

**SAFETY**

**IS NO**

**ACCIDENT**

CHICAGO DIVISION TIME-TABLE No. 7

**THE PENNSYLVANIA RAILROAD**

**WESTERN REGION**

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**CHICAGO DIVISION**

---

**Time-Table No. 7**

**In effect 12.01 A. M., Sunday, September 26, 1954**

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**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**CENTRAL STANDARD TIME**

---

**J. D. MORRIS,**  
General Manager.

**R. L. AGNEW,**  
Sup't. Passenger Transportation.

**W. C. ALLEN,**  
General Sup't. Transportation.

**C. J. FLAHERTY,**  
Sup't. Freight Transportation.

**H. L. KIMBLE,**  
Superintendent.

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## MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pgh., Columbus or Colehour Jct.	Sidings Assigned		
						East	West	Both
				DIVISION POST (Ft. W. Div.)	433.7			
X				EAST BART	433.8			
X	X	X-O		BART	435.1	130	130	
				HOBART	435.2			
				NEW CHICAGO	437.4			
X	X	X		LIVERPOOL	438.2			
				VIRGINIA STREET	440.5			
				BROADWAY	441.0			
X	X			TOLLESTONE	442.3			
				GARY	443.4			
X				CLARKE	444.4			165
X	X	X		CLARKE JCT.	446.2			
				BUFFINGTON	446.9			
				CLINE AVENUE	447.4			
X	X	X		INDIANA HARBOR	448.6			
X	X	X		INDIANA HARBOR CANAL	449.1			
				MAHONING	449.5			
				INDIANA HARBOR SHOPS	449.8			
				STANDARD	451.1			
X	X	X		WHITING	451.4	203	220	
				ROBY	452.6			
				STATE LINE	453.8			
X				COLEHOUR JCT.	454.3			
				DIVISION POST (Cols. Div.)	192.0			
X	X	X-O		ANOKA	192.8			
X	X	X		RACE	196.4			
				FOURTEENTH STREET	197.0			
		X		ELM	197.5			
				LOGANSPOUT	197.7			
X	X	B		FORT	198.0			
		X-O		VAN	198.9			
				KENNETH	203.4			
				DEASY	206.6			
				ROYAL CENTER	211.1			
				THORNHOPE	215.7			
				STAR CITY	219.3	147	118	
				WINAMAC	225.2			
				RIPLEY	229.8			
				DENHAM	234.1			
X	X	X-O		NORTH JUDSON	239.9	146	152	
				ENGLISH LAKE	244.2			
X	X	X		LA CROSSE	249.2			
				GRASSMERE	251.9			
X	X	X		KOUTS	256.1		455	
				SANDY HOOK	258.5			
X				AYNES	260.0	213		
				AYLESWORTH	260.7			
				HEBRON	265.4			
				LEROY	270.0			
				CROWN POINT	276.3			
				SCHERERVILLE	282.9			
X	X	X		HARTSDALE	284.5	138	141	
X	X	X		MAYNARD	287.4			
				AIR LINE	288.2			
				LANSING	289.4			
X		X		BERNICE	290.7			
X	X	X		BERNICE	9.3			
X	X	X		CALUMET PARK	5.5			52
X	X	X		BURNHAM	4.6			
X				WOLF LAKE JCT.	4.3			
X				HEGEWISCH	3.9			
X		X		COLEHOUR JCT. (S.C.&S.)				
X	X	X		COLEHOUR JCT.	454.3			
				RIVER BRANCH JCT.	455.1			
X	X			GRAND CROSSING	458.9			
				ENGLEWOOD	461.3			
		X		EC	461.9			
				58TH STREET (Sig. Bridge)	462.1			
				55TH STREET	462.6			
				47TH STREET	463.5			
X	X			40TH STREET	463.8			
				22ND STREET	466.5			
X	X	X		ALTON JCT.	466.7			
X	X	X		SOUTH BRANCH BRIDGE	466.7			
				DIVISION POST (C. U. S.)	466.7			
X				ROOSEVELT ROAD	467.6			
X	X			CHICAGO (C. U. S.)	468.4			

(Continued on next page)

## MAIN LINE—Continued

X		X		BERNICE	290.7		
X		X		DOLTON YARD	293.3		
X		X		DOLTON	296.0		
X		X		RIVERDALE	296.8		
X		X		WEST PULLMAN	299.3		
X		X		WASHINGTON HEIGHTS	301.3		
X		X		ROCK ISLAND CROSSING	303.0		
X		X		BEVERLY JCT.	303.1		
X	X			WESTERN AVENUE	314.6		
X	X			CHICAGO (C. U. S.)	317.5		

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone.

Colehour Jct. in service for S. C. &amp; S. and

Track No. 3 only.

EC in service for tracks No. 3 and No. 4 only.

40th Street in service for Track No. 3 only.

Block Stations in service part-time as follows:

Station	Hours in service
Fort	11.00 A. M. to 7.00 P. M. and 11.00 P. M. to 7.00 A. M., Daily

Block Stations—Remote controlled as follows:

Block Station	Controlled by
Bernice	Maynard
Colehour Jct.	River Branch Jct.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
East Bart	Bart
Clarke	Clarke Jct.
Colehour Jct.	River Branch Jct.
Aynes	Kouts
Air Line Bernice	Maynard
Hegewisch	Calumet Park

NOTE—Train Order Offices other than Block Stations in service as follows:

Colehour, West End yard office.

Logansport, CW { 10.45 A. M. to 6.45 P. M.

10.45 P. M. to 6.45 A. M.

Chicago Union Station, GB

### SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Siding Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X	X-O		VAN.....	1.2			
				FERN.....	2.0			
				LUCERNE.....	11.0			
				GRASS CREEK.....	16.5			
				KEWANNA.....	21.4			24
X	X			KEWANNA INT. STATION.....	21.7			
				BRUCE LAKE.....	25.0			
X	X	X		DE LONG.....	29.7			
				CULVER.....	35.5			
X				HIBBARD.....	38.4			43
				TWIN LAKES.....	41.3			
X	X	X-O		PLYMOUTH.....	45.5			97
				MARSHALL.....	46.8			76
X	X	X		LAPAZ JUNCTION.....	54.0			21
X	X	X		LAKEVILLE.....	58.2			
				NUTWOOD.....	62.4			
				END OF BLOCK.....	68.2			
				SOUTH BEND.....	69.0			

NOTE—X Indicates in service continuously.

O Indicates trainphone.

The direction from South Bend to Van is eastward.

### EFFNER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Siding Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		VAN.....	1.2			
			X	KENNETH.....	5.7			
				LAKE CICOTT.....	8.7			
				BURNETTSTVILLE.....	12.1			
				IDAVILLE.....	15.1			
X	X		X	MONTECELLO.....	21.2			36
				REYNOLDS.....	26.9			
				SEAFIELD.....	32.8			
				WOLCOTT.....	35.8			37
		B		REMINGTON.....	41.5			23
				GOODLAND.....	48.9			23
				PERKINS.....	52.7			
				NEWTON.....	53.1			
				KENTLAND.....	57.0			
X	X	X		KENTLAND INT. STATION.....	57.2			56
				END OF BLOCK.....	60.2			
				EFFNER.....	61.2			

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

The direction from Effner to Kenneth is eastward.

Block Station in service part-time as follows:

Station	Hours in service
Remington	7.00 A. M. to 3.00 P. M. Daily, except Saturday, Sunday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, New Year's Day, and Washington's Birthday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Kenneth	} Van
Monticello	

### ENGLEWOOD CONNECTING LINE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from 59th Street	Siding Assigned Direction. Car Capacity 45 ft. cars		
						East	West	Both
		X		EC..... (P. F. W. & C.).....	2.5			
X	X			58TH STREET.....	2.4			
				FORD STREET.....	2.4			
				GREEN STREET.....	1.7			
				WINCHESTER AVENUE.....	0.3			

NOTE—X Indicates in service continuously.

### BEVERLY JCT.—WESTERN AVENUE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus	Siding Assigned Direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X			BEVERLY JCT.....	303.1			
				BELT CROSSING.....	305.2			
				59TH STREET.....	307.2			
X	X			49TH STREET.....	308.5			
				BRIGHTON PARK.....	310.0			
X	X			ASH STREET.....	310.6			
				DRAINAGE CANAL.....				
				DRAWBRIDGE.....	310.7			
				26TH STREET.....	311.3			
				12TH STREET.....	312.8			
X	X			WESTERN AVENUE.....	314.6			

NOTE—X Indicates in service continuously.

### CALUMET RIVER LINE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from River Branch Jct.	Siding Assigned Direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X			RIVER BRANCH JCT.....				
				CALUMET WESTERN JCT.....	4.4			
X	X			HEGEWISCH.....	4.7			

NOTE—X Indicates in service continuously.

Interlocking—Remote controlled as follows:

Interlocking	Controlled by
Hegewisch	Calumet Park

### LOGANSPORT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Siding Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
				DIVISION POST (Ft. W. Div.).....	3.1			
X	X	X		FERN.....	2.5			
				VAN.....	1.2			
				LOGANSPORT.....				

NOTE—X indicates in service continuously.

## BART TO CHICAGO—ANOKA TO CHICAGO

STATIONS	FIRST CLASS		
	99 DAILY EX. MON.	305 DAILY	109 DAILY
	A.M.	A.M.	A.M.
Leave			
BART.....	4.30		
HOBART.....			
LIVERPOOL.....	4.33		
BROADWAY.....			
GARY.....			
CLARKE JCT.....	4.42		
BUFFINGTON.....			
INDIANA HARBOR.....	4.46		
MAHONING.....			
STANDARD.....			
WHITING.....	4.49		
STATE LINE.....			
ANOKA.....			3.50
RACE.....			3.55
LOGANSPORT.....			S 4.00
LOGANSPORT.....			# 4.20
VAN.....		S 3.40	
VAN.....		# 3.45	4.23
WINAMAC.....			N 4.55
NORTH JUDSON.....		4.25	5.06
LA CROSSE.....		4.34	5.14
KOUTS.....		4.40	5.20
CROWN POINT.....			
HARTSDALE.....		5.08	5.45
MAYNARD.....		5.11	5.48
BERNICE.....		5.16	5.52
CALUMET PARK.....		5.21	5.56
COLEHOUR JCT.....		5.28	6.03
RIVER BRANCH JCT.....	4.53	5.32	6.07
ENGLEWOOD.....		D 5.55	D 6.35
22ND STREET.....	5.09	6.05	6.45
CHICAGO.....(C.U.S.)	E 5.15	S 6.15	S 6.50
Arrive	A.M.	A.M.	A.M.
	99	305	109

	FIRST CLASS			
	201 DAILY	*451 DAILY EX. SAT. & SUN.	*63 DAILY EX. SUN.	23 DAILY
	A.M.	A.M.	A.M.	A.M.
		6.08	6.20	6.30
		S 6.09		
		6.13	6.23	6.33
		S 6.16		
		S 6.21	U 6.30	D 6.40
		6.25	6.33	6.43
		S 6.28	6.37	6.47
		S 6.31		
		S 6.35	6.41	6.50
	4.10			
	4.15			
	S 4.20			
	# 4.30			
	4.33	Will Not Run Nov. 25	Will Not Run Nov. 26, 27, Dec. 25, Jan. 1	
	5.15			
	5.25			
	5.31			
	S 6.00			
	6.12			
	6.15			
	6.19			
	6.23			
	6.31			
	6.35	6.41	6.45	6.54
	D 6.45	S 6.50	D 6.53	D 7.02
	6.55	7.00	7.02	7.11
	S 7.00	S 7.05	S 7.10	S 7.20
	A.M.	A.M.	A.M.	A.M.
	201	451	63	23

STATIONS	FIRST CLASS		
	⊙#455 DAILY EX. SUN.	◇49 DAILY	◇59 DAILY
	A.M.	A.M.	A.M.
Leave			
BART.....	6.48	7.26	7.45
HOBART.....	\$ 6.49		
LIVERPOOL.....	6.52	7.29	7.48
BROADWAY.....	\$ 6.55		
GARY.....	\$ 7.00	D 7.36	Q 7.55
CLARKE JCT.....	7.04	7.39	7.57
BUFFINGTON.....	\$ 7.05		
INDIANA HARBOR.....	\$ 7.08	7.43	8.00
MAHONING.....	\$ 7.10		
STANDARD.....	D 7.15		
WHITING.....	\$ 7.17	7.47	8.03
STATE LINE.....	\$ 7.22		
ANOKA.....			
RACE.....			
LOGANSFORT.....			
LOGANSFORT.....			
VAN.....	Will Not Run		
VAN.....	Nov. 25, Dec. 25,		
WINAMAC.....	Jan. 1		
NORTH JUDSON.....			
LA CROSSE.....			
KOUTS.....			
CROWN POINT.....			
HARTSDALE.....			
MAYNARD.....			
BERNICE.....			
CALUMET PARK.....			
COLEHOUR JCT.....			
RIVER BRANCH JCT.....	7.25	7.51	8.07
ENGLEWOOD.....	\$ 7.35	D 8.00	D 8.15
22ND STREET.....	7.45	8.09	8.24
CHICAGO.....(C.U.S.)	\$ 7.60	\$ 8.15	\$ 8.30
Arrive	A.M.	A.M.	A.M.
	455	49	59

	FIRST CLASS				
	⊙#29 DAILY	1 DAILY	71 DAILY EX. SUN.	◇115 DAILY EX. SUN.	◇215 DAILY
	A.M.	A.M.	P.M.	A.M.	A.M.
	8.01	9.55	12.38		
	8.04	9.58	12.41		
		\$ 10.02	\$ 12.48		
	8.13	10.05	12.52		
	8.16	10.09	12.56		
	8.19	10.14	1.01		
				11.10	11.20
				11.15	11.24
				\$ 11.20	\$ 11.28
					11.45
					11.48
					F 12.28
					12.37
					12.43
					\$ 1.08
					1.17
					1.20
					1.24
					1.29
					1.36
	8.23	10.19	1.06		1.40
	D 8.30	D 10.30	D 1.15		D 1.55
	8.39	10.39	1.24		2.04
	\$ 8.45	\$ 10.45	\$ 1.30		\$ 2.10
	A.M.	A.M.	P.M.	A.M.	P.M.
	29	1	71	115	215

STATIONS	FIRST CLASS		
	055 DAILY EX. SUN.	055	0303 DAILY
	P.M.	P.M.	P.M.
	Leave		
BART.....	2.53	3.18	
HOBART.....			
LIVERPOOL.....	2.56	3.21	
BROADWAY.....			
GARY.....	Y 3.03	S 3.28	
CLARKE JCT.....	3.07	3.32	
BUFFINGTON.....			
INDIANA HARBOR.....	3.10	3.35	
MAHONING.....			
STANDARD.....			
WHITING.....	3.13	3.38	
STATE LINE.....			
ANOKA.....			
RACE.....			
LOGANSFORT.....			
LOGANSFORT.....			
VAN.....		Will Run	\$ 4.35
VAN.....		Sundays	# 4.40
WINAMAC.....			
NORTH JUDSON.....			5.20
LA CROSSE.....			5.28
KOUTS.....			5.34
CROWN POINT.....			
HARTSDALE.....			6.00
MAYNARD.....			6.03
BERNICE.....			6.07
CALUMET PARK.....			6.11
COLEHOUR JCT.....			6.18
RIVER BRANCH JCT.....	3.17	3.42	6.22
ENGLEWOOD.....	D 3.25	D 3.50	D 6.35
22ND STREET.....	3.34	3.59	6.44
CHICAGO.....(C.U.S.)	S 3.40	S 4.05	S 6.55
Arrive	P.M.	P.M.	P.M.
	55	055	303

	FIRST CLASS		
	0308 DAILY	53 DAILY	0207 DAILY
	P.M.	P.M.	P.M.
		7.22	
		7.25	
		S 7.33	
		7.36	
		7.39	
		7.42	
			6.37
			6.42
			S 6.47
	S 4.52		# 6.55
	5.00		
			6.58
			F 7.38
			7.46
			7.52
			B 8.12
			8.20
			8.23
			8.27
			8.31
			8.38
		7.46	8.42
		D 7.55	D 8.55
		8.04	9.04
		S 8.10	S 9.10
	P.M.	P.M.	P.M.
	308	53	207

STATIONS	FIRST CLASS		
	52	304	315
	A.M.	A.M.	A.M.
Arrive			
BART.....	9.18		
HOBART.....			
LIVERPOOL.....	9.15		
BROADWAY.....			
GARY.....	\$ 9.07		
CLARKE JCT.....	9.04		
BUFFINGTON.....			
INDIANA HARBOR.....	9.00		
MAHONING.....			
STANDARD.....			
WHITING.....	8.57		
STATE LINE.....			
ANOKA.....			
RACE.....			
LOGANSPORT.....			
LOGANSPORT.....			\$ 11.35
VAN.....		# 11.10	11.30
VAN.....		\$ 11.05	
WINAMAC.....			
NORTH JUDSON.....		10.25	
LA CROSSE.....		10.17	
KOUTS.....		10.10	
CROWN POINT.....			
HARTSDALE.....		9.45	
MAYNARD.....		9.42	
BERNICE.....		9.38	
CALUMET PARK.....		9.34	
COLEHOUR JCT.....		9.26	
RIVER BRANCH JCT.....	8.53	9.24	
ENGLEWOOD.....	\$ 8.46	\$ 9.15	
22ND STREET.....	8.36	9.06	
CHICAGO.....(C.U.S.)	\$ 8.30	\$ 9.00	
Leave	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY
52	◇304	●315	

	FIRST CLASS			
	216	116	22	208
	P.M.	P.M.	P.M.	P.M.
			12.35	
			12.32	
			C 12.28	
			12.20	
			12.17	
			12.13	
	12.15	12.25		5.00
	12.10	12.20		4.56
	# 12.05	\$ 12.15		# 4.52
	\$ 12.00			\$ 4.45
	11.55			4.42
	\$ 11.10			F 4.00
	11.01			3.49
	10.54			3.43
	\$ 10.35			\$ 3.23
	10.25			3.15
	10.22			3.12
	10.18			3.08
	10.14			3.04
	10.06			2.56
	10.04		12.09	2.54
	\$ 9.55		\$ 12.00	\$ 2.45
	9.46		11.51	2.36
	\$ 9.40		\$ 11.45	\$ 2.30
	A.M.	P.M.	A.M.	P.M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	◇216	◇116	◇22	●208



STATIONS	FIRST CLASS		
	70	62	110
	P.M.	P.M.	A.M.
Arrive			
BART.....	7.18	10.48	
HOBART.....			
LIVERPOOL.....	7.15	10.45	
BROADWAY.....			
GARY.....	C 7.05	\$ 10.36	
CLARKE JCT.....	7.08	10.38	
BUFFINGTON.....			
INDIANA HARBOR.....	6.59	10.30	
MAHONING.....			
STANDARD.....			
WHITING.....	6.56	10.27	
STATE LINE.....			
ANOKA.....			1.25
RACE.....			1.18
LOGANSFORT.....			# 1.13
LOGANSFORT.....			\$ 1.00
VAN.....		Will Not Run	12.57
VAN.....		Nov. 25, 26,	
WINAMAO.....		Dec. 24, 31	
NORTH JUDSON.....			12.14
LA CROSSE.....			12.05
KOUTS.....			11.58
CROWN POINT.....			\$ 11.37
HARTSDALE.....			11.27
MAYNARD.....			11.23
BERNICE.....			11.19
CALUMET PARK.....			11.14
COLEHOUR JCT.....			11.06
RIVER BRANCH JCT.....	6.52	10.23	11.04
ENGLEWOOD.....	\$ 6.45	\$ 10.15	\$ 10.55
22ND STREET.....	6.36	10.06	10.46
CHICAGO.....(O.U.S.)	\$ 6.30	\$ 10.00	\$ 10.40
Leave			
	P.M.	P.M.	P.M.
	DAILY	DAILY EX. SAT.	DAILY
	70	◇#62	◇110

	FIRST CLASS			
	200	306	54	44
	A.M.	A.M.	A.M.	A.M.
			12.08	12.25
			12.05	12.22
			\$ 11.56	
			11.54	12.14
			11.50	12.10
			11.47	12.07
	1.30			
	1.25			
	# 1.20			
	\$ 1.10			
	1.07	# 1.35		
		\$ 1.25		
	12.27	B 12.37		
	12.18	12.28		
	12.11	12.21		
	11.45	11.55		
	11.42	11.52		
	11.38	11.48		
	11.34	11.44		
	11.26	11.36		
	11.24	11.34	11.43	12.03
	\$ 11.15	\$ 11.25	\$ 11.35	\$ 11.55
	11.08	11.16	11.26	11.46
	\$ 11.00	\$ 11.10	\$ 11.20	\$ 11.40
	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY EX. SUN.
	1200	◇306	◇54	44

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Hobart*	6.00 AM to 6.30 PM	Closed	Closed
Gary	8.30 AM to 11.59 PM	8.30 AM to 11.59 PM	8.30 AM to 11.59 PM
Indiana Harbor*	6.30 AM to 3.30 PM	Closed	Closed
Whiting*	7.00 AM to 4.00 PM	Closed	Closed
Logansport	9.30 AM to 12.30 PM 1.30 PM to 6.30 PM	9.30 AM to 12.30 PM 1.30 PM to 6.30 PM	9.30 AM to 12.30 PM 1.30 PM to 6.30 PM
Winamac*	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM	Closed	Closed
North Judson*	9.00 AM to 5.00 PM	Closed	Closed
Crown Point*	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM	Closed	Closed
Englewood	5.30 AM to 1.30 AM	5.30 AM to 1.30 AM	5.30 AM to 1.30 AM
Chicago	Continuously	Continuously	Continuously

\*Closed New Years Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

## U. S. MAIL WORK

STATIONS	Westward					Eastward			
	201	109	29	215	55	216			
Gary									
Indiana Harbor			B						
Whiting									
Van									
Royal Center									
Thornhope									
Star City									
Winamac	M								
Denham				CD		CD			
North Judson	M	L		C					
English Lake				CD		CD			
La Crosse									
Kouts				CD		CD			
Hebron				CD		CD			
Crown Point				D					
Schererville				CD		CD			
Englewood					D				

C—Mail caught from crane only.  
 D—Mail delivered only.  
 CD—Mail caught and delivered.  
 B—Mail delivered daily except Monday.  
 E—Regular stop, mail received or delivered, or both.  
 L—Reduce speed to 20 miles per hour to deliver mail.  
 M—Reduce speed to 20 miles per hour on Mondays to deliver mail.  
 NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

## TRAINS WAIT FOR CONNECTION

Junction	Train	Due	Minc. Wait	Connection From	Due
Logansport		11.28 A.M.	10	No. 115 No. 315	11.20 A.M.
			10		11.35 A.M.
		6.47 P.M.	10	No. 303	4.35 P.M.



## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	LD-1 (1) P.M.	PWC-1 (1) A.M.	NW-85 (1) A.M.	LD-11 (1) A.M.	PL-5 (1) A.M.	FW-88 (1) A.M.	LD-5 (7) A.M.	IL-1 (1) A.M.	JC-5 (1) A.M.	LD-19 (1) A.M.	CO-1 (1) A.M.	PDS-1 (1) A.M.	IS-17 (3) P.M.	CO-5 (2) P.M.	CO-3 (1) P.M.	PF-1 (1) P.M.	RH-7 (2) P.M.	THC-1 (1) P.M.	LD-15 (4) P.M.	LD-7 (2) P.M.
Anoka		1.00	2.45		2.30			6.30	8.00		9.50	11.00	2.00		6.15	7.45		10.00		11.30
Van		1.15			2.45			6.30	8.15		10.05		2.30					10.15		11.45
Logansport		3.45		2.30		4.30	5.00	6.45	9.15				7.30					10.30		
Logansport	9.30	4.00		2.45		4.45	5.15		9.30				7.45					3.30		
Van	9.45																	5.00		
Plymouth																				
South Bend										4.00										
Effner				6.00							4.30	7.15								
Hartsdale																				
Colehour	1.30																			
Dolton															10.15					
Chicago (55th St.)																				
Chicago (59th St.)		8.00					1.00								11.00					
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.

(1) Daily.

(2) Daily Ex. Sun.

(3) Tue., Thur., Sat.

(4) Daily Except Sat.

(7) Mon., Wed., Fri.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	CO-2 (1) A.M.	LD-2 (1) A.M.	LD-6 (9) P.M.	IS-18 (7) A.M.	FW-89 (1) A.M.	PDS-2 (1) A.M.	LD-8 (6) A.M.	LD-12 (1) A.M.	RH-8 (2) A.M.	CG-2 (1) P.M.	NW-82 (1) P.M.	CO-8 (1) P.M.	LD-20 (1) P.M.	LD-16 (6) P.M.	CG-8 (1) A.M.	IL-2 (1) A.M.	NW-88 (1) A.M.
Anoka	6.50				9.00	9.45			11.30	2.05	6.30	8.00			1.80		3.30
Van				6.30	6.30				11.15		6.15	7.45			1.20		3.15
Logansport	6.35			6.15	8.15	9.30		11.00			8.15	8.45			12.40		2.40
Logansport	5.35	7.30	1.00		8.00		10.45			1.05	4.35	8.00	8.30	8.30	12.30	2.01	2.30
Van	5.20	7.15	12.45														
Plymouth														4.30			
South Bend								8.15					5.15				
Effner	3.20	4.45			4.00					11.05					10.30	11.55	12.30
Hartsdale	3.00									10.30	2.00				10.10	11.00	11.55
Dolton		3.30															
Colehour																	
Chicago (55th St.)																	
Chicago (59th St.)	2.00		5.00							9.30	1.00				8.30	9.30	10.15
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily.

(2) Daily Ex. Sun.

(6) Daily Ex. Sat.

(7) Mon., Wed., Thur.

(9) Tue., Thur., Sat.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Personal Injuries

#### 100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number
Gary.....	Dr. R. N. Bills Surgeon Office, 504 Broadway..... Res., 534 Lincoln St.....	6106 2-6208
	Dr. W. K. Robinson Ass't Surgeon Office, 504 Broadway..... Res., 500 No. Montgomery St.	6106 8-2382
East Chicago.	Dr. J. A. Teegarden, Jr. Surgeon Office, 1919 E. Columbus Dr.  Res., 4210 Parrish Ave..... Exchange Tel.....	East Chicago 1805 or 1806 219 Enterprise 4460 Hammond, Ind.
Chicago.....	Dr. G. A. Vance Medical Officer Office, 246-251 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	CENtral 6-7200, Ext. 348, 349
	Sub-office, 59th Street yard of- fice, 8:00 A. M. to 12:00 Noon. 1:00 P. M. to 5:00 P. M. Mon- day, Tuesday, Thursday and Friday.	WAlbrook 5-6681
	Sub-office, Colehour, yard office West End. 8:00 A. M. to 12:00 Noon, 1:00 P. M. to 5:00 P. M. Wednesday.	CENtral 6-7200 Ext. 8-38
	Dr. A. R. Metz Surgeon Office and Res., 240 E. Superior St.....	DElaware 7-6500 Ext. 779
	Dr. Raymond Householder Ass't Surgeon Office, 240 E. Superior St.....  Res., 3257 Newcastle Ave....	DElaware 7-6500 Ext. 238 AVenue 3-5722
	Dr. Virgil Wescott, Oculist Office, 30 N. Michigan Ave... Res., 526-8th St., Wilmette, Ill.....	DEarborn 2-3127 4611
	Logansport....	Dr. Thomas L. Cooper, Medical Officer Office, 408 North St.  Office Hours: 8.30 A. M. to 11.30 A. M. 1.00 P. M. to 4.30 P. M. Daily except Sat., Sun., Wed. and Holidays

Location	Name and Address	Telephone Number
Logansport....	Dr. Earl W. Bailey Surgeon Office 212-214 5th St..... Res., 2522 North St.....	4469 4498
Dolton.....	Dr. M. Robert Weidner Surgeon Office and Residence, 14105 Lincoln Ave.....	922
South Bend...	Dr. P. J. Birmingham Surgeon Office, 426 Sherland Bldg.... Res., 1302 E. Ewing St.....	3-2476 3-3376

#### 100R-3A. Location of Hospitals

Location	Name and Address	Telephone Number
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	9131
	Methodist Hospital, 1600 West 6th Ave.....	3-0491
Logansport...	St. Joseph Hospital 26th and High Sts.....	4145
	Memorial Hospital North Michigan Ave.....	3117
Crown Point..	Lake Co. Infirmary Three miles east.....	87
Chicago.....	The Wesley Memorial Hospital, 240 E. Superior St.....	DElaware 7-6500 Ext. 238
Hammond....	St. Margaret's Hospital, 30 Clinton St.....	Russell 2300
South Bend...	Memorial Hospital 604 North Main St.....	3-1131
	St. Joseph Hospital 401 N. Notre Dame.....	3-2168
Plymouth....	Marshall Co. Hospital North Michigan St.....	3361
	Aspinall Sanitarium Pennsylvania Ave.....	100
Culver.....	Military Hospital Academy Grounds	89

**100R-4A. First-Aid Boxes and Stretchers, Location of****First-Aid Boxes:**

Passenger, Baggage, Mail and Cabin Cars.  
 M. of W. Track Cars and Camp Cars.  
 Wreck Trains.  
 Passenger and Freight Stations.  
 Block Stations and Interlocking Stations.  
 Engine Houses and M. of E. Shops.  
 Car Inspectors' Offices.  
 Power Plant and Sub-Stations.  
 Yard Offices.

**Stretchers:**

Combined Cars, Baggage Cars and on each  
 passenger train.  
 Yard Offices.  
 Wreck Train.  
 Engine Houses and M. of E. Shops.  
 M. of W. Camp Cars.

**OPERATING RULES****STANDARD TIME**

**1001-A1.** Central Standard Time applies on this division.

**TIME TABLES****Letters and Characters**

**1004-A.** The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- N** —Regular stop daily except Sunday.
- —No baggage service.
- ◇** —Passenger train—no train baggageman.
- ‡** —Will not run on specified dates shown on schedule pages.

**1004-B1.**

- †** —Train Baggageman west of Logansport, Saturday only.
- —No train baggageman west of Logansport.
- #** —Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.
- B** —Stop on signal or advance notice to discharge passengers only.
- Q** —Stop on signal to receive or discharge passengers to or from points east or south of Harrisburg.
- T** —Regular stop, daily except Sunday, to receive passengers  
Regular stop, Sunday only.
- U** —Stop on signal to receive or discharge passengers to or from points beyond Fort Wayne.
- Y** —Stop on signal or advance notice to discharge passengers from Pittsburgh or east of Pittsburgh.

**100J-1A.** Passenger trainmen in Suburban Commuter Service may perform their duties without wearing uniform coats and vests during the period May 15 to September 15, inclusive.

Passenger trainmen in Suburban Commuter Service, who perform their duties without uniform coats and vests, must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

**ENGINE WHISTLE SIGNALS**

**1014(l)-A1.** Rule 14 (l) will apply:

Approaching vicinity of coaling station Yard A, Logansport, for the protection of employes at that location.

**1014(l)-A2.** Between Gary and Virginia Street and between Dickey Place and Sheridan Avenue, 1100 feet west of Whiting Station, City of Whiting, enginemen are relieved from sounding engine whistle signal for public crossings, except if necessary to prevent accidents, and also when view is obscured by weather and other conditions, approaching interlockings, stations, yards, or other points where men may be at work.

**1014(q)-A1.** Rule 14 (q) will apply:

When running against the current of traffic, approaching vicinity of coaling station Yard A, Logansport, for the protection of employes at that location.

**USE OF SIGNALS****Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors**

**1027-A1.** Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Hartsdale	Eastward Siding	Trailing switches to Cooperative Plant Foods, Inc.
Beverly Jct.—Western Ave.	Secondary Track	All Industry Tracks Taylor Street to Lake St.

### Flag Station Signal

1028-A1. Flag Station Signal in Service:



Note: W—White; G—Green



Indication—No passengers.

Indication—Trains scheduled to stop on signal, stop for passengers.

Name—Flag Station Signal.

Name—Flag Station Signal.

Location	Train stop at
Clarke Jct.	Gary

#### Fuseses And Torpedoes

1035-B1. On account of fire hazard lighted fuseses must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service	12	12
Freight Service	12	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

NOTE.—Additional fuseses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

#### Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

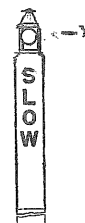
#### Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Stations	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Elm	Westward	No. 2	Elm and Van

NOTE—A train or engine receiving train order on main track or in the application of Rule 362 verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

### 1038-A1. Slow Board



Note: Y—Yellow

Indication—Approach next signal or R. R. Crossing prepared to stop.

Name—Slow Board.

Location:

49th Street—No. 2 Secondary Track, 1060 feet east of westward home signal.

No. 1 Secondary Track, 650 feet west of eastward home signal.

Monticello—1481 feet east of and 2272 feet west of C. I. & L. R. R. crossing.

Reynolds—2296 feet east of and 2329 feet west of C. I. & L. R. R. crossing.

### 1038-A2. Stop Board



Note: R—Red

Indication—Stop.

Name—Stop Board.

Location:

River Branch Jct.

Belt R. R. Connection, 50 feet east of Belt R. R. Switch.

Brighton Park

No. 2 secondary track, 568 feet east of south wye track.

No. 2 secondary track, 470 feet east of G. M. & O. R. R. crossing.

No. 1 secondary track, 253 feet west of north wye track.

26th Street

No. 2 secondary track, 294 feet east of Ill. Northern crossing.

No. 1 secondary track, 240 feet west of Ill. Northern crossing.

12th Street

No. 2 secondary track, 874 feet east of B. & O. C. T.-C. & N. W. crossing.

No. 1 secondary track, 635 feet west of B. & O. C. T.-C. & N. W. crossing.

Cummings Track

106th Street, 100 feet east and west of C. R. I. & P.-C. W. P. & S. crossing.

Right of Way No. 1

Yard Track, 421 feet east of I. H. Belt Crossing.

Yard Track, 269 feet east of I. H. Belt crossing and 278 feet west of E. J. & E. R. R. crossing.

Right of Way No. 3

Yard Track, 333 feet east of and 188 feet west of E. J. & E.-I. H. B. crossing.

## SUPERIORITY OF TRAINS

1072-A1. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

### GENERAL ORDERS

#### Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Logansport—C. W. Telegraph Office —Crew Dispatcher's Office	Cincinnati Columbus Ft. Wayne Southwestern B. & O. R. R. I. U. Rwy.
X	X	X	Logansport—Yard Office, Yard A	
X	X	---	Logansport—Yard Offices, 18th St. and Yard C	
X	X	---	South Bend—Yard Office	
X	X	---	Chicago—C. U. S. Lamproom	Ft. Wayne
---	---	X	Chicago—C. U. S. Telegraph Office	
X	X	---	Chicago—Coach Yard Office	Ft. Wayne
X	X	---	Chicago—Diesel Pit Foreman's Office, 16th Street	Ft. Wayne
X	X	---	55th Street—Yard Office	Ft. Wayne
X	X	---	Damen Avenue—Yard Office	
X	X	---	16th Street—Yard Office	
X	X	---	Campbell Soup—Yard Office	
X	X	X	59th Street—Crew Dispatchers Office	Ft. Wayne
X	X	---	59th Street—Enginehouse	Ft. Wayne
X	X	---	63rd Street—Westbound Hump	
X	X	X	Colehour—Yard Office, West End	Ft. Wayne
X	X	---	110th Street—Yard Office	
X	X	---	East Chicago—Freight Office	
X	X	---	Dolton—Freight Office	

NOTE—X indicates in service.

#### Standard Clocks

1075-A3. Standard clocks at other points:  
Train Dispatchers Office.  
Block Stations.

#### General Order Zones

1075-A4. General Order Zones of this Division are as follows:

- Zone A—Between division post (Ft. W. Div.) and Chicago.
- Zone B—Between division post (Cols. Div.); div. post (Cin. Div.) located 710 feet east of Anoka; division post (SW. Div.) located 3210 feet east of Van; division post (Ft. W. Div.) located 10306 feet east of Van; Fern on South Bend Branch and Chicago, Bernice and Colehour Jct.
- Zone C—Kenneth to division post (Chi. Div.) located 100 feet west of station at Effner.
- Zone D—Fern to South Bend.
- Zone E—All other portions, Chicago Division.

#### Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the superintendent in writing, giving necessary details, and have conductor or engineman witness his certification. Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

#### MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At Colehour Jct. a proceed signal displayed for eastward S. C. & S. trains or verbal permission for eastward S. C. & S. trains to leave east wye will indicate that all trains due which are superior have arrived or left.

At Calumet Park a proceed signal displayed for westward S. C. & S. trains and at Wolf Lake Jct. verbal permission for westward trains to leave Wolf Lake Jct. will indicate that all trains due which are superior have arrived or left.

**Yard Limits.**

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	and
S C & S	1 mile east of Colehour Jct.	Colehour Jct.
South Bend Branch	Plymouth	0.2 mile east of Plymouth and 1.5 miles west of Plymouth.
	Lakeville	South Bend
	Van	2.2 miles west of Van.
Effner Branch	Kentland Int. Station	Effner
Logansport Secondary Track	1.9 miles east of Van	Van

**1093-B1. Rule D-93 in effect as follows:**

Track	Between	And
No. 1 and No. 2	Anoka	Van
No. 1 and No. 2	Bernice	Beverly Jct.

**Authority to Proceed as an Extra**

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

1097-A3. Eastward trains moving from the Calumet River Line at Hegewisch to Calumet Park, will do so without train orders. Block information and permission to make the movement between these points must be secured from signalman at Calumet Park, after which movement may be made when proper interlocking signal to proceed is displayed on signal governing movements from the Calumet River Line to the main track.

**Non-Interlocked Railroad Crossings At Grade.**

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

Location	Signals, Etc. Governing Movement Over Crossings		Requirements
	Type	Indication or Position	
Logansport: Wabash R. R.	Position Light.	More favorable than Stop.	Stop, unless proceed hand signal is received from signalman at Elm and signal aspect more favorable than stop is displayed.
Brighton Park: South Wye.	Semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Brighton Park: G. M. & O. R. R.	Semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Brighton Park: North Wye.	Semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.

Location	Signals, Etc., Governing Movement Over Crossings		Requirements
	Type	Indication or Position	
Chicago, 26th St.: Ill. Northern.	Semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Chicago, 12th St.: B. & O. C. T. C. & N. W.	None.		Stop. Proceed on hand signal, yellow flag or yellow light.
Cummings Track, 106th Street: C. R. I. & P. C. W. P. & S.	None.		Stop. It must be known that crossing is clear before using.
Hammond: C. S. S. & S. B.	Gate.	Clear of P.R.R. track.	Stop. Normal position of gate is for movement on C. S. S. & S. B. P. R. R. trainmen open gate for P. R. R. movement. Gate must be restored to normal position when movement is completed.
Right of Way No. 1: Track to American Steel Foundry—I. H. Belt.	None.		Stop. It must be known that crossing is clear before using.
Right of Way No. 3: E.J. & E.-I.H.B. Jct.	None.		Stop. It must be known that crossing is clear before using.

1098-C1. Trains entering station tracks at Logansport from the west will stop clear of first crossover west of Third Street and those from the east will not pass a point indicated by the standpipe unless a proceed signal is given by man on the ground.

**Automatic Highway Crossing Protection on Sidings, Yards or other Tracks**

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location
Siding	Clarke Road	Clarke
Westward Siding	Main Street	Kouts
Westward Siding	Riley Road	Whiting
Eastward Siding	Riley Road	Whiting
Westward Siding	Baums Bridge Rd.	Kouts
Eastward Siding	State Route 10	North Judson

**Locations at which Signs Mark Operating Limits of Automatic Crossing Protection**

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Locations	Track
Gary	Budd Company Chase Plant
Indiana Harbor	Eastward Siding
Riley Road	Westward Siding
Indiana Harbor Canal	Youngstown lead
Riley Road	Fruit Grower's lead
	Riley Yard lead
Calumet Park	Siding
North Judson	
State Route 10	Eastward Siding
Schererville	No. 1 track
	No. 2 track
	West lead
Dolton Yard	
West Pullman	Eastward Siding
118th Street	Eastward Siding
Halsted Street	Eastward Siding
119th Street	Eastward Siding

### Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Control device located	Movement
No. 1 and No. 2.	Wisconsin Street.	Hobart	In box on post south of No. 2 track, east of highway and on west end of signal case south of No. 1 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	Virginia Street.	Gary.	In box on instrument case, south of No. 1 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	17th Avenue.	Gary.	In box on instrument case south of Team Track, east of highway and in box on post north of Team Track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	17th Avenue.	Gary.	In box on instrument case south of No. 1 track east of highway and in box on post north of No. 2 track east of highway.	Movements on main tracks.
No. 1 and No. 2.	15th Avenue.	Gary.	In box on instrument case south of No. 1 track, west of highway and in box on post north of No. 2 track east of highway.	Movements on main tracks.
No. 1 and No. 2.	13th Avenue.	Gary.	In box on instrument case south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	Taft Street.	Gary.	In box on instrument case, south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	Cline Avenue.	Indiana Harbor.	In box on east end of instrument case, west of highway, south of No. 1 track and on post east of highway, north of No. 2 track.	Movements on main tracks.
No. 1 and No. 2.	Washington Street.	Indiana Harbor.	In box on instrument case, south of No. 1 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	Lincoln Street.	Indiana Harbor.	In box on instrument case, south of No. 1 track, east of highway.	Movements on main tracks.
No. 1 and No. 2.	McKinley Street.	Indiana Harbor.	In box on instrument case, south of No. 1 track, east of highway.	Movements on main tracks.
No. 1 and No. 2, Sidings.	Riley Road.	Mahoning.	In box on instrument case, south of eastward siding, west of highway.	Movements on main tracks and sidings.
No. 4.	Calumet Avenue.	Roby.	In box on instrument case, south of No. 3 track, west of highway.	Movements on No. 4 track.
No. 1	Washington Street	Winamac	In white box on instrument case at Washington Street	Eastward and Westward
No. 1	Washington Street	Winamac	In white box at crossover Adam Street	Eastward only
No. 2	Washington Street	Winamac	In white box on instrument case at Washington Street	Westward and Eastward
Westward Siding	Main Street	Kouts	In white box on front of station Building	Eastward and Westward
No. 1	Sigler Street	Hebron	In white box on post west side of Sigler Street	Eastward and Westward
No. 2	Sigler Street	Hebron	In white box on instrument case west side of Sigler Street	Eastward and Westward
No. 1 and No. 2	Main Street	Crown Point	In white box on instrument case at Main Street	Eastward and Westward
No. 1 and No. 2.	Wentworth Avenue.	Lansing.	In box on post south of No. 1 track, east of highway and on instrument case north of No. 2 track, east of highway.	Movements on main tracks.

Track	Crossing	Location	Control device located	Movement
No. 1 and No. 2.	Ridge Road.	Lansing.	In box on instrument case, north of No. 2 track, west of highway.	Movements on main tracks.
No. 1.	147th Street.	Dolton.	In box located 50 feet east of water plug.	Eastward movement on No. 1 track.
Single.	Dolton Ave.	Calumet Park.	In box on instrument case west of Highway.	On Single Track.
Single.	Sibley Blvd.	Calumet Park.	In box on instrument case west of Highway.	On Single Track.
No. 1 and No. 2.	127th Street.	Riverdale.	In box on instrument case, north of No. 2 track, west of highway.	Movements on main tracks.
No. 1 and No. 2.	120th, 122nd and 123rd Streets.	West Pullman.	In boxes located on instrument cases.	Movements on main tracks.
No. 1 and No. 2.	111th Street.	Beverly Jct.	For No. 1 track in box on post south of No. 1 track west of highway. For No. 2 track on instrument case north of No. 2 track east of highway.	Movements on main tracks.
South Bend Branch	Eckman Street	South Bend	In white box on instrument case north side of main track	Eastward and Westward on main track
South Bend Branch Butler Branch	Bates Street	Logansport	In white box on instrument case between Van home signal and Bates Street	Eastward and Westward
Effner Branch	U.S. Road 41	Kentland	In white box on instrument case at crossing U. S. Road 41.	Eastward and Westward.
Secondary tracks.	87th Street.	Beverly Jct.	In boxes located on instrument case north of No. 2 track, west of highway and on post south of No. 1 track, east of highway.	Movements on Secondary tracks.

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

### Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Bart to Colehour

Track	Crossing	Location	Movement
No. 2	Lake Park	Hobart	Eastward
No. 2	Wisconsin	Hobart	Westward
No. 1	Virginia St.	Gary	Eastward
No. 1	Virginia St.	Gary	Westward
No. 2	Virginia St.	Gary	Eastward
No. 1	21st Ave.	Gary	Westward
No. 2	Broadway	Gary	Westward
No. 1	Broadway	Gary	Westward
No. 2	Washington	Gary	Westward
No. 2	Adams	Gary	Westward
No. 1	Adams	Gary	Westward
No. 2	19th Ave.	Gary	Westward
No. 1	19th Ave.	Gary	Westward
No. 1	17th Ave.	Gary	Westward
No. 1	Jackson St.	Gary	Westward

Track	Crossing	Location	Movement
No. 1	17th Ave.	Gary	Eastward
No. 2	15th Ave.	Gary	Westward
No. 1	15th Ave.	Gary	Eastward
No. 2	13th Ave.	Gary	Westward
No. 1	5th Ave.	Gary	Eastward
No. 1	Cline Ave.	Indiana Harbor	Eastward
No. 1	McKinley	Indiana Harbor	Eastward
No. 1	Lincoln St.	Indiana Harbor	Eastward
No. 1	Washington St.	Indiana Harbor	Westward
Westward Siding	Riley Rd.	Indiana Harbor	Westward

## Anoka to Bernice

No. 2	Washington	Winamac	Eastward
No. 2	Adams	Winamac	Eastward
No. 2	Main	Winamac	Eastward
No. 2	Madison	Winamac	Eastward
No. 1	Washington	Winamac	Eastward
No. 1	Adams	Winamac	Eastward
No. 1	Main	Winamac	Eastward
No. 1	State Road No. 8	Hebron	Eastward
No. 1	Quincy	Hebron	Eastward
No. 1	Main	Hebron	Eastward
No. 1	Washington	Hebron	Eastward
No. 2	Main St.	Crown Point	Westward
No. 1	Main St.	Crown Point	Westward
No. 1	Austin	Schererville	Eastward
No. 1	Wilhelm	Schererville	Eastward
No. 2	Wilhelm	Schererville	Westward
No. 1	Joliet	Schererville	Eastward
No. 2	Joliet	Schererville	Westward
No. 1	Wentworth Ave.	Lansing	Westward
No. 2	Wentworth Ave.	Lansing	Eastward
No. 1	Ridge Rd.	Lansing	Westward
No. 2	Ridge Rd.	Lansing	Westward
No. 1	Burnham Ave.	Lansing	Eastward
No. 2	Burnham Ave.	Lansing	Westward

## S. C. &amp; S.—Bernice to Colehour Jct.

Single	147th St.	Calumet Park	Westward
Single	106th St.	Colehour	Eastward

## Bernice to Beverly Jct.

No. 1	154th St.	Dolton	Westward
No. 1	154th St.	Dolton	Eastward
No. 2	154th St.	Dolton	Eastward
No. 2	Main St.	Dolton	Westward
No. 1	127th St.	West Pullman	Eastward
No. 2	120th St.	West Pullman	Eastward
No. 1	120th St.	West Pullman	Westward
No. 1	Halsted St.	West Pullman	Eastward
No. 1	119th St.	West Pullman	Eastward
No. 1	Throop St.	Washington Hts.	Eastward
No. 1	105th St.	Washington Hts.	Eastward
No. 1	106th St.	Washington Hts.	Eastward
No. 2	105th St.	Washington Hts.	Eastward
No. 2	106th St.	Washington Hts.	Eastward

## South Bend Branch

Single	State Road No. 6	La Paz	Westward
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## Effner Branch

Single	State Rd. No. 41	Kentland	Eastward
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## Protection For Public Highway Crossings At Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of
Secondary	106th Street	Calumet River Line	Midnight and 8:00 A. M. Sunday continuously
Secondary	Hoyne Ave.	Englewood Conn. Line	3:00 P. M. and 7:00 A. M.
South Bend Branch	Garro Street	Plymouth 400 ft. west of Passenger Station	10.30 P.M. to 6.30 A.M. Daily Except Sunday Continuously on Sunday
South Bend Branch	Washington Street	Plymouth	4.00 P.M. to 8.00 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Adams	Plymouth	4.00 P.M. to 8.00 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Jefferson Street	Plymouth	4.00 P.M. to 8.00 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Harrison Street	Plymouth 2800 ft. west of Passenger Station	4.00 P.M. to 8.00 A.M. Daily except Sunday Continuously on Sunday

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
S. C. & S.	Indianapolis Blvd.	Wye Track, Colehour Jct.
Track to American Maize Co.	Indianapolis Blvd.	Roby
Right of Way No. 3	Riley Road and Dickey Road	Indiana Harbor
Right of Way No. 1	Columbus Drive	East Chicago
Effner Branch	Main Street Illinois Street	Monticello

1103-C2. Westward trains consisting of more than 80 cars stopping at Sandy Hook for supplies, or for other reasons, must stop clear of first highway crossing east of coal dock.

1103-C3. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of apparatus located on adjacent instrument case or post.

Track	Crossing	Location	Period Manually Operated by Crews
Main	Indiana Ave. Broadway Stull St. Garst St. Sample St. Tutt St.	South Bend	10.00 P.M. to 6.00 A.M. Daily except Sunday 12.01 A.M. to 8.30 A.M. 10.30 A.M. to 2.30 P.M. 8.30 P.M. to 12.00 Midnight } Sunday See Note 1
Siding	Route 6	La. Paz Jct.	Continuously

NOTE 1. Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, Stull St., Garst St., Sample St. and Tutt St. simultaneously located in boxes at Indiana Ave. and Tutt Street. Apparatus to manually operate highway crossing signals at Tutt Street and Sample Street located in white box on instrument case at Tutt Street; apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower, Indiana Avenue.

#### 1103-D1.

##### Hobart

Apparatus to interrupt the operation of automatic highway crossing signals for movements on Main Tracks over Illinois and Linda Streets, are in charge of Signalman, Bart. When shifting movements are to be made to or from sidings, E. J. & E. Connections from No. 2 track, house track, or when a train is stopped on either main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainman must call signalman at Bart to interrupt the operation of highway crossing signals for the main track which is to be occupied.

When signalman has been notified to interrupt the operation of automatic highway crossing signals no movement must be made over the highway crossings by their train until the automatic operation of the crossing signals has been restored or the movement is protected as provided by Rule 103.

##### Virginia Street.

When switches of crossover between No. 1 and No. 2 tracks west of Virginia Street, or switch leading from No. 1 track to Industrial Lumber and Supply Company's track or from No. 2 track to Bear Brand track are reversed, and no part of train is on either main track within 800 feet west of crossing, gates will raise automatically. It will not be necessary for crews shifting on No. 1 track in the vicinity of Adams Street to operate gates manually.

##### Gary—21st Avenue.

Broadway.  
Washington Street.  
Adams Street.

Apparatus to interrupt the operation of the automatic highway crossing signals for movements on main tracks are in charge of crossing watchman at Broadway. When shifting movements on main track are made in vicinity of these crossings, or when a train

is stopped on main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at Broadway to cut out automatic highway crossing signals for the track which is occupied. When crossing watchman at Broadway has been notified to cut out the operation of automatic highway crossing signals, no movement must be made over crossing by their train until protection is provided as prescribed by Rule 103 or the automatic operation of these signals has been restored.

Apparatus to manually operate the highway crossing signals at 21st Avenue or Adams Street Crossing for movements on North Team Track, are located in boxes on posts north of Team Track, east of highway crossings. Before movements on Team Track are permitted to occupy 21st Avenue or Adams Street Crossings, trainman must operate switch in box marked "TEAM TRACK CONTROL." Switch must be restored to closed position after movement has cleared the highway crossing.

##### Gary—19th Avenue.

Apparatus to manually operate the highway crossing signals for movements on North or South Team Tracks or Freight House Lead are located in boxes on post north of North Team Track, east of highway, and on instrument case south of South Team Track east of highway. Before movements on North or South Team Track or Freight House Lead are permitted to occupy 19th Avenue Crossing trainman must operate switch in box marked "TEAM TRACK CONTROL."

##### Gary—17th Avenue.

Before movements on Team Track are permitted to occupy 17th Avenue, trainman must open knife switch in box marked "TEAM TRACK CONTROL" located on instrument case east side of 17th Avenue. Switch must be restored to closed position after movements on Team Track over 17th Avenue are completed.

##### Gary—15th Avenue.

It will not be necessary for crews shifting between Adams and Jackson Streets to operate gates manually.

##### Gary—5th Avenue.

Highway crossing signals and gates protecting highway traffic on 5th Avenue and Industrial Avenue over The Budd Company Chase Plant Track are manually operated, controlled by crossing watchman at 5th Avenue. Before movements on The Budd Company Chase Plant Track are permitted to occupy the portions of the track between signs marked "CC" located 70 feet east of and 70 feet west of the highway, crossing watchman, 5th Avenue must be informed and it must be known highway crossing signals and gates are operating or the movement is protected as provided by Rule 103. Cars must not be left standing on Budd Company Chase Plant Track between "CC" signs.

##### Indiana Harbor—Washington Street.

Lincoln Street.  
McKinley Street.

When house track switch is reversed, highway crossing gates at McKinley Street will raise automatically. When using house track switch, trainman will manually control highway crossing signals and gates at Lincoln Street by operating push button in box marked "LINCOLN STREET CONTROL" located on instrument case adjacent to switch. When using house track over Washington Street, trainman will manually control highway crossing signals and gates at Washington Street by operating knife switch in box marked "HOUSE TRACK CONTROL" located on instrument case at Washington Street. Gates cannot be raised while train movement occupies any portion of the highway. When using Friedland Coal Company switch, trainman will reverse switch, then manually control highway crossing signals and gates at McKinley Street by operating push button in box marked "MCKINLEY STREET CONTROL" located opposite the switch.

##### Mahoning—Riley Road.

Highway crossing signals and gates operate automatically for movements with or against the current of traffic on Main Tracks, Siding or Shop Lead, and for westward movements from Indiana Harbor Canal into Right of Way No. 3. They must be manually operated by a member of the crew before other movements on

Right of Way No. 3, eastward movements from Yard Lead, or any movement on Fruit Growers Express Company's tracks are permitted to occupy the highway crossing, and when movement clears the highway. Push buttons for the manual operation of highway crossing signals and gates are located in boxes on posts, east and west of highway south of Siding and west of highway north of Shop Lead.

Right of Way No. 3—Indianapolis Boulevard.

Highway crossing signals manually controlled. All trains must stop and place signals in operation before crossing highway and when clear of highway, signals must be turned off. Control box located at each signal and at three locations on industrial tracks west of Indianapolis Boulevard.

Winamac—Madison Street.  
Adams Street.  
Main Street.

Eastward trains on No. 1 track, cutting off engine or part of train at Madison Street to take water or make shifting movements, will protect reverse movement over Adams and Main Streets in accordance with Rule 103.

North Judson—Talmar Street.  
Main Street.  
Sycamore Street.

Apparatus to manually operate the highway crossing signals for movements on industrial tracks are located in boxes at Sycamore Street. Signalman in interlocking station will control highway crossing signals for through or switching movements on eastward siding.

Lansing—Wentworth Avenue.

Apparatus to manually operate the highway crossing signals and gates for all movements on the Industrial Tracks located in box on west end of instrument case north of No. 2 track, east of highway and marked "INDUSTRIAL TRACK CONTROL." Before movements on industrial tracks are permitted to occupy Wentworth Avenue, trainman must operate switch in box marked "INDUSTRIAL TRACK CONTROL." Switch must be restored to closed position after movement has cleared the highway.

Lansing—Ridge Road.

When switch leading to Meeter's Track is reversed, and no part of a westward train on No. 2 track is within 528 feet of the highway crossing, gates will raise automatically.

Dolton—147th Street.

Apparatus to manually interrupt the operation of automatic highway crossing signals by trainmen are located 50 feet east of water plug. Trainmen of eastward trains taking water will operate push button marked "STOP" to interrupt the operation of the highway crossing signals. When ready to proceed they will operate push button marked "START" to restore automatic operation of the signals.

West Pullman—120th Street.

Highway crossing signals and gates operated manually for movements on switching track. Before movements on switching track are permitted to occupy 120th Street, trainmen must operate knife switch marked "SWITCHING TRACK CONTROL" located in box on side of instrument case west side of 120th Street, north of No. 2 track, and switch must be restored to closed position after movement has cleared the highway crossing.

West Pullman—118th Street.

Highway crossing signals are manually operated by crossing watchman at 119th Street. When shifting movements are made in vicinity of this crossing, or when a train is stopped and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at 119th Street to interrupt the operation of the highway crossing signals. When crossing watchman has been notified to interrupt the operation of highway crossing signals, movement must not be made over crossing by their train until protection is provided as prescribed by Rule 103 or the operation of the signals has been restored.

Cummings Track—100th Street.

Highway crossing signals and gates are manually controlled. Control switch located on south side of highway crossing. All movements must stop and place signals and gates in operation before crossing highway. After gates are down and train movement has occupied the highway crossing, control switch must be restored to normal position. Highway crossing signals and gates will automatically restore to normal position after train has cleared the highway crossing.

Calumet River Line—100th Street.

Highway signals and gates must be manually operated for all movements except westward movements on secondary track. Control switches to manually operate highway crossing signals and gates located north of tracks west of highway crossing and south of tracks east and west of highway crossing. Movements must not be made over highway crossing unless signals are in operation and gates in proper position, or the movement is protected in accordance with Rule 103.

Wolf Lake-Hammond Track—Avenue "O".

All movements must approach highway crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known highway crossing signals are operating, otherwise the movement must be protected in accordance with Rule 103.

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

Switch Located at	Connecting	With	Normal Position is for Movements
East end of Yard Lead, Riley Road	Yard Lead	Right of Way No. 3	To Yard Lead
Wye Track, Riley Road Yard	Wye Track	Right of Way No. 3	To Right of Way No. 3
Connection to Yard Tracks, 52nd Street (P.C.C. & St. L.)	No. 1 Track	Yard Track	To Yard Track
Hegewisch	Wye Track	Calumet River Line	To Calumet River Line
Calumet Western Jet.	Calumet Western	Calumet River Line	To Calumet Western
East Switch, East Wye, 59th Street (E. C. L.)	East Wye	Englewood Connecting Line	To West Wye
West Switch, East Wye, 59th Street (E. C. L.)	East Wye	Running Track	On Running Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Running Track	On Running Track
East Switch, East Wye, E. C.	East Wye	No. 3 Track	On No. 3 Track
East Switch, West Wye, E. C.	West Wye	No. 3 Secondary Track	On No. 3 Secondary Track
West Switch, West Wye, E. C.	West Wye	Englewood Connecting Line	To East Wye

**1104-C1. Signalmen in charge of main track hand-operated switches when block station is open:**

Location	Switches
Elm	Crossover between No. 1 and No. 2 tracks East end Nos. 1, 2 and 3 station tracks No. 4 storage and/or engine track
Fort	Crossover between No. 1 and No. 2 tracks Crossover between No. 1 and No. 2 station tracks West end No. 1 and No. 2 station tracks
EC	Crossover between No. 4 and No. 3 tracks Switch in No. 3 track leading to Englewood Connecting Line Secondary Track. West switch east wye.
22nd Street	All switches

**Hand-Operated Switches Equipped with Electric Locks**

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled By
Clarke	East and west switches from siding to Clarke Yard	Clarke Jct.
Indiana Harbor	Friedland Coal Company's Track; House Track	Indiana Harbor
Colehour Jct.	Oil Track	River Branch Jct.
Fourteenth Street	Switch connecting outbound engine track to No. 2 track Facing crossover between No. 1 and No. 2 tracks Crossover between No. 2 track and first track north of No. 2 track.	Race
Van	Logansport Machine Co.	Van
Calumet Park	Switch at east end of siding	Calumet Park
La Crosse	C&O connection	La Crosse
Burnham	B&OCT and C&CR connections	Burnham

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

Location	Switch
Schererville	Crossover Switch to westward siding Lead to Hartsdale Yard
Bernice	Facing switch for westward movement from single track to Vulcan Iron & Mold Co. track. Facing switch for eastward movement from single track to west wye track

NOTE.—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in booth adjacent to switches. When operating crossover at Schererville from normal to reverse switch equipped with electric lock must be operated first; when operating crossover from reverse to normal this switch must be operated last.

NOTE.—At Bernice movements on main track must occupy track circuit which extends 200 feet in advance of switch before switch can be operated.

1104-E2. Spring switches at the following locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Location	Normal Position	Route for Which Sprung
Roby	No. 3 track	Eastward movements from yard track to No. 3 track
Green Street	No. 2 Secondary Track	Eastward movements from No. 1 Secondary track to Secondary track of no assigned direction.
Winchester Avenue	No. 1 Secondary Track	Westward movements from No. 2 Secondary track to yard track.

**Track Assignments**

**1151-A1. Single Track.**

Track	Between	And
S. C. & S.	Bernice	Colehour Jct.
South Bend Branch	Van	End of Block
Effner Branch	Kenneth	Effner

**1151-B1. Two or More Tracks.**

Current of traffic is as follows:

Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Between Division Post (Ft. W. Div.) and Whiting			Westward	Eastward
Whiting and 58th Street (Sig. Bridge)	Westward Frt.	Eastward Frt.	Westward Pgr.	Eastward Pgr.
58th Street (Sig. Bridge) and South Branch Bridge			Westward	Eastward
Division Post (Cols. Div.) and Beverly Jct.			Westward	Eastward

NOTE—Tracks are numbered from south to north, except that between Whiting and 58th Street (Sig. Bridge) No. 3 and No. 4 tracks are south of No. 1 and No. 2 tracks.

1151-B2. Movement against the current of traffic on No. 3 Track, between Whiting and signal State Line will be authorized by signal indication or verbally by operator, Whiting.

Movement against the current of traffic on No. 3 Track, between signal State Line and Colehour Junction will be authorized verbally by operator, River Branch Jct.

1151-B3. Movement against the current of traffic on No. 3 Track between the east crossover switches at EC and 58th Street (Sig. Bridge) will be authorized verbally by operator, EC.

## 1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	58th Street (Sig. Bridge)	47th Street	Westward	Yardmaster 55th Street	Yardmaster 55th Street	
No. 3	55th Street	58th Street (Sig. Bridge)	Eastward	Yardmaster 55th Street	Yardmaster 55th Street	
No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	Beverly Jct.	3
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	Beverly Jct.	2
No. 2	Belt Crossing	49th Street	Westward	Yardmaster 59th Street	Yardmaster 59th Street	
No. 1	49th Street	Belt Crossing	Eastward	Yardmaster 59th Street	Yardmaster 59th Street	
No. 2	49th Street	Western Ave.	Westward	Switchtender Brighton Park	Switchtender Brighton Park	
No. 1	Western Ave.	49th Street	Eastward	Switchtender Brighton Park	Switchtender Brighton Park	1
No. 2	Green Street	Winchester Avenue	Westward	EC	EC	4
No. 1	Winchester Avenue	Green Street	Eastward	EC	EC	4

NOTE 1. Eastward movements made on signal indication at Western Avenue.

NOTE 2. Westward movements made on signal indication at Beverly Jct.

NOTE 3.—Eastward movements made on signal indication at Belt Crossing.

NOTE 4.—Eastward trains approaching Green Street must stop and secure permission to proceed from EC. Westward trains approaching Winchester Avenue must stop and remain clear of yard track unless a hand signal to proceed is received from switchtender at 59th Street. If hand signal to proceed is not promptly received, Conductor or Engineman must call switchtender.

## 1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Calumet River Line (W)	Hegewisch	River Branch Jct.	Yardmaster 110th Street	1
Englewood Connecting Line (W)	EC	Green Street	EC	
No. 4 (W)	47th St.	22nd St.	22nd St.	
No. 3 (W)	47th St.	40th St.	Yardmaster 55th St.	
Logansport (E)	Van	Division Post (Ft. W. Div.)	Hoover (Ft. W. Div.)	2

(W)(E) Indicates time-table direction, from point first named.

NOTE 1. Signal indication at Hegewisch or River Branch Jct. is authority to enter Calumet River Line. Signalman must obtain permission from Yard Master 110th Street before admitting train to Calumet River Line.

NOTE 2. Fifth paragraph, Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

## 1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	NOTE
Bart (Eastward and Westward)	Signalman Bart	1
Whiting (Eastward and Westward)	Signalman Whiting	1
Star City (Westward)	Signalman—Van	
Star City (Eastward)	Signalman—North Judson	
North Judson (Eastward and Westward)	Signalman North Judson	
Kouts (Westward)	Signalman—Kouts	1
Aynes (Eastward)	Signalman—Kouts	
Hartsdale (Eastward and Westward)	Signalman Hartsdale	1

Signalman must secure permission from Train Dispatcher before authorizing movement in reverse direction.

NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.

## PASSENGER TRAIN OPERATION

## Locking of Toilets

1154-A1. Trainmen of passenger trains will lock all toilet doors before arriving at Logansport.

1154-A2. Westward passenger trains routed via the S. C. & S. which are stopped or delayed at River Branch Jct. must report their train clear of the S. C. & S. in order that following trains may be advanced in the block between Calumet Park and Colehour Jct.

1154-A3. At Logansport and Van train brake tests on through passenger trains are to be made in accordance with Paragraph 5 of Instruction 14 of Brake and Train Air Signal Instructions No. 99-D-1 in effect April 1, 1953.

Enginemen will verbally notify relieving Enginemen of the condition of the train brakes.

1154-A4. A stop must be made just prior to coupling to occupied passenger equipment.



Effner Branch Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour									
Kenneth and Mile Post 19	45	45								
Mile Post 19 and Mile Post 22	30	30								
Mile Post 22 and east switch of Remington siding	45	45								
East switch and west switch of Remington siding	30	30								
West switch of Remington siding and a point 3000 feet west Mile Post 44	45	45								
3000 feet west of Mile Post 44 and a point 2000 feet west of Mile Post 50	30	30								
2000 feet west of Mile Post 50 and east switch of Kent- land siding	45	45								
East and west switches of Kentland siding	30	30								
West switch of Kentland siding and Effner	45	45								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

#### 1157-C2. Wreck trains.

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b> <b>Between:</b> Division Post (Ft. W. Div.) and South Branch Bridge, No. 1 and No. 2 Tracks.....	50	40
Whiting and 58th St., No. 3 and No. 4 Tracks..	25	25
Division Post (Cols. Div.) and Race.....	40	30
Race and Van.....	30	30
Van and Bernice.....	50	40
Bernice and Colehour Jct.....	30	25
Bernice and Beverly Jct.....	30	25
<b>South Bend Branch</b> <b>Between:</b> Van and South Bend.....	30	30
<b>Effner Branch</b> <b>Between:</b> Kenneth and Effner.....	25	20
<b>Logansport Secondary Track</b> <b>Between:</b> Van and Division Post (Ft. W. Div.).....	15	15

#### 1157-C3. Work Trains.

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> <b>Between:</b> Division Post (Ft. W. Div.) and South Branch Bridge.....	30	20	20
Division Post (Cols. Div.) and Bev- erly Jct.....	30	20	20
Bernice and Colehour Jct.....	30	20	20
<b>South Bend Branch</b> <b>Between:</b> Van and South Bend.....	25	20	20
<b>Effner Branch</b> <b>Between:</b> Kenneth and Effner.....	25	20	20
<b>Logansport Secondary Track</b> <b>Between:</b> Van and Division Post (Ft. W. Div.)	15	15	15

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

	Miles per Hour
<b>Main Line</b>	
1157-C4. Circus Trains.....	*30
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam show- els, etc., moving on own wheels—see Rule 4155-A.	
—on straight track.....	*30
—on curves.....	*20
1157-C6. Freight trains that consist entirely of mineral freight, or have a mineral freight fillout of more than 50 cars in a solid block.....	*35
Freight trains that consist of one or more class HK, HM or HMA cars loaded with iron ore.....	*30
Freight trains that consist of one or more cars other than class HK, HM or HMA loaded with iron ore, or those handling empty class HK, HM or HMA cars.....	*35
NOTE—When handling such trains, conductors must know that enginemmen have been so advised. Class HK, HM and HMA cars are short open top type hopper cars designed for exclusive handling of iron ore.	
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	*20
Passing station platforms and trains on adjacent tracks..	5
NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s Engine.	
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—Passenger trains.....	50
—Freight trains.....	40

Main Line	Miles per Hour	
1157-C10. Train consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types, or Long Island Rail Road cars of P-54 type..... NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road suburban cars of P-54 type are shorter than through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	65	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30	
1157-C12. Pushing Cars—Passenger trains..... —Freight trains.....	30	
	20	
1157-C13. Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under Rule 80..... —through crossovers and turnouts, and over highway and railroad crossings.....	20	
	15	
	5	
	5	
1157-C15. Diesel engines when operated from rear unit.	30	
1157-C16. Trains handling foamite cars must be operated in accordance with freight train speed.		
1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:		
	Breech End Forward	Breech End Trailing
	Miles per Hour	
<b>Main Line</b>		
<b>Between:</b>		
Division Post (Ft. W. Div.) and South Branch Bridge		
Passenger tracks.....	50	20
Freight tracks.....	25	20
Division Post (Cols. Div.) and Race	45	20
Race and Van.....	30	20
Van and Bernice.....	50	20
Bernice and Colehour Jct.....	30	20
Bernice and Beverly Jct.....	30	20
<b>South Bend Branch</b>		
<b>Between:</b>		
Van and South Bend.....	35	20
<b>Effner Branch</b>		
<b>Between:</b>		
Kenneth and Effner.....	30	20
<b>Logansport Secondary Track</b>		
<b>Between:</b>		
Van and Division Post (Ft. W. Div.)	15	15
When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that enginemen have been so advised.		

TURNOUTS		
1157-D1. Maximum Speeds, unless otherwise Specified.		
Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Roby—Yard track to No. 3 Track.	Trailing—Springing switch through turnout.....	15
Green Street No. 2 Secondary Track to Secondary Track of no assigned direction.	Trailing—Springing Switch through turnout.....	15
Winchester Avenue No. 1 Secondary Track to yard Track.	Trailing—Springing switch through turnout.....	15
Non-Interlocked turnouts—diverging movements.....		10
Alton Jct.—Interlocked turnouts to G. M. & O. R. R., diverging movements.....		10
1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal.		
Location		Miles per Hour
<b>Main Line:</b>		
River Branch Jct. movements against current of traffic, Tracks No. 1, No. 2 and No. 4. Calumet River Line. Belt Ry. connection.....		20
Beverly Jct.—Western Avenue Secondary Track Drainage Canal Movable Bridge, all movements.....		20
CURVES, BRIDGES, ETC.		
1157-F1. Maximum Speeds, unless otherwise Specified.		
Main Line:		Miles per Hour
Curves between B. & O. C. T. R. R. Crossing at Whiting and State Line.....		55
Curve 0.3 mi. east of Englewood.....		55
60th St., 0.4 mi. west of Englewood.....		25
55th St., 1.3 mi. west of Englewood.....		40
Curves { 51st St., 1.7 mi. west of Englewood.....		50
49th St., 1.9 mi. west of Englewood.....		50
47th St., 2.0 mi. west of Englewood.....		50
First curve west of Kenneth, No. 1 track.....		60
First curve west of Kenneth, No. 2 track.....		50
S. C. & S.		
Curve, Bernice to point 0.1 mi. west.....		30
Curve east of Bridge 4.76, Burnham.....		30
Curve west of Bridge 4.76, Burnham.....		25
First and second curves east of Indianapolis Blvd., east of Colehour Jct.....		50
Curve at 103rd Street, east of Colehour Jct.....		20
South Bend Branch:		
Logansport—Over North Third Street, 1.14 miles West of Van.....		5
Logansport—Over North Sixth Street, 1.42 miles West of Van.....		5
Between Home Signals at Lakeville.....		20
Effner Branch:		
Between Effner and Mile Post 55.....		30
Logansport Secondary Track:		
Logansport—Third and Sixth street crossings.....		5
Reverse curve two miles east of Logansport.....		20

## ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	50
N.....	25	40	50
Q.....	25	40	50
T.....	35	50	70
Rail Motor Cars.....	60	60	60

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
BP-20	BP-40	BP-60	60	70	
EP-20	EP-40	EP-60	60	70	
EP-22	EP-45	EP-60	60	70	
FP-20	FP-40	FP-60	60	70	
EFP-15	EFP-30	EFP-45	60	70	
AF-15	AF-30	AF-45	60	70	
AF-16	AF-32	AF-48	50	65	
BF-15	BF-30	BF-45	50	65	
BF-16	BF-32	BF-48	50	65	
	BH-50	BF-64	50	65	
EF-15	EF-30	EF-45	60	70	
EF-15A	EF-30A	EF-60	50	65	
EH-15	EH-30	EH-45	50	65	
FF-16	FF-32	EH-60	40	50	
FF-20	FF-40	FF-48	50	65	
AS-6	FF-60	FF-60	50	65	
BS-6			50	50	
ES-6			50	50	
AS-10			50	50	
BS-10			50	50	
BS-10as			50	50	
ES-10			50	60	
ES-12			50	50	
FS-10			50	50	
FS-12			50	50	
FS-20			50	50	
GS-4			50	50	
LS-25			30	30	
AS-16ms			50	50	
A-6			50	65	
A6-B			20	20	
			20	20	

NOTE—

### Road Diesel Engines.

First letter designates builder:

"A"—American Locomotive Works—General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

"G"—General Motors.

"L"—Lima-Hamilton.

Second letter (and third letter where used) designates service:

"F"—Freight.

"H"—Freight with lower speed gearing, primarily for helper service.

"P"—Passenger.

"FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower. "40"—4000 Horsepower.

"16"—1600 Horsepower. "45"—4500 Horsepower.

"20"—2000 Horsepower. "48"—4800 Horsepower.

"22"—2250 Horsepower. "50"—5000 Horsepower.

"30"—3000 Horsepower. "60"—6000 Horsepower.

"32"—3200 Horsepower. "64"—6400 Horsepower.

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

### Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

## SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

Track	Between	And	Miles per Hour
No. 3.....	58th Street....	55th Street....	10
No. 4.....	58th Street....	47th Street....	10
No. 3 and No. 4.....	47th Street....	40th Street....	20
No. 4.....	40th Street....	22nd Street....	20
No. 1 and No. 2.....	Beverly Jet....	Western Ave....	20
Calumet River Line..	Hegewisch....	River Br. Jct..	20
Englewood Connecting Line			
On Wye Tracks.....	E. C.....	Ford Street..	{ Forward 10 Backward 5
On Secondary Tracks	Ford Street....	Hoyne Ave....	20
Over Hoyne Ave.....	.....	.....	8
On Wye Tracks.....	Hoyne Ave....	59th Street..	{ Forward 10 Backward 5
Logansport Sec- ondary Track.....	Van.....	Fern.....	15
	Fern.....	Div. Post (Ft. W. Div.)	30
All Sidings.....	.....	.....	15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.







LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	AS, BS, GS, ES, FS, AG, A6B	AS-16 ES-16	AP60, BP60, EP60, FP45, FP45, EFP15	AF60, AF64, BF60, BF64, EF60, EF60T, FF60, LS25	B	G	H	I	J	K	L	M	N	O2	
<b>ALL BRIDGES</b> Between <b>BRIDGE 310.09</b> over Taylor Street.... and <b>BRIDGE 311.28</b> over Fulton Street incl.....			20	20	20	20	15	X	20	20	20	X	X	X	15
<b>ENGLEWOOD CONNECTING LINE</b>															
58th Street, West Wye.....			X	XLS25		X		X	X	X	X	X	X	X	X
59th Street, East Wye.....						X		X	X	X	X	X	X	X	X
Between 58th Street and 59th Street, All Industry tracks.....			X	X		X	X	X	X	X	X	X	X	X	X
James Coal Co. Trestle.....			X	X		X	X	X	X	X	X	X	X	X	X
River Branch Jct.— Hegewisch Jct. via Calumet River Line.....								X					X	X	
South Chicago—Calumet Western Jct. via Calumet Western Line.....			X	X				X	X	R	R	R	R	X	X
Indiana Harbor— Jct. B. & O. C. T. R. R., East Chicago via R. of W. No. 1.....			X	X		X		X	X	X	X	X	X	X	X
Mahoning—Jct., B. & O. C. T. R. R., East Chicago, via R. of W. No. 3.....			X	X		X		X	X	X	X	X	X	X	X
Hammond Jct.— Hegewisch.....			R	R		R		R	R	R	R	R	R	R	R
<b>BRIDGE 1.06</b> Over Calumet River— Calumet Western Line.....			X	X		20	20	X	X	X	X	X	X	X	X
<b>LOGANSPOUT SECONDARY TRACK:</b>															
<b>BRIDGE 0.83:</b> ¼ mile east of Van.....	30	30	30	30		30	30	30	30	30	30	30	30	30	15
<b>BRIDGE 1.27:</b> 1¼ miles east of Van.....	30	30	30	30		30	30	30	30	30	30	30	30	30	15
<b>BRIDGE 3.03:</b> 3 miles east of Van.....	30	30	30	30		30	30	30	30	30	30	30	30	30	15
<b>BEVERLY JCT. WESTERN AVE. SECONDARY TRACK</b> 63rd Street, Scale Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

**1160-B1. Other Equipment Restrictions.****MAIN LINE:**

BETWEEN GRAND CROSSING AND 58TH STREET (Sig. Bridge)

BETWEEN CALUMET PARK AND BURNHAM

Freight trains that consist of one or more class HK, HM or HMA cars loaded with iron ore, must not exceed speed over bridges as follows:

Bridge 460.57, 0.1 mile east of Englewood..... 15

All bridges between Bridge 460.78, 0.1 mile west of Englewood and Bridge 461.93, 1.1 mile west of Englewood, inclusive..... 25

Bridge 4.76, 0.1 mile east of Burnham..... Prohibited  
Crown Point, Letz Co. Middle Track..... X-40 type box cars  
Maynard, National Brick Co. Track, all engines are prohibited from entering building.

Class AF-60, AF-64, BF-60 and BF-64 engines prohibited from operating over eastward and westward humps in 55th Street Yard.

Class BP-60T engines prohibited from operating over humps in all yards.

**SOUTH BEND BRANCH:**South Bend {Studebaker Aviation.....} X-40 type box cars  
Freight House No. 1 track..**EFFNER BRANCH:**

Newton, Newton County Stone Co. tipple.. All box cars

**ENGLEWOOD CONNECTING LINE**

Passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on west wye connection to Englewood Connecting Line, 58th Street, (P.F.W.&amp;C.)

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc., as follows:

Secondary Track	Between	And	Bridge
Beverly Jct.—Western Avenue.....	59th Street...	Canal Street.....	
Logansport.....	Van.....	Division Post (Ft. W. Div.).....	0.83 1.27 3.03

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved in wreck trains under the same restrictions as obtain for class J-1 engines, except over Bridge 4.76—0.1 mile east of Burnham (SC&amp;S). Speed over Bridge 4.76—0.1 mile east of Burnham (SC&amp;S)—10 M.P.H. The derrick, however, must be separated from the engine by at least two cars which may or may not be loaded.

**Overhead Clearance.**

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Between Van and Bernice:  
 Royal Center, Straugh's Elevator.....Spout  
 Star City, Phillips Elevator Co.....Spout  
 Kouts, Kouts Elevator Co.....Spout  
 Aylesworth, Heinoil Elevator.....Spout  
 Sandy Hook Coaling Station.....Coal Chutes  
 Crown Point, Sowash Elevator.....Spout  
 Crown Point, Letz Mfg. Co.....Bridge  
 Hartsdale, New York Central overhead Bridge....Bridge

Between Bernice and Colehour Jct.:  
 Burnham.....Bridge 4.76  
 Burnham, C. S. S. & S. B. R. R.....Trolley Wires

Between Bernice and Beverly Jct.  
 West Pullman, I. C. R. R. crossing.....Trolley Wires  
 West Pullman, C. T. A. crossing.....Trolley Wires

Between Bart and Englewood:  
 Gary, C. S. S. & S. B. R. R. Interchange  
 tracks.....Trolley Wires

Between Englewood and South Branch Bridge:  
 60th Street.....Elevated R. R.  
 39th Street.....Elevated R. R.

Between South Branch Bridge and Chicago (Union Station):  
 18th Street.....Viaduct  
 16th Street.....Viaduct  
 Roosevelt Road.....Viaduct  
 Taylor Street.....Viaduct  
 Polk Street.....Viaduct  
 Harrison Street.....Viaduct  
 Van Buren Street.....Viaduct  
 Jackson Blvd.....Viaduct

Between Schererville and Western Ave.:  
 Riverdale.....Viaduct  
 49th Street.....Viaduct  
 18th Street.....Viaduct  
 Van Buren Street.....Elevated R. R.  
 Lake Street.....Elevated R. R.

Between Western Avenue and Chicago (Union Station):  
 Paulina Street.....Elevated R. R.  
 Sangamon Street.....Viaduct  
 Halsted Street.....Viaduct  
 Desplaines Street.....Viaduct  
 Milwaukee Avenue.....Viaduct  
 Between Clinton and Canal Street.....Viaduct  
 Lake Street.....Viaduct  
 Randolph Street.....Viaduct  
 Washington Blvd.....Viaduct  
 Madison Street.....Viaduct  
 Monroe Street.....Viaduct  
 Adams Street.....Viaduct

**SOUTH BEND BRANCH**

Plymouth, Plymouth Seed Co.....Building  
 South Bend, Studebaker Aviation.....Building  
 South Bend, Studebaker Plant No. 8.....Pipes  
 South Bend, U. S. Gypsum Co.....Pipes and Wires  
 South Bend, Freight Station.....Shed Roof

**EFFNER BRANCH**

Newton—Newton County Stone Co.....Tipple  
 Burnettsville, Burnettsville Elevator Co.....Spout

**BEVERLY JCT.—WESTERN AVENUE  
SECONDARY TRACKS**

49th Street, Grand Trunk and I. H. B. Viaduct.....Bridge

1164-A2. Conductors and enginemen of trains having engine or cabin equipped with trainphone will make communication test of trainphone with first so equipped station after leaving their initial terminal and will promptly notify the Block-Operator that engine or cabin is so equipped and in operative condition.

**MOVEMENT BY TRAIN ORDERS****1201-A1. Location of Train Dispatchers—  
Chicago**

Train Dispatchers in charge as follows:  
 Main Line Bart to South Branch Bridge  
 Anoka to Beverly Jct.  
 Bernice to Colehour Jct.

**Branches:**  
 South Bend  
 Effner

1201-A2. Train orders will be issued by authority and over the signature of Superintendent of connecting divisions as follows:

Fort Wayne Division—Between division post (Ft. W. Div.),  
 and Bart.  
 Between Van and division post (Ft.  
 W. Div.)

1201-A3. At Logansport and Chicago Union Station, enginemen of passenger trains are relieved from reporting for train orders. Conductor will secure and personally deliver a copy of each train order or clearance form CT 1250 to the engineman, who will compare with the conductor by reading the train order aloud. Trains starting from 12th Street yard will receive their train orders at 22nd Street.

**SIGNAL RULES****Movement of Trains in same Direction by Block Signals****1251-A1. Rules 251, 253 and 254 in effect:**

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Ft. W. Div.)	Clarke
	No. 1 and No. 2	Whiting	South Branch Bridge
	No. 1 and No. 2	Division Post (Cols. Div.)	Bernice

**Opposing and Following Movement of Trains by Block  
Signals.****1261-A1. Rules 261, 262, 263 and 264 in effect:**










	Track	Between	And
Main Line	No. 1 and No. 2	Clarke	Whiting
	No. 3	Colehour Jct.	River Branch Jct.
	Single	Calumet Park	Bernice

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

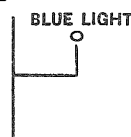
**Color Light Type Signals**

Note: G—Green, Y—Yellow, R—Red, LW—Lunar White.

In service at Alton Jct. for eastward movements on No. 1 track.

Aspect	Indication	Name
<b>TO PENNSYLVANIA RAILROAD</b>		
	Proceed.	Clear
	Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.	Approach
	Proceed at Restricted speed.	Restricting
<b>TO G. M. &amp; O. RAILROAD</b>		
	Clear.	
	Proceed prepared to stop at next signal and be governed by indication displayed by that signal.	
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to look-out for broken rail.	
<b>TO ALL TRAINS OR ENGINES</b>		
	Stop.	Stop-signal
In service at Reynolds and Monticello:		
	Proceed at Restricted Speed	Restricting
	Stop	Stop-Signal

1280-A to 1294-A2. Signal Mast Bracket Marker.



Indication—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

In service as follows:

Logansport, 14th Street—No. 1 track, Signal 1966.

Kentland—Eastward Home Signal.

1285-A1. Approach.

When aspect Fig. A, Rule 285, is displayed by westward home signal Calumet Park, or by westward home signal No. 2 track Dolton, trains may proceed as though Manual block clear. Proceed prepared to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed.

1289-A1. Permissive block.

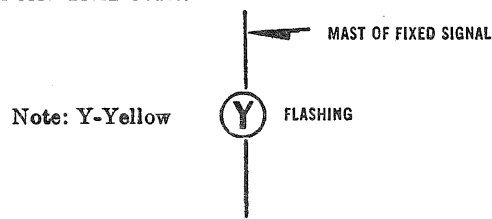
When aspect Fig. A, Rule 289, is displayed by westward home signal Calumet Park, or by westward home signal No. 2 track Dolton, passenger trains must stop. Trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour; approach next signal prepared to stop.

1291-A1. Between Anoka and Elm and between Van and Hartsdale:

When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the signalman.

If unable to establish communication, train may proceed governed by signal indication.

1294-A1. Train Order.



Indication—Orders.

Name—Train Order.

In service as follows:

Anoka—Eastward Home Signal, No. 1 Track.

Race —Eastward Home Signal, No. 1 Track.

Race —Westward Home Signal, No. 2 Track.

### MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line	No. 1 and No. 2	Bernice	Beverly Jct.
	No. 1 and No. 2	Elm	Van
S. C. & S.	Single	Calumet Park	Colehour Jct.
South Bend Branch	Single	Van	End of Block
Effner Branch	Single	Kenneth	End of Block
Logansport	Secondary	Van	Division Post (Ft. W. Div.)

1317-A1. Rule 317 will apply:

On Single track:

On Secondary Tracks between points listed under Special Instruction 1305-A1.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

#### For Movements Against Current of Traffic

Main Line—Between Bart and Clarke  
Whiting and South Branch Bridge  
Anoka and Beverly Jct.

### AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post, (Ft. W. Div.)	South Branch Bridge
	No. 3 and No. 4	Whiting	58th Street (Sig. Bridge)
	No. 1 and No. 2	Division Post (Cols. Div.)	Elm
	No. 1 and No. 2	Van	Bernice
	Single	Calumet Park	Bernice

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Clarke	Whiting
	No. 3	Colehour Jct.	River Branch Jct.

1504-A1. Trains using No. 2 track against current of traffic to westward siding at Kouts will report clear of No. 2 track unless otherwise instructed.

1504-A2. Eastward trains clearing No. 1 track at Aynes and westward trains clearing No. 2 track at East Bart or Clarke must report clear to the signalman.

1509-A1. When stop indication (Rule 292, Fig. A) is displayed on a signal listed below, it must not be passed unless authorized by Clearance Card (Form C) or train order.

Located	Track	Obtain Clearance Card (Form C) or train order through Signalman at
State Line	No. 3	Whiting
58th Street	No. 3	22nd Street
24th Street	No. 1	22nd Street
24th Street	No. 2	22nd Street
14th Street	No. 2	Race

### INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Alton Jct.  
C. U. Sta. Joint Tracks, Harrison Street.  
C. U. Sta. Joint Tracks, Lake Street.  
Western Ave.

1672-A1. Reynolds. Trains must stop at home signal locations. To use C. I. & L. R. R. Crossing, employees will be governed as follows:

A push button and indicator light is provided in case marked "PUSH BUTTON" at each home signal location. The indicator light is lighted when a train or engine is approaching on C. I. & L.

R. R. track. If the indicator light is not lighted, press the push button and hold it depressed for one second. After conflicting signals have assumed a stop indication, the home signal will display "RESTRICTING." If the indicator light is lighted, or if for some reason the home signal does not change from "STOP" indication after push button at home signal location has been operated, and if no train is approaching on C. I. & L. R. R. track, operate push button located in small case (marked "PUSH BUTTON") mounted on outside of instrument house north of secondary track, west of C. I. & L. R. R. track, holding the button depressed until the indicator light is lighted. This will start the time release operating and after expiration of 4 minutes 15 seconds the indicator light will be extinguished and the home signal should change to "RESTRICTING." While the indicator light is lighted the push button should not be depressed.

If after operating the push button in case on instrument house at the crossing home signal fails to change from "STOP SIGNAL" (after waiting 4 minutes 15 seconds), there is no train approaching on C. I. & L. R. R. track, and no other cause for not proceeding over the crossing; conductor will reach an understanding with the engineman, provide protection against movements on the C. I. & L. R. R. track and then pass stop signal to proceed over the crossing.

After a home signal has been cleared if movement is not made over the crossing the signal will remain cleared for 5 minutes, after which it will automatically return to "stop" indication. To again clear the signal, proceed as indicated above.

Cars must not be left standing between home signals.

Track cars must be stopped at home signal locations, motor stopped and car pushed over the crossing under "Stop-signal" after it is known there are no trains approaching on C. I. & L. R. R. track.

Instructions for operation of crossing signals are posted in push button cases at each location.

1672-A2. Monticello. Trains must stop at home signal locations. To use C. I. & L. R. R. Crossing, employes will be governed as follows:

A push button and indicator light is provided in case marked "PUSH BUTTON" at each home signal location. The indicator light is lighted when a train or engine is approaching on C. I. & L. R. R. track. If the indicator light is not lighted, press the push button and hold it depressed for one second. After conflicting signals have assumed a stop indication, the home signal will display "RESTRICTING." If the indicator light is lighted, or if for some reason the home signal does not change from "STOP" indication after push button at home signal location has been operated, and if no train is approaching on C. I. & L. R. R. track, operate at same time push buttons marked "R" and "Eastward" or "Westward," depending on direction of train movement. These buttons located in small case on outside of instrument house, north of track, west of C. I. & L. R. R. crossing. Hold buttons depressed until indicator light is lighted. They will start the time release operating and after expiration of five minutes the indicator light will be extinguished and the home signal should change to "RESTRICTING." While the indicator light is lighted the push button should not be depressed again. If after operating the push buttons and waiting the required five minutes the home signal fails to change from "STOP" to "RESTRICTING" and no train is approaching on the C. I. & L. R. R. and there is no other cause for not proceeding over the crossing, the conductor will then reach an understanding with his engineman, provide protection against movements on C. I. & L. R. R. after which home signal displaying stop indication may be passed.

If movement is not made over the crossing within five minutes after "RESTRICTING" indication is displayed, the signal will automatically return to "STOP."

Cars must not be left standing between home signals.

Track cars must be stopped at home signal locations, motor

stopped and car pushed over the crossing under "Stop-signal," after it is known there are no trains approaching on C. I. & L. R. R. track.

Instructions for operation of signals are posted in push button case at each location.

1672-A3. Hibbard. When a train is stopped by the home signal and there is no train approaching on the N. Y. C. & St. L. R. R., and should no other cause for detaining the train be known, the conductor will contact the N. Y. C. & St. L. R. R. dispatcher, who, if necessary, will authorize manual operation of the signal. The conductor will, after a thorough understanding with the engineman, arrange for manual operation of signal by operating push button according to instructions posted in box marked "PRR" located at the N. Y. C. & St. L. R. R. Crossing, and after signal displays proceed indication, train may proceed over crossing.

If signal does not display proceed indication within four and one-half (4½) minutes after push-button is operated, conductor will report to the Superintendent. Should no cause for not proceeding over crossing be known, conductor will reach understanding with engineman, provide full protection against trains on the N. Y. C. & St. L. R. R., after which train may pass Stop-signal and proceed over crossing.

If means of communication have failed and no cause for not proceeding over the crossing be known, after arranging protection as provided above, the train may pass home signal and occupy track section between the home signal and the N. Y. C. & St. L. R. R. Crossing, without fouling the N. Y. C. & St. L. R. R. track, for a period of four and one-half (4½) minutes, after which movement may be made over the crossing if no N. Y. C. & St. L. R. R. movements are on or closely approaching the crossing.

A reverse movement or a forward movement after making a reverse movement, must not be made over the crossing until push button located in box at crossing is operated and proceed signal displayed for movement. The push buttons located on the signal mast of each home signal are to be used for engine returning to train.

Cars must not be left standing between home signals.

Track cars must stop at home signal, have motor stopped and track car pushed over crossing under Stop-signal, after it is known there are no movements approaching on the N. Y. C. & St. L. R. R.



**THE PENNSYLVANIA RAILROAD**

**CHICAGO DIVISION**

Chicago, Ill., September 22, 1954.

**GENERAL NOTICE No. 7-1**

**Effective 12.01 A.M., Sunday, September 26, 1954**

- (a) This General Notice contains the necessary instructions issued in General Notices up to and including General Notice No. 6-6 all of which must be removed from Bulletin Boards.
- (b) **CHICAGO UNION STATION—JOINT TRACKS**  
**QUALIFYING ON RULES.** Examinations and qualifications on the Chicago Union Station Company's Rules of the Signal and Operating Departments are conducted at 10.00 A.M., Wednesday of each week, in the Conference Room, Chicago Union Station.
- (c) **U. S. POST OFFICE TRACKS 1, 2, 3, and 4 BETWEEN VAN BUREN STREET AND POLK STREET**  
That portion of above mentioned tracks between Van Buren Street and Harrison Street. **OUT OF SERVICE**, account construction of New Post Office viaducts.  
That portion of above mentioned tracks between Polk Street and Harrison Street: **IN SERVICE.**  
Bumping blocks placed at Harrison Street on above tracks.  
The No. 89 interlocked switch at Van Buren Street, Joint Track 9, set for use in normal position **ONLY.**  
All concerned are cautioned to be on lookout to avoid personal injury.
- (d) **BETWEEN VAN BUREN STREET AND POLK STREET SOUTH JOINT AND NEUTRAL TRACKS 7 AND 9; ALSO, ALL UNITED STATES POST OFFICE TRACKS**  
Contractors for the United States Government are removing U. S. Post Office Tracks 7 to 18, inclusive, in preparation to construction of three (3) viaducts between Van Buren Street and Polk Street.  
Contractor's men will be engaged in this work; also, machinery, tools, and material will be distributed adjacent to tracks.  
There will be open excavations; also, close clearances.  
Trains and engines must exercise caution while approaching and passing and keep a sharp lookout for workmen, machinery and material being handled.  
All concerned are cautioned to be on lookout to avoid personal injury.
- (e) **POST OFFICE TRACK No. 4 BETWEEN POLK STREET AND VAN BUREN STREET**—Right of way between Post Office Building No 2 and Post Office Track No. 4 has been excavated. There are open holes and material. All trainmen, enginemen, yardmen, car men, and others should be on the lookout, and exercise care to prevent personal injury.
- (f) **MAIN AND STATION TRACKS, ROOSEVELT ROAD TO CANAL STREET**  
Rails, track material and ties distributed on all main and station tracks.  
All trainmen, enginemen, yardmen, carmen, and others should be cautioned to exercise care to prevent personal injury.
- (g) **EQUIPMENT RESTRICTIONS**  
**MAIL TERMINAL TRACKS.** BREX cars series 300 to 320, inclusive, are prohibited on Track No. 30 account clearance.

(h) ENGINE RESTRICTIONS—SECONDARY TRACK

Engines and cars are prohibited from using trestles as follows:

1. Sears-Roebuck Company, east of 12th Street—All engines.
2. Wolfe Mfg. Co., 2200 feet west of Western Avenue—All engines and cars.
3. Chicago Union Station, Joint Tracks. Former G.M.&O. yard tracks between Van Buren Street and Harrison Street, Road engines are to use only tracks 1, 2, 3 and 4. They are restricted from using any other yard track.

(i) ENTIRE DIVISION

QUALIFICATION OF CONDUCTORS and ENGINEMEN.

Classes for qualifying conductors and enginemen on time-table special instructions and the physical characteristics of the Chicago Division will be held as follows:

Chicago: 59th Street Yard Office, 8.00 A.M. Monday of each week.  
Logansport: Office of Assistant Train Master, Second Floor, Passenger Station, 8.00 A.M. on Wednesday following first Tuesday of each month and each Tuesday of the month thereafter.

(j) ENTIRE DIVISION

The Management of the Pennsylvania Railroad has adopted a policy whereby **ALL EMPLOYEES** will be required to qualify on the Safety Rules applicable in his department. Examinations will be given by Rules Examiners and/or Special Examiners.

(k) ENTIRE DIVISION

Section 5 of the "National Diesel Agreement" of May 17, 1950, between certain railroads, including the Pennsylvania, and the Brotherhood of Locomotive Firemen and Enginemen, provides that:

"On multiple-unit Diesel-Electric locomotives on high-speed, streamlined or main line through passenger trains a fireman (helper) shall be in the cab at all times when the train is in motion."

For the purpose of applying these provisions and in the application of Rule 4154-M of the Book of Rules for Conducting Transportation, the following trains are considered as being covered by this Rule on this Division:

None.

(l) RAIL AND TRACK MATERIAL DISTRIBUTED

All concerned are cautioned to exercise care to avoid personal injury account rail and other materials distributed at following locations:

1. BETWEEN NORTH JUDSON AND HARTSDALE. Heavy track maintenance and ballast replacement being made on No. 1 and No. 2 tracks.
2. BETWEEN HARTSDALE AND 71st STREET. Heavy track maintenance and ballast replacement being made on No. 1 and No. 2 tracks.
3. BETWEEN HARRISON STREET AND JACKSON BOULEVARD. Both sides No. 1 and No. 2 tracks.
4. BRIDGE FOR C&N.W. RAILROAD OVER CONGRESS STREET, 2300 FEET WEST OF 12th STREET. Both sides of No. 1 and No. 2 tracks.

H. L. KIMBLE,  
Superintendent.

**SAFETY**

**IS NO**

**ACCIDENT**

CHICAGO DIVISION TIME-TABLE No. 7

**THE PENNSYLVANIA RAILROAD**

**WESTERN REGION**

**CHICAGO DIVISION**

**Time-Table No. 7**

**In effect 12.01 A. M., Sunday, September 26, 1954**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**CENTRAL STANDARD TIME**

**J. D. MORRIS,**  
General Manager.

**R. L. AGNEW,**  
Sup't. Passenger Transportation.

**W. C. ALLEN,**  
General Sup't. Transportation.

**C. J. FLAHERTY,**  
Sup't. Freight Transportation.

**H. L. KIMBLE,**  
Superintendent.