.
(Special Instruction D2601.)

NOTE.—Block Stations are open continuously.

NOTE.—Train Order offices other than Block Stations are open
as follows:

GB—Chicago, continuously.

**SHERERVILLE TO CHICAGO
59TH STREET (P. H.) TO 58TH STREET (FT. WAYNE)
CLARKE JCT. TO RIVER BRANCH JCT.**

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Columbus	STATIONS	Station Signals	Sidings assigned direct'n car capacity 45 ft. cars		
							E	W	Both
	I	SV	282.9		SHERERVILLE	SV		143	
B	I	JG	1.6	284.5	HARTSDALE	JG	143		
	I		2.9	287.4	MAYNARD	NA			
			0.8	288.2	AIR LINE	AL			
			1.2	289.4	LANSING	SG			
	I	BI	1.4	290.8	BERNICE	BI			
	I	DU	5.2	296.0	DOLTON	DU			
			0.8	296.8	RIVERDALE	VI			
	I	GK	2.5	299.3	WEST PULLMAN	GK			
	I		2.0	301.3	WASHINGTON HEIGHTS	WH			
	I		1.7	303.0	ROCK ISLAND CROSSING	RI			
	I	BV	0.1	303.1	BEVERLY JCT	BV			
			2.1	305.2	BELT CROSSING	BC			
		PO	0.5	305.7	71ST STREET	PO			
			1.5	307.2	59TH STREET	KS			
			0.0		59TH STREET (P. H.)	KS			
	I		2.1	2.1	FORD STREET	FS			
			0.3	2.4	58TH STREET (Ft. Wayne)				
	I		0.0		CLARKE JCT	CJ			
	I		2.3	2.3	C. I. & S. CROSSING	CD			
	I		0.6	2.9	I. H. B. CROSSING	HB			
			0.4	3.3	EAST CHICAGO				
			1.5	4.8	HAMMOND JCT				
			0.2	5.0	HAMMOND				37
			2.9	7.9	HEGEWISCH				
			0.0		HEGEWISCH				
			0.3	0.3	CALUMET WEST N JCT.				
			2.7	3.0	CLABURN				
	I		1.5	4.5	RIVER BRANCH JCT	CR			
	I		1.3	308.5	49TH STREET	HS			
			1.5	310.0	BRIGHTON PARK				
	I		4.6	314.6	WESTERN AVENUE	WA			
			1.7	316.3	MORGAN STREET				
W	I		1.2	317.5	CHICAGO	GB			

NOTE.—Block Stations are open continuously.

NOTE.—Train Order offices other than Block Stations are open
as follows:

KS—59th Street, 6:30 A. M. to 10:30 P. M.

GB—Chicago, continuously.

PO—71st Street { For Eastward
trains } continuously.

STATIONS	FIRST CLASS			
	113	203	103	453
	DAILY	DAILY	DAILY EX. TUES.	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
HOBART	12.00		4.50	4.58
LIVERPOOL	12.05		4.55	5.03
BROADWAY				5.07
GARY			E 5.02	5.11
CLARKE JCT	12.17		5.07	5.16
INDIANA HARBOR	12.21		E 5.12	5.21
WHITING	12.25		5.17	5.28
ROBY	12.27		5.19	5.30
SCHERERVILLE		4.40		
HARTSDALE		4.42		
MAYNARD		4.45		
LANSING				
BERNICE		4.50		
CALUMET PARK		4.55		
HEGEWISCH		4.58		
COLEHOUR JCT		5.04		
RIVER BRANCH JCT	12.32	5.06	5.22	5.38
SOUTH CHICAGO				5.38
ENGLEWOOD	\$ 12.40	E 5.15	E 5.30	5.48
41ST STREET	12.47	5.22	5.36	5.56
22ND STREET	12.50	5.25	5.39	5.59
CHICAGO	\$ 1.00	E 5.35	E 5.50	6.10
Arrive	A. M.	A. M.	A. M.	A. M.
	113	203	103	453
	EXPRESS	DAYTON CHIC-EXP.	EXPRESS	

CHICAGO TO HOBART — CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS			
	118	450	34	52
	DAILY	DAILY EX. SUN.	DAILY	DAILY
Arrive	A. M.	A. M.	A. M.	A. M.
HOBART	2.26	\$ 9.11		10.51
LIVERPOOL	2.22	9.05		10.48
BROADWAY		\$ 9.00		
GARY	\$ 2.10	\$ 8.56		\$ 10.41
CLARKE JCT	2.02	8.51		10.37
INDIANA HARBOR	\$ 1.57	\$ 8.47		10.34
WHITING	1.51	\$ 8.38		10.29
ROBY	1.49	8.34		10.28
SCHERERVILLE			10.31	
HARTSDALE			10.29	
MAYNARD			10.25	
LANSING				
BERNICE			10.20	
CALUMET PARK			10.13	
HEGEWISCH			10.10	
COLEHOUR JCT			10.05	
RIVER BRANCH JCT	1.46	8.29	10.03	10.25
SOUTH CHICAGO		\$ 8.27	\$ 10.01	
ENGLEWOOD	\$ 1.37	\$ 8.18	\$ 9.52	\$ 10.17
41ST STREET	1.30	8.10	9.45	10.08
22ND STREET	1.26	8.06	9.41	10.05
CHICAGO	\$ 1.20	\$ 8.00	\$ 9.35	\$ 10.00
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	118	450	34	52
	EXPRESS		SEA-BOARD	NEW YORKER

STATIONS	FIRST CLASS				
	15	201	25	237	455
	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.	A. M.
	15	201	25	237	455
	AM				AM
	5.41	5.46	5.51		\$ 6.03
	5.45	5.50	5.55		6.08
					\$ 6.12
	\$ 5.52	W 5.57	N 6.02		\$ 6.15
	5.57	6.02	6.07		6.20
	\$ 6.05	6.09	N 6.13		\$ 6.26
	6.10	6.13	6.18		\$ 6.35
	6.12	6.15	6.20		6.37
				5.52	
				5.54	
				5.59	
				6.05	
				6.15	
				6.20	
				6.28	
	6.14	6.18	6.23	6.31	6.41
	6.17				\$ 6.44
	\$ 6.26	\$ 6.31	D 6.35	\$ 6.42	\$ 6.52
	6.31	6.36	6.41	6.48	6.56
	6.34	6.39	6.44	6.51	6.59
	\$ 6.45	\$ 6.50	\$ 7.00	\$ 7.06	\$ 7.10
	A. M.	A. M.	A. M.	A. M.	A. M.
	15	201	25	237	455
	From 1/2			CIN-	CHICAGO
	CHICAGO EXP	SOUTH-LAND	METRO-POLITAN	CHIC NGT. EXP.	EXP-TO 30/6

EASTWARD

STATIONS	FIRST CLASS				
	216	22	28	58	460
	A. M.	A. M.	P. M.	P. M.	P. M.
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.
	216	22	28	58	460
		11.50	12.50	1.21	\$ 1.41
		11.47	12.47	1.18	1.35
					\$ 1.31
				A 1.11	\$ 1.26
		11.37	12.37	1.07	1.21
		N 11.34	12.34	1.04	\$ 1.17
		11.29	12.29	12.59	\$ 1.10
		11.28	12.28	12.58	1.08
	11.00				
	10.58				
	10.54				
	10.50				
	10.42				
	10.39				
	10.33				
	10.30	11.25	12.25	12.55	\$ 1.03
					\$ 1.02
	\$ 10.20	\$ 11.17	\$ 12.17	\$ 12.47	\$ 12.53
	10.12	11.10	12.10	12.40	12.45
	10.08	11.06	12.06	12.36	12.41
	\$ 10.02	\$ 11.00	\$ 12.00	\$ 12.30	\$ 12.35
	A. M.	A. M.	NOON	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	SAT. ONLY
	216	22	28	58	460
	CINCIN. DAY EXP	MANHATTAN LD	BROADWAY LD	LIBERTY	

ADDITIONAL STOPS AND FLAG STATIONS

		EASTWARD					
STATIONS		450	460	454	456		
		A.M.	P.M.	P.M.	P.M.		
	NEW CHICAGO.....						
	BUFFINGTON.....		F 1.19 S	4.23 S	5.00		
	MAHONING.....		S 1.15 S	4.18 S	4.55		
	IND. HARBOR SHOPS.....		S 1.14 S	4.16			
	STANDARD.....		S 4.13				
	STATE LINE.....		S 4.03				
	GARFIELD BOULEVARD.....	S 8.13	S 12.48 S	3.46			
		A.M.	P.M.	P.M.	P.M.		

		WESTWARD					
STATIONS		453	455	459			
		A.M.	A.M.	A.M.			
	NEW CHICAGO.....	A.M.	A 6.06				
	BUFFINGTON.....	S 5.18	S 6.22	S 5.18			
	MAHONING.....	S 5.24	S 6.28	S 5.24			
	IND. HARBOR SHOPS.....	S 6.30	S 6.30				
	STANDARD.....	D 6.32	D 6.32				
	STATE LINE.....	S 6.39	S 6.39				
	GARFIELD BOULEVARD.....	S 5.53	S 10.29				
		A.M.	A.M.	A.M.			

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains.....		*Hobart.....	All trains.....	
All trains.....		Gary.....	All trains.....	
453	54	Indiana Harbor..	453	54
455	459	Whiting.....		
455	108	So. Chicago.....	34	108
All trains.....		Englewood.....	All trains.....	
All trains.....		Chicago.....	All trains.....	
431	431	Bernice.....		
431	430	Lansing.....		

*Except Nos. 454 and 456.

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
453	State Line on Signal.....	Employees.
455	Clarke Jct. on Signal.....	Employees.
459	State Line on Signal.....	Employees.
450	State Line and Clarke Jct. on Signal....	Employees.

TRAINS WAIT FOR CONNECTION

NOTE.—If either Jackson Boulevard, or Adams Street bridge is open, or traffic stopped within five minutes prior to schedule leaving time of any through passenger train from Chicago, the train will wait five minutes after traffic again begins to move over bridge.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	Eastward					Westward					
	118	450	216	52	8	118	109	15	29	217	43
Hobart.....	AN			CD	CD			D			
Gary.....						B					
Indiana Harbor..				CD					D	C	
Whiting.....				CD	CD			D			
Roby.....		E			CD						
South Chicago...			D				D	D	D	D	
Schererville.....			CD							CD	
Lansing.....			CD							CD	

A—Sunday only, reduce speed to twenty (20) miles per hour at non-stop stations where heavy packages of newspapers are to be discharged. Conductors, after consulting with train baggagemasters, will advise enginemen where necessary to so reduce speed.

B—When more than thirty-five minutes late, stop to discharge mail.

C—Mail caught from crane only.

D—Mail delivered only.

C & D—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

H—Pass station at reduced speed to exchange mail.

N—Newspapers delivered.

Note.—Letters and characters as used in this page have no reference to their application as provided for in S4.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	PP-3	PP-9	FW-5	FW-23	TBS-1	CD-1	PF-1	FW-27	NL-1	CO-3	NW-99	INC-3 CO-5	LD-1	NW-85	LD-5	
	① A.M.	① A.M.	① P.M.	① P.M.	① P.M.	① P.M.	① A.M.	① A.M.	① A.M.	① P.M.	① P.M.	① P.M.	① A.M.	① A.M.	① P.M.	
CRESTLINE	11.00	10.00			2.30		12.15	7.30								
CRESTLINE	12.01	1.30			11.30		4.00	9.30								
JUNCTION	7.00	8.00	11.00	9.00	10.00		12.01	7.45								
LIVERPOOL	2.15	2.15	4.45	5.20	5.45	6.20	6.45	5.00								
CHICAGO (ROBY)	3.00	3.00	5.30	6.30	6.30	7.30	7.30	5.30	10.00							
BRADFORD											2.30					
LOGANSFORT										9.50	9.00	11.45	6.00	2.30	12.01	
BERNICE										1.00	1.55	5.15	1.00	8.00	1.15	
CHICAGO (59th Street)										2.00	2.45	6.15	2.00	9.00	2.00	
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	

①Daily.

②Arrives Colehour.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	FW-23	CS-8	FW-24	FW-8	PF-8	PF-2	PF-4	CMB	CD-2	FW-20	LD-2	IL-2 NW-84	CO-8	NW-86	LD-6	
	① P.M.	① A.M.	① A.M.	① A.M.	① A.M.	① A.M.	② P.M.	① P.M.	① A.M.	① P.M.	① P.M.	② A.M.	① A.M.	① A.M.	① P.M.	
CRESTLINE		4.00		9.15	9.00	11.15	2.30	12.01								
CRESTLINE		1.45	5.00	7.00	7.00	9.00	11.30	10.00		1.00						
ADAMS		9.30	11.30	2.15	2.15	3.30	4.45	5.45		9.15						
JUNCTION	5.30	8.30	10.00	1.00	1.00	2.30	2.30	4.30		8.00						
LIVERPOOL	7.50	3.50	2.50	8.20	8.20	10.20	12.05	11.50	12.51	12.51						
CHICAGO (ROBY)	7.00	3.00	2.00	7.30	7.30	9.30	11.15	11.00	12.01	12.01		6.30				
BRADFORD																
LOGANSFORT											11.00	2.00	6.00	4.15	7.00	
BERNICE											6.30	9.00	10.45	11.15	5.30	
CHICAGO (59th Street)											5.00	8.15	9.45	10.15	4.00	
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	

①Daily.

②Daily except Sunday.

③Operates Daily when 10 or more cars of stock is offered for points East of Ft. Wayne. ④Leaves Colehour.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by time-tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Chicago.....	{	Garfield Boulevard, Yard Office.
		59th Street Yard Office.
		Union Station, Telegraph Office.
Colehour.....		Yard Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**(A) (B) (C) (D)**, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡**—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ◇—Passenger train—No train baggageman.
- ☆—Passenger train—Schedule assigned to handle passenger and freight equipment.
- *—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

N—Stop on signal to receive or discharge passengers for or from Pittsburgh or east.

P—Regular stop to receive passengers for Valparaiso or beyond.

Q—Stop on signal to discharge passengers from Crestline or points east.

R—Stop on signal to receive passengers for Plymouth and east.

T—Stop on signal to receive passengers for Richmond and beyond.

V—Stop on signal to receive passengers for Orrville or beyond.

W—Stop on signal to receive or discharge passengers for or from Ft. Wayne and beyond.

Y—Stop on signal to receive passengers for points east of Mansfield.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (l) amplified:

Sound	Indication
— — — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided: also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D702. Enginemen on freight trains not intending to stop at a water station, will sound one short and two long blasts of the engine whistle passing block station preceding water station. Signalman on receiving this signal will immediately notify the Train Dispatcher.

D703. Trains between Bernice and Colehour Junction will be governed by Rule 14 (eg) and 14 (dc) to call in flagman

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. When train is ready to start signal will be passed from the rear end by hand or lamp and the trainman nearest the engine will give the communicating signal to start train except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative and after proper understanding with engine-man, a hand or lamp signal will be given by the trainman nearest the engine.

D902. Rule 16 amplified:

Sound	Indication
(ja) o o o o o	When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1003. On all portions of the division including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(SINGLE TRACK) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the signalman the number of the engines on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number the engine numbers must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

D1004. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that in the judgment of the engineman his view of the signal will be thereby improved.

D1005. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified, they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping them between that track and an adjoining track.

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used omitting the word "signal" except Rule 275.

D1103. Trains and engines must approach the following points prepared to stop, and must stop clear of all switches and routes unless proceed signal is given by switch tender:

P. C. C. & St. L. R. R.	P. F. W. & C. Ry.
71st Street	Roby
59th Street (6:30 A. M. to 10:30 P. M.)	State Line (7:00 A. M. to 3:00 P. M.)
54th Street (2:30 P. M. to 10:30 P. M.)	41st Street
Brighton Park	
Taylor Street	

Freight
Tracks
1 and 2
only

The location of switchtenders and the rules governing the movement of trains using Chicago Union Station, and the joint tracks under its jurisdiction, between P. F. W. & C., 22nd Street and Western Avenue must be observed.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated:

Location	Other Divisions	Zones
CHICAGO:		
Union Station "GB" Tele. Office	{ Fort Wayne. Logansport..	BCDE AB
12th Street Yard Office.....	{ Logansport.. Fort Wayne..	AB BCDE
Garfield Boulevard Yard Office.	{ Fort Wayne.. Logansport..	BCDE AB
Damen Avenue Yard Office... P. H., 16th Street Yard Office..		
59th Street Engine House.....	Logansport..	AB
59th Street Yard Office.....	Logansport..	AB
P. H., 63d Street Yard Office..		
COLEHOOR:		
Yard Office.....	Fort Wayne..	BC
118th Street Yard Office, Calu- met River Line.....		
CALUMET PARK:		
Interlocking Tower.....	For I. H. B. R. R. only.	
EAST CHICAGO:		
Freight Office.....		
HARTSDALE:		
Yard Office.....	Logansport..	AB

S14.

GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this division are as follows:

A. Hobart, inclusive and Chicago.

B. Schererville, inclusive and Chicago.

C. } Bernice and Colehour Jct.;

C. } Clarke Jct. and Hegewisch;

C. } Calumet River Line; Calumet Western Ry.;

C. } Englewood Connecting Ry.

General Orders for each Zone will be numbered consecutively, followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.**D1501. (Double Track.)**

The two main tracks between Hobart and Whiting; 58th Street Signal bridge and 41st Street Signal bridge are numbered from South to North; the most southerly track is No. 1 Track.

- No. 1 Track, Eastward Track.
- No. 2 Track, Westward Track.

The two main tracks between 22nd Street and 18th Street; Roosevelt Road and Chicago (PFW&C); Morgan Street and Chicago (Pan Handle) are numbered from North to South; the most northerly track is No. 1 Track.

- No. 1 Track, Westward Track.
- No. 2 Track, Eastward Track.

The two main tracks between Schererville and Western Avenue are numbered from South to North; the most southerly track is No. 1 Track.

- No. 1 Track, Eastward Track.
- No. 2 Track, Westward Track.

D1502. (Three, or more tracks.)

The four main tracks between Whiting and 58th Street Signal bridge, 41st Street Signal bridge and 22nd Street are numbered from South to North; the most southerly track is No. 1 Track, the other three tracks are No. 2, No. 3, No. 4 Tracks, consecutively.

- No. 1 Track, Eastward Freight Track.
- No. 2 Track, Westward Freight Track.
- No. 3 Track, Eastward Passenger Track.
- No. 4 Track, Westward Passenger Track.

The four main tracks between 18th Street and Roosevelt Road are numbered from South to North; the most southerly track is No. 2 Track; the other three tracks are No. 1, No. 3, No. 5 Track, consecutively.

- No. 2 Track, Eastward Passenger Track.
- No. 1 Track, Westward Passenger Track.
- No. 3 Track, Eastward Freight Track.
- No. 5 Track, Westward Freight Track.

The four main tracks between Western Avenue and Morgan Street are numbered from the Chicago and North Western Ry. southward in a geographical direction; the track nearest the C. & N. W. Ry. is No. 2 Track; the other three tracks are No. 1, No. 4, No. 3 Track, consecutively.

- No. 2 Track, Eastward Passenger Track.
- No. 1 Track, Westward Passenger Track.
- No. 4 Track, Eastward Freight Track.
- No. 3 Track, Westward Freight Track.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Chicago. Train Dispatchers, Fort Wayne Division, will direct train movement between Hobart and Liverpool over signature of Superintendent, Fort Wayne Division. Train Dispatchers, Logansport Division, will direct train movement between Schererville and Bernice over signature of Superintendent, Logansport Division. The foregoing does not otherwise alter the jurisdiction of the Chicago Terminal Division within this territory.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1602. Rule 83—Signalman, after consulting the train dispatcher, will furnish clearance message Form CT 1246, and deliver under the rule governing of "19" train orders; if this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a—Verbally by the signalman or by signal indication.

S16B. Rule 98.

D1603. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings and bridges:

PLACE RAILROAD CROSSING AND BRIDGES	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Chicago, So. Br. Bridge: South Branch River.	Standard Signal Aspects.
Chicago, 21st Street: C. & W. I. C. & A. Ill. Cent.	Westward: Standard Signal Aspects. Eastward: Top light green; lower light, red.
P. C. C. & St. L. Chicago, 12th Street: B. & O. C. T. C. & N. W.	Hand signal, yellow flag or light.
Chicago, 26th Street: Ill. Northern.	Semaphore arm vertical or green light.
Chicago, Ash Street: Ill. Cent. Santa Fe.	Semaphore arm vertical or green light.
Chicago, Brighton Park: C. & A.	Semaphore arm vertical or green light.
CALUMET WESTERN Calumet River.	No signal. It must be known that route is clear before proceeding.
106th Street (C. W. Ry.) C. R. I. & P. C. W. P. & S.	No signal. It must be known that crossing is clear before proceeding.
S. C. & S. R. R. Hammond, Elm Street: C. S. S. & S. B.	Normal position of crossing gate is for the South Shore. P. R. R. trainmen open gates for movement. South Shore trains not required to stop or flag over crossing when gate is in normal position.
Wolf Lake: I. H. B.	No signal. It must be known that crossing is clear before proceeding.
Right of Way No. 1: E. J. & E.-I. H. Belt. Track to American Steel Foundry.	No signal. It must be known that crossing is clear before proceeding.

S16C. Rules 106 and 106a.

D1604. Eastward passenger trains will have preference over Westward passenger trains at Englewood Station. Passenger trains must not pull up to the platform on either track while the other track is occupied.

S16D. Rules 251, 253, 254.

D1605. (DOUBLE, THREE, OR MORE TRACKS). Rules 251, 253 and 254 are in effect.

D1606. Between Western Avenue and 49th Street, and between 71st Street and Belt Crossing, signalmen and switch-tenders may, after obtaining control of portion of track to be used, authorize movements against the current of traffic on tracks 1 and 2.

A train or engine must not cross over between Western Avenue and 49th Street and between 71st Street and Belt Crossing and proceed on another track with the current of traffic, nor against the current of traffic without permission.

Between 49th Street and 71st Street, tracks 1 and 2 will be operated as yard tracks and trains and engines must move in this territory under control prepared to stop short of other yard movements, trains or obstructions.

Following points will be in charge of territory indicated:

Western Avenue	49th Street
12th Street	71st Street
Brighton Park	Belt Crossing

Movement of trains on North and South Joint Tracks between 22nd Street and Chicago Union Station (P. F. W. & C.) and between Western Avenue and Chicago Union Station (P. C. C. & St. L.) will be made under the direction of the Joint Track Switch-tenders in accordance with the Rules of the Operating Department, Chicago Union Station Company.

S16E. HIGHWAY GRADE CROSSING PROTECTION.

D1607. Automatic Highway Grade Crossing Signals and Bells do not operate for trains running against the current of traffic at following points:

P. F. W. & C. Ry.

Gary—13th Street.
Clarke—Clarke Road on No. 1 and No. 2 tracks and Westward Siding.

P. C. C. & St. L. R. R.

Washington Heights—111th Street, 106th Street and 105th Street.

Automatic Highway Grade Crossing Signals and Bells do not operate for trains running on side tracks at the following points:

P. F. W. & C. Ry.

Hobart—Lake Street.
Gary—15th Avenue, 9th Avenue and Taft Street.
Clarke—Clarke Road (yard tracks).
Indiana Harbor—Washington Street.
Mahoning—Riley Road, all side tracks each side of main tracks and shop lead.

P. C. C. & St. L. R. R.

Maynard—Public Road.
West Pullman—115th Street.

WOLF LAKE BRANCH.

Hammond—Huehn Street and Gostlin Street.

Trains running against current of traffic or on tracks at above points must use care to avoid accidents, sounding a second warning whistle, Rule 14-L, when necessary.

D1608. At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

D1609. Trains will use following sidings at Calumet Park and Hammond, expecting to find cars thereon.

D1610. Trains and engines clearing No. 2 track at 58th Street Signal bridge must report clear to signalman at 41st Street.

Trains and engines must obtain permission from signalman at 41st Street before entering No. 1 track at 58th Street Signal bridge.

D1611. Trains or Engines must not enter the westward siding Schererville between block stations without permission from the Signalman. When a Train or Engine clears the westward siding Schererville between block stations the Conductor or Engineman must report clear to Signalman.

S17. MOVEMENTS BY TRAIN ORDERS.

D1701. Rules 210 and 211 modified:

At Chicago Union Station, and at 58th Street (P. C. C. & St. L.) enginemen are relieved from reporting for train orders.

Conductors must personally deliver copy of each train order to engineman, who will compare with conductor by reading order aloud. If there are no train orders, conductor will notify the engineman before train departs.

Trains starting trip at 16th Street will receive their train orders at 22nd Street Block Station.

D1702. While a train order signal is displayed in the direction of an approaching train or trains it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

A train order signed by Superintendent, Fort Wayne Division, will be authority for a train to display signals as prescribed by Rules 20 or 21 between Hobart and Chicago.

A train order signed by Superintendent, Logansport Division, will be authority for a train to display signals as prescribed by Rule 20, between Schererville and Chicago.

D1703. Employes copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at the end of tour of duty forward same to the Division Operator.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the Conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of fifteen miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Yards indicated by Yard Limit boards are located at:

Hegewisch	} Cal. River Line.
River Branch Jct.	
Bernice	} S. C. & S.
Colehour	
59th Street (P. H.)	E. C. Ry.
58th Street (Ft. Wayne)	E. C. Ry.

S18A. Rule 97.

S19. SPEED TABLE.

Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have Class X-25, X-29, R-7, RF, or other types of freight cars, equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six quart can 125 pounds, ice, 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six quart capacity weight of lading and ice will be 60,000 pounds based on full load.

Freight cars, to comply with the above instructions, must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three-position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. MAXIMUM SPEED. Miles

P. F. W. & C.	per hour	
With Passenger Engines.....	70	
With Freight Engines.....	50	
Gas-electric Car.....	60	
P. C. C. & ST. L.		
With Passenger Engines between Schererville and Bernice.....	70	
With Passenger Engines between Bernice and east end of curves, 71st Street.....	40	
With Passenger Engines west of 71st Street..	30	
With Freight Engines, Schererville and Bernice	50	
With Freight Engine, Bernice and 71st Street	30	
Gas-electric car	Schererville to Bernice.....	60
	Bernice to east end of curves, 71st Street.....	40
	West of 71st Street.....	30

PASSENGER TRAINS

S. C. & S. MAIN LINE	
With Passenger Engines.....	60
With Freight Engines.....	45
Gas-electric Car.....	60

BRANCHES.

Between Hammond and River Branch Jct...	30
Englewood Connecting Ry.....	20
Calumet Western Ry. and Cummings Branch	20

	Miles per hour	
FREIGHT TRAINS	P. F. W. & C. Unless otherwise specified.....	40
	P. C. C. & St. L. Unless otherwise specified.....	40
	West of 71st Street.....	30
	BRANCHES. Unless otherwise specified.....	35
	Between Hammond and River Branch Jct...	25
	Englewood Connecting Ry.....	15
	Calumet Western Ry. and Cummings Branch	20
CIRCUS TRAINS	P. F. W. & C.....	30
	S. C. & S.....	30
	P. C. C. & St. L.....	20
	Branches.....	20
WRECK TRAINS	P. F. W. & C. Straight track.....	40
	Curves.....	35
	P. C. C. & St. L. Straight track.....	30
	Curves.....	25
	BRANCHES. Straight track.....	30
	Curves.....	25
	Between Hammond and River Branch Jct...	25
	Englewood Connecting Ry.....	15
	Calumet Western Ry. and Cummings Branch..	15
TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS	MAIN LINES. Straight track.....	30
	Boom forward.....	20
	Curves.....	20
	BRANCHES. Straight track.....	25
	Boom forward.....	20
	Curves.....	20
	Between Hammond and River Branch Jct... } Englewood Connecting Ry..... }	15
ENGINES	When running without trucks or without side rods.....	15
	With trailer trucks, when running back- ward, except where lower speed is required. When necessary to clear the main track, engines with any main or side rods discon- nected may be moved to a terminal at not	25

NOTE—Where speed of freight trains is restricted by time table or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks will be five miles per hour less than freight train restriction if boom is trailing and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

	Miles per hour	
exceeding the following speeds:		
N-1-s } C-1 } I-1-s }	8	
All others.....	15	
If engines with any main or side rods discon- nected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, Enginemen must notify the Superintendent and receive instructions for further movement. When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.		
Rule 750 amplified.		
Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding.....	20	
Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding.....	25	
Two or more such dead engines in the same train shall be separated by one or more cars. The following classes of engines must not exceed speed as indicated.		
ENGINES		
TRACK CARS	Unless otherwise specified.....	20
	When hauling trailers loaded with material..	10
TRACKS	Over switches, frogs, street and highway crossings.....	5
	P. F. W. & C. ON No. 1, FREIGHT TRACK: 22nd Street to 39th Street.....	40
	39th Street to 41st Street.....	30
	58th Street to River Branch Jct.....	30
	River Branch Jct. to Whiting.....	40

CLASS	FORWARD			Back-wards
	With Train		Light	
	Passr.	Frts.		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
D.....	70	40	50	25
E.....	70	40	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	40	40	40	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	50	25
N.....	50	50	50	25

		Miles per hour
TRACKS		
ON No. 2, FREIGHT TRACK:		
Whiting to Englewood.....		40
Englewood to 58th Street.....		30
41st Street to 39th Street.....		30
39th Street to 22nd Street.....		40
On sidings.....		15
Through all non-interlock turnouts.....		10
On neutral track between Van Buren Street and Jackson Boulevard, Chicago.....		5
L-1-s Engines, on wye tracks Englewood Con- necting Ry. 57th Street and 59th Street...		5
P. C. C. & St. L.		
Dolton, Eastward.....	}	30
Dolton, Westward.....		
Riverdale, Eastward.....		
Riverdale, Westward.....		
West Pullman, Eastward.....		
West Pullman, Westward.....		
Beverly Jct., Eastward.....		
Beverly Jct., Westward.....		
Belt Crossing, Eastward.....		
Belt Crossing, Westward.....		
P. F. W. & C.		
Between B. & O. C. T. Crossing and Whiting Station.....		60
On all Curves between Roby and Colehour Jct.....		60
47th Street	}	50
49th Street		
51st Street		
Garfield Boulevard.....		40
Englewood {Princeton Ave. } 60th Street		30
BRANCHES.		
Colehour Jct. {103d Street } Indianapolis Ave. }		20
Burnham, west of bridge.....		25
Burnham, east of bridge } Bernice, west of Junction }		30
Calumet River Line—All curves	}	20
Hammond Branch, east of Hegewisch station		
Between Hammond and Hammond Jct.		
Between Wolf Lake and Hammond.....		
Other curves.....		50
P. C. C. & St. L.		
Western Ave., east of Tower	}	20
12th Street 55th Street		
Ogden Ave. 58th Street		
Brighton Park 59th Street		
49th Street 71st Street		
52nd Street		
DISTANT SIGNALS		

D2002.		BRIDGES.								
Location		Class of Engine								
		H-10s L-1s	N-2s	I-1s	E	K-2s G-5s	K-3 K-4s	M-1	C-1	
		Miles Per Hour								
448.48	Indiana Harbor Canal.....	50	50	40	60	60	60	60	20	...
454.70	South Chicago...	50	50	40	60	60	60	60	20	...
460.57	State St. to 461.93 Garfield Blvd., all bridges inclusive, ex- cept on curves.....	50	Frt. Tracks Only	% 25	...	...	% 30	% 15	...	...
8.15	West of Bernice (S. C. & S. R. R.)....	50	# 40	# 30	...	...	# 40	# 30	20	...
4.76	Burnham.....	20	10	* 20	20	20	10	10	10	...
2.83	Ship Canal, east of East Chicago.....	20	10	10	40	20	10	10	10	...
308.27	Mud Lake (26th St.).....	30	30	20	30	30	30	30	20	...
310.09	Taylor St. to 311.28 Fulton St., all bridges inclusive.....	10	*	* 20	20	*	*	*	*	...

Indiana Harbor Belt R. R. engines class U-3-G and H-5-B must not exceed a speed of fifteen (15) miles per hour over Bridge 4.76 at Burnham and over Calumet River Bridge on Calumet Western Ry.

*Class N-2-S engines may be operated on No. 1 and No. 2 Tracks (Eastward and Westward Freight Tracks), at a speed not to exceed ten (10) miles per hour, and are prohibited on No. 3 and No. 4 Tracks (Eastward and Westward Passenger Tracks), over all bridges inclusive between 460.57 State St. to 461.93 Garfield Blvd., P. F. W. & C.

N-2-S Engines

Prohibited, 306.78 Western Ave. (39th St.) to 307.37 35th St., all bridges inclusive.

N-2-S and M-1 Engines

Prohibited, 1.62 Peoria St. to 2.32 Stewart Ave. (E. C. Ry.), all bridges inclusive.

%With 21,000 or 25,000 gal. capacity tender, ten (10) miles per hour.

#With 21,000 or 25,000 gal. capacity tender, fifteen (15) miles per hour.

*Prohibited.

D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Dis- tance	Min.	Sec.
Hobart and Clarke Jct.....	11.7	11	0
Clarke Jct. and River Branch Jct.....	8.9	8	0
Schererville and Bernice.....	7.9	7	0
Bernice and River Branch Jct.....	10.0	15	0
River Branch Jct. and 41st Street.....	7.1	10	0
41st Street and Chicago.....	6.2	10	0

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21. SIGNAL ASPECTS.

D2101. Signal aspects not standard:



INDICATION—Take siding as herein directed.

NAME—Take siding indicator.

When displayed, will be located on front of tower and must be answered by two short sounds of the engine whistle.

LIVERPOOL..... { Eastward trains take siding Hobart.
Westward trains take siding Clarke.

CLARKE JCT..... Eastward trains take siding Clarke.

D2102. A fixed signal (color light type) designed to operate in connection with Rule 28 is in service for eastward trains at Gary.

INDICATIONS

Green and White Light..... { Trains scheduled to stop on
(White Next Main Track) signal—Stop for passengers

White light..... No passengers



D2103. In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

S22. BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375 inclusive are in effect as follows except that Rules 317a, 317b, 318a and 318b will apply only on portion of the Division as specified:

Bernice and Colehour Jct.

Bernice and 71st Street.

D2302. Rule 317b will apply.

Bernice and Colehour Jct.

On all main tracks governing movement against current of traffic.

D2304. Rule 318b will apply.

Bernice and 71st Street.

D2306. Trains must not enter block on S. C. & S. R. R. at Hegewisch without permission from signalman at Calumet Park.

Eastward trains moving from Colehour Jct. clearing at Hegewisch must report clear of the block at Hegewisch to signalman.

Westward trains leaving S. C. & S. R. R. at Hegewisch will not report clear of the block.

Westward freight trains moving to Colehour Jct. into Colehour yards must report clear of the block to signalman from Colehour Jct.

Eastward trains moving from Hegewisch to Hammond Jct. must report their arrival at Hammond Jct. to the Train Dispatcher.

Train order blanks are provided in telephone shelter at junctions of Calumet Western Ry., Calumet River Line, and Hammond Branch, at Hegewisch and at Hammond Jct. When train orders are required the signalman at Calumet Park will arrange direct telephone connection with train dispatcher, who will transmit the train order to the conductor or engineman, who must repeat it to the train dispatcher when, if repeated correctly, "complete" will be given.

D2307. Rule 362, first paragraph amplified:

Trains must not pass a stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without Clearance Card (Form C).

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:

(DOUBLE TRACK.)

No. 1 Track, 41st Street signal bridge to 58th Street signal bridge and Whiting to Hobart.

No. 1 Track, Bernice to Schererville.

No. 2 Track, Hobart to Whiting; 58th Street signal bridge to 41st Street signal bridge and 24th Street signal bridge to 21st Street.

No. 2 Track, Schererville to Bernice.

(THREE, OR MORE TRACKS.)

No. 1 Track, 24th Street signal bridge to 41st Street signal bridge and 58th Street signal bridge to Whiting.

No. 2 Track, Whiting to 58th Street signal bridge and 41st Street signal bridge to 24th Street signal bridge.

No. 3 Track, 24th Street signal bridge to 41st Street signal bridge and 58th Street signal bridge to Whiting.

No. 4 Track, Whiting to 58th Street signal bridge and 41st Street signal bridge to 24th Street signal bridge.

D2502. (DOUBLE, THREE, OR MORE TRACKS.) In automatic block system territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the home signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate Automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block signal territory unless special provision is made for Manual Block protection and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. AUTOMATIC TRAIN CONTROL.

D2505. 1. Definition: Equipped engine.—An engine equipped with the Automatic Train Control apparatus prescribed for use in Automatic Train Control territory where engine is to be used in operative condition for the direction in which it is to move.

2. At 55th Street, Chicago, the engineman in charge of an equipped engine assigned for movement in Automatic Train Control territory, must make Automatic Train Control apparatus test before proceeding from such terminal.

S25C. GRADE SIGNALS.
S26 INTERLOCKING RULES.
D2601 SWITCHES-POWER OPERATED
FROM DISTANT POINT OF CONTROL.

Location	Control Station
HEGEWISCH Signals governing trains on the S. C. & S. R. R. and Calumet River Line, also junction switch of the S. C. & S. R. R. and Calumet River Line.....	CALUMET PARK
COLEHOUR JCT. Switch leading from No. 1 track to the S. C. & S. R. R. and switch to oil track leading off of S. C. & S. R. R. The movement of trains in either direction on No. 1 track between Colehour Jct. and River Branch Jct., including trains which run via Colehour Jct. and S. C. & S. R. R., will be governed by the fixed signals located at Colehour Jct. and River Branch Jct., except movements to and from the oil track which are made under direction of signalman. Their indications will supersede time table superiority and take the place of train orders. Train or engine moving against the current of traffic on No. 1 track from points east of Colehour Jct. desiring to move west of that point on No. 1 track, will obtain permission from the signalman at River Branch Jct. and be governed by the dwarf signal located at clearance point of the S. C. & S. R. R. Jct. switch. Train or engine having entered No. 1 track at River Branch Jct. or Colehour Jct. must not stop between signals and run in the opposite direction without permission from signalman.	RIVER BRANCH JCT.

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the Conductor or Engineman must notify the Signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a stop signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the Conductor, after a thorough understanding with the engineman, will arrange for Manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for Manual operation of switches are posted in telephone shelter.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829 paragraph 10 amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) The last three numerals of the present M. W. number shall be known as the running number.

(f) Track cars will not operate Automatic or Semi-Automatic signals, or high-way crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(g) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2801. Between: Hobart and 22d Street (P. F. W. & C.);
Schererville and 71st Street (P. C. C. & St. L.);
Bernice and Colehour Jct. (S. C. & S.);
Hegewisch and Hammond Jct.;
Englewood Connecting Ry.,

Track cars will operate as per Rule 80.

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman; or failing to do so by the time required must protect as prescribed by Rule 99.

D2802. Track cars prohibited on passenger main tracks Canal Street and (North) Western Avenue (P. C. C. & St. L.).

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

TRACKS: Engines with longer wheel base than B29.

Must not be used on industrial or yard tracks except in accordance with instructions issued in the various switching districts.

Hartsdale:

On wye leading from westward siding to E. J. & E.

Engines Heavier than H-10-S

Gary:

Industrial Lumber and Supply tracks, Pennsylvania Coal Company's track.

Hobart:

Class M-1-S engines are not permitted on National Fire Proof Company tracks.

BRIDGES: CC-1-S and CC-2-S Engines.

All bridges on the Division.

N-2-S Engines

460.57 State St. to 461.93 Garfield Blvd., inclusive, all bridges.

See •Note D2002 under bridges.

306.78 Western Ave. (39th St.), to 307.37 35th St., inclusive, all bridges.

K-3, N-2-S, I-1-S, K-4-S, M-1, M-1-A and C-1 Engines and 21000 and 25000 gal. tenders.

310.09 Taylor St., to 311.28 Fulton St., all bridges inclusive.

N-2-S and M-1 Engines

1.62 Peoria St., to 2.32 Stewart Ave. (E. C. Ry.), all bridges inclusive.

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are in charge of bulletin board attendants.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business will be treated by the nearest physician listed in Special Instructions D3201, without cost throughout their disability. If hospital attention is necessary, they should be sent, if practicable to one of the hospitals listed in Special Instruction D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official

D3201. MEDICAL EXAMINERS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Dr. Walter Aye Office, Rooms 246, 248, 250 and 251, Chicago Union Station	Central 7200 Local 348 and 349
	Office, 323 West Polk St.	Local 350
	Office, 456 West Garfield Boul.	Local 411
	General Yard Master's Office, 106th Street, Colehour.....	So. Chicago 7800 Local 38
	Office, 2156 West 59th Street.	Local 275
	Res., 550 Surf St.....	Lakeview 4241

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Dr. A. A. Hayden, Oculist Office, Room 2009 No. 25 E. Washington St..... Res., 70 Cedar St.....	Randolph 0244 Superior 6144
	Dr. A. R. Metz Office, 2449 Washington Blvd. Res., 2449 Washington Blvd..	West 3170 West 3170
	Dr. Raymond, Householder Office, 2449 Washington Blvd. Res., 118 S. Mayfield Ave....	West 3170 Mansfield 3989

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
South Chicago.	Dr. Sidney B. MacLeod Office, Room 10, Commercial Ave. and E. 91st St.....	So. Chicago 0140 and 0141
Indiana Har- bor.....	Dr. J. A. Teegarden Office, 3336 Michigan Ave. . . . Res., 4210 Parrish Ave.....	Ind. Harbor 167 Ind. Harbor 219
	Dr. S. J. Young Office, 583 Broadway..... Res. 748 Hayes St.....	522 2717
Gary.....	Dr. C. C. Robinson Office, 3401 Michigan Ave.... Res., 3501 Fir St.....	Ind. Harbor 126 Ind. Harbor 226
East Chicago..	Dr. A. G. Schlieker Office 720 West Chicago Ave. Res., 4140 Madoun Ave.	East Chicago 18 and 228 East Chicago 71
Brighton Park.	Dr. Richard Haley Office, 3737 S. Campbell Ave. Res., 3359 S. Western Boul....	Lafayette 5872 Lafayette 2517
Dolton.....	Dr. M. Robert Weidner Office and Residence, 417 Lincoln Ave.....	Dolton 922

D3202. HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Washington Boul. Hospital. Cor. Washington Boul. and Campbell Ave.	West 3170
South Chicago.	So. Chicago Hospital, 2323 E. 92nd Place.	So. Chicago 8600
Hammond....	St. Margaret's Hospital, 30 Clinton St.	Hammond 228
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	408
	St. Antonio Hospital, Jefferson St. and 19th Ave....	2775
	Methodist Hospital, East 6th Ave.....	3800

D3203. First Aid Boxes, location of, and Stretchers in cars:**First Aid Boxes:**

In baggage, combined cabin cars and in flagman's equipment box, on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at Block Stations, hand operated siding and crossover switches, switches-power operated from distant point of control, also at other points necessary for train operation.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form CT310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form CT310-a to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at.....and loaded as per A. R. A. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if, in the judgment of the enginemen, it is unnecessary.

D3402. Rule 702 modified:

The end of car toward which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3403. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

Electric illuminated signs are authorized for use on the rear of trains as follows:

Nos. 28 and 29....."Broadway Limited"
 Nos. 58 and 59....."Liberty Limited"
 Nos. 78 and 79....."The Golden Arrow"
 Nos. 2 and 5....."Pennsylvania Limited"
 No. 54....."Gotham Limited"
 No. 42....."The Rainbow"
 No. 25....."The Metropolitan"
 Nos. 200 and 201...."The Southland"

D3404. The following territory is operated as a Yard. Within such territory trains and engines must move prepared to stop unless the track is seen or known to be clear.

Calumet Western Railway.

Calumet River Line.

Cummings Branch.

Right of Way No. 1, connecting with Wye track at Indiana Harbor, extending to joint S. C. & S.-B. & O. C. T. tracks at Kennedy Avenue.

Right of Way No. 3, connecting with P. F. W. & C. at Mahoning, extending to Sinclair Oil Co. Plant, Forsythe Avenue.

Between 49th Street and 71st Street, tracks 1 and 2 will be operated as yard tracks and trains and engines must move under control prepared to stop short of other yard movements, trains or obstructions.

D3405. General Regulations for Employes—832, amplified:

(Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fusees"
 "Whistle"

(Fourth paragraph.) When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and will display a STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossing with Red Lamp, displayed towards the highway in both directions, care being used not to show the red light in direction of the track, except when necessary to display Stop-signal to an approaching train, engine or any type of rail equipment.

D3406. AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

D3407. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

HOT JOURNAL.....	}	<p>BY DAY—Nose held with one hand, with other hand pointed toward track.</p> <p>BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.</p>
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BRAKES STICKING.....	}	<p>BY DAY—Hands shoved in sliding motion out from body.</p> <p>BY NIGHT—Lamp raised and held stationary.</p>
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BROKEN WHEELS.....	}	Stop Signal.
DEFECTIVE TRUCKS.....		
DRAGGING BRAKE CONNECTION.....		
LADING SHIFTED OVER SIDE OR END OF CAR..		
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....		

QUALIFICATIONS

Occupation

Name

Home Division

QUALIFIED FOR SERVICE

Part of Zone qualified for.

Zone

Division

GENERAL ORDERS

GENERAL ORDER No. 1301

Zone A.
Zone B.
Zone C.

Effective 12:01 A. M., Sunday, April 26, 1931.

Time Table No. 13 takes effect and contains the necessary instructions issued in General Orders up to and including

No. 1213—Zone A.
No. 1217—Zone B.
No. 1210—Zone C.

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 13 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 13 takes effect.

This General Order is printed in Time Table No. 13 and will not be issued in sticker form.

(a) UNION STATION COMPANY.

Trains or engines must move at restricted speed. In interlocking territory, between Roosevelt Road and Randolph street, signal indications will govern.

The maximum speed between Roosevelt Road and 22nd Street is fifteen (15) miles an hour.

The maximum speed between Western Avenue and Sheldon Street is twenty-five (25) miles an hour.

The maximum speed between Sheldon and Randolph Streets is fifteen (15) miles an hour.

Trains or engines using Joint Tracks between Roosevelt Road and Lake Street must move at restricted speed, unless the way is seen or known to be clear.

(b) The first paragraph of present time table restrictions D-2002, for N-2-s engines will apply to Timken locomotive No. 1111, except that a speed of ten (10) miles per hour will not be exceeded on all main tracks between bridge 459.88, South Park Avenue, and bridge 461.93, Garfield Boulevard, both inclusive.

(c) Switches in No. 1 (Eastward Freight Track) and No. 2 (Westward Freight Track) and Yard Leads, between 58th Street Signal Bridge and Garfield Boulevard, may be left in position in which last used, except that switches in No. 2 (Westward Freight Track) and Westward Yard Lead, leading to Eastward Passenger Track, must be left set for straight track.

Trains will approach these switches, including switch at west Wye, leading to Englewood Connecting Railway, expecting to find switches set against them.

The switch lamp on switch at west Wye, leading to Englewood Connecting Railway, will display white disc (green light at night) when switch is set for No. 1 track and will display red disc (red light at night) when switch is set for movement to or from the Englewood Connecting Railway.

GENERAL ORDERS

P. C. C. & St. L. R. R.

(d) The present No. 1 track (Eastward track) between 79th Street and Mile Post 301, 85th Street, is out of service and new No. 1 track (Eastward track) will be in service between above points, on elevation.

Facing point turnout is installed in No. 2 track (Westward track) at Mile Post 301 and a trailing point turnout in No. 2 track (Westward track) 500 feet East of 79th Street, both turnouts for construction purposes.

Trains will not exceed a speed of ten (10) miles per hour on new No. 1 track (Eastward track) between 79th Street and Mile Post 301.

Trainmen and others look out for close clearance on pole located just west (traffic direction) of 83rd Street and on the South (traffic direction) side of the new No. 1 track (Eastward track).

(e) K-4 engines with all flanged drivers must not operate over tracks with curvature greater than thirteen (13) degrees and through turnouts below No. 8 and are restricted for use on the following:

All industrial tracks
C. T. Division.

Englewood Connecting
Ry.

Trailing point crossover
between No. 1 track (East-
ward Track) and No. 2
Track (Westward Track)
at 57th Street, P. F. W.
& C.

In that portion of yards
at 12th Street and 55th
Street, P. F. W. & C., and
59th Street, P. C. C. & St.
L., where M-1 engines are
now prohibited.

East connection to E. J.
& E. Ry., at Hobart.

Connection to M. C. R.
R. at Liverpool.

West wye to joint tracks
at Clarke Junction.

East wye to S. C. & S.
R. R., at Colehour Junction.

Connection to Belt Ry. at
South Chicago.

Connection to I. C. R. R.
at Grand Crossing.

Connection to C. R. I. &
P. Ry. at Englewood.

Both wye connections to
C. J. Ry. at 41st Street.

C. & A. wye connection
to A. T. & S. F. Ry., I. C.
R. R., and C. & W. I. R.
R., at 21st Street.

East wye to C. B. & Q.
R. R. at 16th Street.

East wye connection to
E. J. & E. Ry. at Harts-
dale.

Connection to G. T. Ry.
at Maynard.

West wye to S. C. & S.
R. R., at Bernice.

Connection to I. C. R. R.
at Riverdale.

Connection to I. C. R. R.
and A. T. & S. F. Ry., at
Drainage Canal.

Connection to I. N. Ry.,
at Mud Lake.

D2901 Time Table No. 13 amplified accordingly.

85th Street and 79th Street

(f) Present No. 2 track (westward track) is out of service, and new No. 2 track (westward track) on elevation, is in service between Mile Post 301 (85th Street) and 79th Street. At the same time facing point turnout in old No. 2 track (westward track) at Mile Post 301 is out of service.

Gee Coal Company and West Englewood Construction Company will be served from switch leading to Auburn Glass Company, 79th Street.

Trains must not exceed a speed of ten (10) miles per hour on new No. 2 track (westward track) in this territory.

GENERAL ORDERS

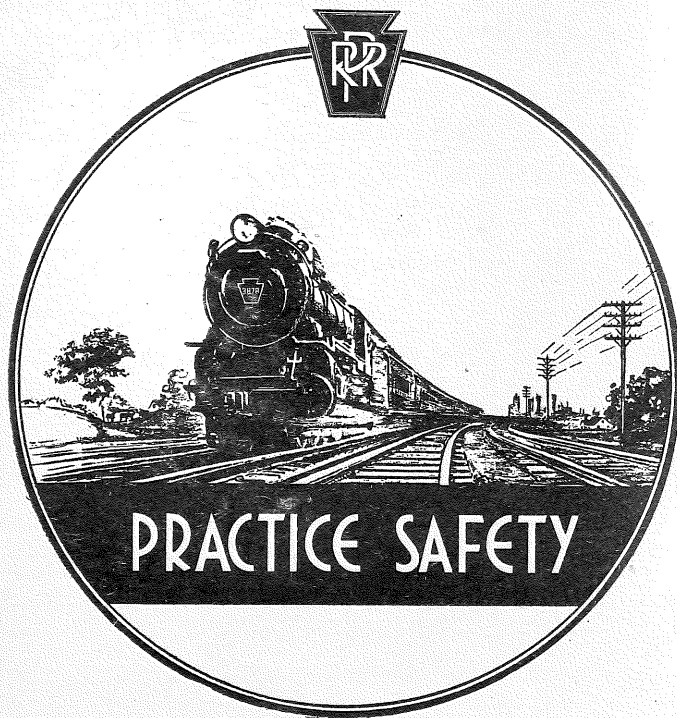
(g) P. C. C. & St. L. No. 1 track (Eastward Track) is out of service as a main track between Mud Lake Bridge and West (traffic direction) end of crossover between present No. 1 Track (eastward track) and storage track at Taylor Street and will be used as a storage track.

The first storage track south (traffic direction) of No. 2 Track (westward track) is No. 1 Track (eastward track) between Mud Lake Bridge and the west (traffic direction) end of crossover between No. 1 Track (eastward track) and the storage track at Taylor Street.

Trains must not exceed a speed of 10 miles per hour over this track.

GENERAL ORDERS

NW-
CHICAGO TERMINAL DIVISION TIME TABLE No. 13



The Pennsylvania Railroad

WESTERN REGION

NORTHWESTERN DIVISION

CHICAGO TERMINAL DIV'N

Time Table No. 13

In effect 12.01 A.M., Sunday, April 26, 1931

FOR THE GOVERNMENT OF EMPLOYES ONLY

CENTRAL STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

J. A. APPLETON,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

R. D. McKEON,
Superintendent.