

# Indiana Harbor Belt Railroad Company

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## TIME TABLE NO. 1

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**Effective August 1, 1913  
12.01 a. m.**

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*For the information of Employes  
and Foreign Crews*

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**GEORGE HANNAUER**  
General Manager



## INDIANA HARBOR TO OSBORN SOUTHWARD

Distance from Indiana Harbor	STATIONS Time Table No. 1 Effective August 1, 1913	FIRST CLASS										SECOND CLASS		
		45	203	207	19	213	217	219	223	27	225	49	91	93
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily
	AM		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM		
.....	<b>IND. HARBOR</b> .....L	12.24	.....	6.42	8.09	8.24	12.48	3.55	5.03	5.31	6.03	6.46	8.40	.....
1.2	..... <sup>1.2</sup> <b>MICHIGAN AVE</b> .....	12.27	.....	s 6.45	s 8.12	s 8.27	s 12.51	s 3.58	s 5.06	s 5.34	s 6.06	6.49	.....	.....
2.1	..... <sup>0.9</sup> <b>CALUMET</b> .....	s 12.29	.....	s 6.48	s 8.14	s 8.30	s 12.54	s 4.01	s 5.09	s 5.36	s 6.09	s 6.51	.....	.....
2.9	..... <sup>0.8</sup> <b>GRASSELLI</b> .....	12.31	AM	s 6.51	s 8.16	s 8.33	s 12.56	s 4.04	s 5.12	5.38	s 6.12	6.53	.....	PM
4.1	..... <sup>1.2</sup> <b>GIBSON</b> .....	12.35	6.00	s 6.56	s 8.21	s 8.37	s 1.01	4.07	s 5.17	s 5.43	s 6.17	s 6.58	10.30	10.40
4.8	..... <sup>0.7</sup> <b>OSBORN</b> .....A	12.36	6.05	6.58	8.23	8.40	1.04	.....	5.20	5.45	6.20	7.00	10.35	10.45
	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily
		45	203	207	19	213	217	219	223	27	225	49	91	93

Nos. 207, 213, 217 and 219 will stop at Dickey Place, Indiana Harbor.

## OSBORN TO INDIANA HARBOR NORTHWARD

Distance from Osborn	STATIONS Time Table No. 1 Effective August 1, 1913	FIRST CLASS										SECOND CLASS		
		28	204	46	210	214	216	222	224	226	20		90	92
		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily		Daily	Daily
	AM	AM	AM	AM	PM	PM	PM		PM	PM			AM	
4.8	..... <b>IND. HARBOR</b> .....A	6.33	7.04	10.31	10.39	4.35	5.10	6.26	.....	7.05	8.48	.....	.....	2.20
3.6	..... <sup>1.2</sup> <b>MICHIGAN AVE</b> .....	6.28	s 7.00	10.28	s 10.35	s 4.31	s 5.07	s 6.23	.....	s 7.02	8.38	.....	.....	.....
2.7	..... <sup>0.9</sup> <b>CALUMET</b> .....	s 6.26	s 6.58	s 10.26	s 10.32	s 4.28	s 5.05	s 6.21	.....	s 7.00	s 8.36	.....	.....	.....
1.9	..... <sup>0.8</sup> <b>GRASSELLI</b> .....	6.24	s 6.55	10.24	s 10.29	s 4.25	s 5.02	s 6.18	.....	s 6.57	8.34	.....	PM	.....
0.7	..... <sup>1.2</sup> <b>GIBSON</b> .....	s 6.20	s 6.50	s 10.20	s 10.24	4.20	s 4.57	s 6.12	PM 6.52	s 6.52	s 8.30	.....	10.30	1.30
	..... <sup>0.7</sup> <b>OSBORN</b> .....L	6.09	6.48	10.12	10.21	.....	4.55	6.10	6.50	6.50	8.27	.....	10.20	1.20
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Sunday Only	Daily		Daily	Daily
		28	204	46	210	214	216	222	224	226	20		90	92

Nos. 214 and 216 will stop at Dickey Place, Indiana Harbor.



701. The Indiana Harbor Belt Railroad operates the following lines:

Chicago, Indiana & Southern Railroad from Osborn to Indiana Harbor.

Gary Branch (Gary & Western) from Gibson to Dune Park.

East Chicago Belt, from Grasselli to State Line, including branches.

Whiting Line, from Whiting to Calumet Park.

Sheddfield Branch, from Roby to Wolf Lake.

Franklin Park Line, from Calumet Park to Franklin Park.

Stock Yards Line, from Argo to the Union Stock Yards (Morgan Street, Chicago).

702. For convenience in designating train movements, running directions on the Indiana Harbor Belt Railroad will be established as follows:

Chicago, Indiana & Southern Railroad—north and south.

Gary Branch (G. & W.)—east and west.

East Chicago Belt and branches—east and west.

Whiting Line, including Sheddfield branch—east and west.

Franklin Park Line—east and west.

Stock Yards Line—east and west (movement toward Argo is considered westward).

#### DOUBLE TRACK.

703. On Chicago, Indiana & Southern Railroad; from Osborn to Indiana Harbor.

On Gary Branch: from Gibson to Ivanhoe.

On Franklin Park Line: from Calumet Park to Franklin Park.

On Stock Yards Line: from Argo to the Union Stock Yards (Morgan Street, Chicago).

#### YARD LIMITS.

704. On Chicago, Indiana & Southern Railroad: from junction of the Lake Shore & Michigan Southern at Indiana Harbor to a point one thousand (1000) feet south of the south switch of Osborn Yard.

Gary branch: from Broadway, Gary, to the east end of Alco passing track. From a point two thousand (2000) feet west of the west yard switch, Dune Park, to the end of the line.

East Chicago Belt: entire line, including branches.

Whiting Line: entire line, including Sheddfield branch.

Franklin Park Line: from one thousand (1000) feet east of east end Dolton passing track to one thousand (1000) feet west of crossover at Wireton; from five hundred (500) feet east of the east wye at Stickney to the west crossover at McCook; from eight hundred (800) feet east of 47th Street at LaGrange to a point two thousand (2000) feet west of the street car crossing; from Broadview to one thousand (1000) feet west of the west crossover at Melrose Park; Franklin Park, five hundred (500) feet east of east crossover to end of line.

Stock Yards Line: from a point five hundred (500) feet east of the east switch of Argo yard to the Franklin Park Line.

#### THE FOLLOWING CROSSINGS AND JUNCTIONS ARE CONTROLLED BY INTERLOCKERS.

705. Osborn: N. Y. C. & St. L.

Gibson: Michigan Central, Gary Branch (G. & W.).

Grasselli: E. J. & E., East Chicago Belt, B. & O. C. T.

Calumet: B. & O. C. T., E. J. & E.

Indiana Harbor: P. F. W. & C., L. S. & M. S., B. & O., E. J. & E.

East Chicago: B. & O. C. T.

Wolf Lake: P. F. W. & C.

State Line: C. & W. I., C. I. & L., N. Y. C. & St. L., B. & O. C. T., K. & E.

Calumet Park: Michigan Central, Penna. Co., B. & O. C. T.

Dolton: C. & W. I., P. C. C. & St. L.

West Harvey: B. & O. C. T.

Blue Island: Grand Trunk, B. & O. C. T.

Chicago Ridge: Wabash.

Argo: Chicago & Alton and Stock Yards Line (west wye). Stock Yards Line (east wye) and Franklin Park Line.

McCook: A. T. & S. F., C. & I. W.

Bellewood: C. G. W., A. E. & C.

#### Stock Yards Line.

55th Street: Belt Railway of Chicago.

Elsdon: A. T. & S. F.

#### Gary Branch.

Ivanhoe: E. J. & E.

#### RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED.

706. Two crossings of the E. J. & E. at North Hammond, E. J. & E. crossing and junction west of Grasselli, B. & O. C. T. west of Grasselli.

Chicago River & Indiana R.R. Junction at Oakley Avenue on the Stock Yards Line, switches handled by switchtender. Trains will not proceed until given a clear hand signal by the switchtender.

707. The west end of the crossover switch at Coburn spur on the Stock Yards Line is connected up with a semaphore signal, governing westward movements and is handled by trainmen.

Crossover switches just east of Archer Road are connected up with semaphore signals and are handled by trainmen.

The switches connecting the east ends of the wyes at Argo Junction are handled by switchtenders and are connected up with semaphore signals.

#### DERAILING SWITCHES.

708. Derailing switches are connected up with hand throw switches at the following points:

Indiana Harbor: South end spur track, pumping station.

Gibson: General Office track.

Blue Island: West end of both interchange tracks west of Grand Trunk crossing.

Argo: Both ends of the new B. & O. C. T. siding east of Stickney.

Both ends No. 1, East end C. T. long.

McCook: East end C. T. T. side track. East wye of the A. T. & S. F. West end new lead, U. S. Crushed Stone Company's yard.

Broadview: Connection with the Illinois Central. Derails with separate throw not connected with switch:

Consumers Mutual Oil Company.

Trumbles Spur.

Lanes Siding, east end.

Hair track.

East and west end of the side tracks east and west of Chicago Ridge tower.

Wilson's Spur.

LaGrange: East end new passing track.

West end of interchange tracks, Melrose Park.

East end of storage track east of Archer Road bridge at Argo on Stock Yards Line.

#### AUTOMATIC BLOCK SYSTEM.

709. Tracks between Osborn and Indiana Harbor are connected up with automatic block signals.

#### LOCATION OF SIGNALS (NORTHWARD):

Home signal, Osborn.

Automatic signal 250 feet north of the street crossing north of Osborn Tower.

Home signal near Gibson depot.

Double blade signal immediately adjacent to Gibson Tower.

Automatic signal about 1200 feet north of M. C. crossing near the Gary & Western north wye. The end of the section for this signal is at the home signal at Grasselli.

Home signal, Calumet.

Home signal adjacent to Calumet Tower.

Automatic home and distant signal located on bracket pole west of main tracks, 2000 feet north of Calumet.

Automatic signal located on a bracket pole on west side of main tracks, 150 feet north of Michigan Avenue station. The end of the section for this signal is at Dickey Place.

#### SOUTHWARD:

Automatic signal on a bracket pole at Dickey Place.

Automatic signal 1600 feet south of Dickey Place.

Automatic signal 400 feet south of Michigan Avenue station.

Automatic signal about 350 feet south of Grasselli depot.

Home signal at Gibson crossing.

Automatic signal 750 feet south of Gibson depot. The end of the section for this signal is at the home signal at Osborn.

All hand throw switches within this system are equipped with indicators.

709. (a) A yellow or red signal displayed from the north side of Gibson Tower in accordance with Rule 1104 will govern Gary Branch trains only.

710. The signals at stations on the Franklin Park Line will be used as station signals. An arm horizontal by day and red light at night indicates report to dispatcher for instructions. An arm depressed by day, green light at night, indicates no instructions.

#### DRAW BRIDGES.

711. Canal at Indiana Harbor.

Calumet River at West Hammond.

Calumet River at North Hammond.

The bridge at North Hammond over the Calumet River will be closed for railroad traffic between the hours of 7:00 A. M. and 5:30 P. M. except at such time as it is open for passage of vessels. Between 5:30 P. M. and 7:00 A. M., the bridge will be open and there will be no bridgetenders on hand and special arrangements must be made for closing the bridge should necessity require.

712. OVERHEAD BRIDGES that will not clear a man standing on top of a box car:

Highlawn: Three bridges. I. C. south wye.

Blue Island: C. R. I. & P. Ry.

Argo: Drainage Canal and Desplaines River.

LaGrange: C. B. & Q. R. R.

Broadview: I. C. R. R.

North Hammond: Calumet River.

Archer Road (on Stock Yards Line).

#### TRACK SCALES.

713. Calumet Park.

Blue Island.

Argo.

Gibson.

Michigan Avenue Yard.

Dune Park.

#### LOCATION OF BULLETIN BOARDS.

714. Gibson Yard: East end, west end, Hump Office, Roundhouse.

Blue Island: Yard Office, Coal Dock.

Argo: Agent's Office, Roundhouse.

Franklin Park: Agent's Office, Coal Dock.

Michigan Avenue: Yard Office.

Indiana Harbor: Inland Steel Company's scale house.

Dune Park: Yard Office.

West Hammond: Yard Office.



**SPEED LIMITS.**

- 715. Road engines backing up, twenty-five miles per hour. Switch engines, twenty miles per hour. Relief trains handling steam derrick, thirty miles per hour.

**ORDINANCE RESTRICTIONS.**

- 715. (a) Hammond: Speed limit fifteen (15) miles per hour. Dolton: Whistling prohibited. Riverdale: Whistling prohibited. LaGrange: Running switches prohibited. Trains must not stand between 47th Street on the east and the C. B. & Q. tracks on the west.

**STANDARD CLOCKS.**

- 716. Gibson: East End Yard Office, West End Yard Office, Roundhouse. Blue Island: Yard Office. Franklin Park: Agent's Office. West Hammond: Yardmaster's Office.

**SPECIAL INSTRUCTIONS.**

- 717. Deliveries of perishables to the Erie Railroad will be made by using the Nickel Plate tracks from the east end of the passing track at Burnham to the Erie main track at the Calumet River draw-bridge. A Nickel Plate switch key will be left with the towerman at State Line Tower and must be returned to him. The Conductor must get a train order from the Nickel Plate dispatcher through the State Line Towerman.
- 718. Trains without cabooses moving over the main tracks at night must display two red lights on the rear end of the rear car.
- 719. Engines on drag trains must be detached from train to take water.
- 720. Cars carrying passengers, including construction gangs, must not be shoved ahead of engine unless it is impossible to get the engine on the head end, in which case the speed must not exceed ten (10) miles per hour. Construction cars and hand derrick must be handled next to caboose.
- 721. Employes or others, must not be carried on freight trains without proper authority.
- 722. Switching with a caboose is prohibited.
- 723. In lieu of obtaining clearance cards as required in rule 83 (a), the following local arrangements will be in effect:

- (a) At Indiana Harbor, Calumet, Grasselli, Gibson and Osborn, trains may proceed upon receiving an interlocking signal to proceed.
- (b) At Calumet Park, Michigan Central trains may proceed upon receiving an interlocking signal to proceed.
- (c) At Chicago River & Indiana Junction (Oakley Avenue) and at the junction with the Chicago Junction Railway at Morgan Street, foreign line trains may proceed upon receiving a signal from the switchtender to proceed. All other trains may proceed upon obtaining a verbal clearance from the dispatcher by telephone.

- 724. When necessary to set a car out short of destination, conductor will wire superintendent cause, car number, contents and destination from first open office.
- 725. G-5 and G-46 engines must not be used on the Pan Handle—C. & E. I. wye at Dolton, the C. & I. W. connection at McCook, the Kedzie Avenue or Morgan Street team tracks on the Stock Yards Line.
- 726. The air must be used on all cars in operating on the following side tracks:  
Gary Bolt & Screw Company, at Gary.  
National Malleable Castings Company, at Melrose Park.  
Morgan Street team track (49th Street), on Stock Yards Line.
- 727. All trains on the Stock Yards Line will be required to throw off register slips at Elsdon Tower and C. R. & I. Junction at Oakley Avenue. Michigan Central trains will throw off register slips at Argo.
- 728. When a first-class train is ten or more minutes late, other trains may proceed, but must keep sharp lookout and clear promptly when overtaken.
- 729. The L. S. & M. S. and C. I. & S. switching leads extending from east end of Elevator Yard to the junction of these leads with the C. I. & S. single track at Indiana Harbor will be used in common, and so far as possible, the current of traffic will be right handed, but all trains and engines must expect to meet an opposing train on the same track, and govern their movements accordingly.
- 730. The East Chicago Belt single track at the canal near Grasselli will be operated in common with the Elgin, Joliet & Eastern Railway. Normal position of the two E. J. & E.—I. H. B. junction switches is in favor of the Indiana Harbor Belt. The junction switches are connected with semaphore signals. When a junction switch is set for the E. J. & E., the governing signal will be in "stop" position for trains on the I. H. Belt.  
A junction switch must not be reversed when a train is in sight on the Indiana Harbor Belt.
- 731. Approaching Chicago Avenue, at Calumet (Indiana), trains must be under full control and prepared to stop should the street crossing be in use.
- 732. At meeting point on the Gary Branch, eastward trains will take siding.

**WHISTLE SIGNALS FOR INTERLOCKING PLANTS.**

- 733. **Osborn Tower.**  
Main line movements in running direction .....2 long  
Reverse movements .....3 long  
Crossover movements .....1 long, 1 short  
To and from main line and Nickel Plate wyes .....4 short  
To and from yard lead and southward main .....1 long, 2 short  
To and from yard lead and Nickel Plate yard .....1 long, 3 short

**Gibson Tower.**

- Main line movements in running direction .....2 long  
Reverse movements .....3 long  
Crossover movements .....1 long, 1 short  
To and from northward main, south yard, or running tracks, and Gary Branch...1 short, 1 long  
To and from southward main, or Gary Branch and westbound receiving yard...2 short, 1 long  
To and from southward main or Gary Branch to running track.....2 long, 1 short  
To and from southward main, Gary Branch and south yard.....5 short  
From Gary Branch to south main.....2 long  
From northward main to westbound receiving yard .....3 long, 1 short  
From northward main to south yard...3 long, 2 short  
From northward main to running track (Gibson Yard) .....2 long, 2 short  
From Gibson Yard to Michigan Central eastward track .....2 long

**Grasselli Tower.**

- Main line movements in running direction .....2 long  
Reverse movements .....3 long  
Crossover movements .....1 long, 1 short  
To and from East Chicago Belt and northward main .....1 long, 4 short  
To or from third track and southward main .....2 long, 1 short  
To or from third track and northward main .....4 short  
To or from Cudahy lead.....1 short, 1 long

**Calumet Tower.**

- Main line movements in running direction .....2 long  
Reverse movements .....3 long  
Crossover movements .....1 long, 1 short  
Third track movements, both directions...3 long, 1 short  
To or from third track and southward main .....1 long, 2 short  
To or from northward main and third track .....1 long, 3 short  
To or from northward main and Harbison-Walker lead .....1 short, 1 long  
To or from southward main and H. & W. lead .....4 short  
To or from northward main and Linde Air Products lead.....3 short, 1 long  
To or from southward main and Linde Air Products .....5 short  
To or from H. & W. lead and B. & O. C. T. connection .....2 long, 1 short

**P. F. W. & C.—Indiana Harbor.**

- Main line movements in running direction .....2 long  
(To and from L. S. & M. S. high speed track)  
Reverse movements .....3 long  
Crossover movements .....1 long, 1 short  
From northward main to Elevator lead...4 long  
From northward main to B. & O.....2 long, 2 short  
From northward main to Lake Front....2 long, 1 short  
From northward main to Pennsylvania Co.'s wye .....1 short, 1 long  
To and from northward main and Inland (old connection) .....1 long, 2 short  
To and from southward main and Inland (old connection) .....4 short  
To and from southward main and Inland (new connection) .....5 short  
To and from Inland (old connection) and the Lake Front.....2 short, 1 long

**L. S. & M. S.—Indiana Harbor.**

- From main tracks to L. S. & M. S. high speed tracks .....2 long  
To or from main tracks to Elevator lead...4 long  
From Elevator lead to southward main...2 long

**B. & O.—Indiana Harbor.**

- To and from Lake Front.....2 long  
To and from B. & O. connection.....4 short  
To and from Inland plant No. 2.....1 long, 2 short

**P. F. W. & C.—Whiting.**

- To L. S. & M. S. connection.....3 short  
To B. & O. connection.....4 short  
To E. J. & E. connection.....5 short

**Wolf Lake.**

- Main line movements .....2 long  
To P. F. W. & C. wye.....4 short

**State Line.**

- Main line movements.....2 long  
To and from main line to passing track...4 short  
From main line to Nickel Plate connection .....3 long  
To and from East Chicago Belt and Whiting Line .....3 long, 1 short  
To and from East Chicago Belt and passing track .....2 long, 1 short  
To and from East Chicago Belt and E. J. & E. yard.....5 short  
To or from Whiting Branch and Monon lead .....1 long, 2 short  
To B. & O. C. T.....1 long, 3 short



### Calumet Park.

To and from Franklin Park Line and West Hammond Yard.....2 long  
 Reverse movement .....3 long  
 Crossover movements .....1 long, 1 short  
 To or from eastward main to track 5....3 short  
 To or from westward main to track 5....3 short, 1 long  
 To or from Franklin Park Line to M. C. low speed tracks.....4 short  
 To or from eastward main and Calumet Park yard .....5 short  
 To or from westward main and Calumet Park yard .....1 long, 2 short  
 From eastward main to M. C. high speed track .....1 long, 1 short  
 From West Hammond Yard to Penna. connection .....1 long, 5 short

### Dolton.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 To and from westward main and C. C. & L. connection .....2 long, 1 short  
 To and from eastward main and C. C. & L. connection.....2 long, 2 short  
 To and from westward main and coal track .....1 long, 2 short  
 To and from eastward main and coal track .....1 short, 1 long  
 From eastward main to C. & E. I.....4 long  
 From eastward main to P. C. C. & St. L. 3 long  
 From westward main to C. & E. I.....4 long, 1 short  
 From westward main to P. C. C. & St. L. 3 long, 1 short

### West Harvey (B. & O. C. T.).

Main line movements.....2 long  
 Reverse movements .....3 long

### G. T. Crossing.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 To and from westward main and north side track .....1 short, 1 long  
 To or from eastward main and north side track .....1 short, 2 long  
 From westward main to C. R. I. & P. connection .....1 long, 2 short  
 From westward main to G. T. connection .....2 long, 2 short  
 From eastward main to C. R. I. & P. connection .....2 short, 1 long  
 From eastward main to G. T. connection .....2 short, 2 long  
 To Broadway team track.....4 short  
 To gas house.....3 short, 1 long

From eastward main to B. & O. C. T. connection .....2 long, 1 short  
 From westward main to B. & O. C. T. connection .....3 long, 1 short

### Chicago Ridge.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long

### Argo Junction.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 To or from the Stock Yards Line.....4 short

### Argo (C. & A.).

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 To or from eastward main and Stock Yards Line .....4 short  
 To or from westward main and Stock Yards Line .....2 long, 1 short  
 To C. & A. north wye.....1 long, 4 short  
 To round house lead.....5 short  
 From eastward main to westward track on the Stock Yards Line.....1 long, 2 short

### McCook.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 To and from westward main and U. S. Crushed Stone Co.'s plant.....1 long, 2 short  
 To and from eastward main and U. S. Crushed Stone Co.'s plant.....2 long, 1 short  
 To A. T. & S. Fe connection.....4 short  
 To C. & I. W. connection.....5 short

### Bellewood.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 To and from westward main and C. G. W. connection .....1 long, 2 short  
 To and from westward main and A. E. & C. connection .....1 long, 4 short  
 To and from westward main and C. & N. W. lead.....1 long, 3 short  
 To and from eastward connection and the C. G. W. connection.....2 long, 2 short  
 To and from eastward main and A. E. & C. connection .....1 short, 1 long  
 To and from eastward main and C. & N. W. lead .....2 long, 1 short  
 From eastward main to eastward passing track .....4 short

### 55th Street.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 To C. U. T. connection.....4 short  
 To Belt Ry. of Chicago.....5 short

### Elsdon.

Main line movements in running direction .....2 long  
 Reverse movements .....3 long  
 Crossover movements .....1 long, 1 short  
 From eastward main to A. T. & S. F. wye .....1 long, 2 short  
 From westward main to A. T. & S. F. wye .....4 short  
 From westward main to C. R. & I. connection .....2 long, 1 short

### Ivanhoe.

Main line movements.....2 long  
 Reverse movements .....3 long

### WHISTLE SIGNALS WHERE SWITCHTENDERS ARE LOCATED.

#### Argo (East End).

Movement to west wye.....4 short  
 Movements to east wye.....2 long  
 Reverse movement, on either track.....3 long

#### 49th Street & Oakley Avenue.

Main line movements.....2 long  
 Reverse movements .....3 short  
 To and from C. R. & I. tracks.....4 short

#### Blue Island (West End—East Yard).

Main line movements .....2 long  
 To yard lead.....4 short

### COMPANY SURGEONS.

Dr. Kellogg Speed, Chief Surgeon, La Salle Station, Chicago, Ill. Phone: Office, Wabash 4200; Residence, Oakland 1537.  
 Dr. F. W. Sauer, Local Surgeon, Indiana Harbor, Ind. Phone: Office, Ind. Harbor 157; Residence, Ind. Harbor 628-R.  
 Dr. R. P. Hale, Local Surgeon, East Chicago, Indiana. Phone: Office, East Chicago 508-R; Residence, East Chicago 491-R.  
 Dr. H. E. Sharrer, Local Surgeon, Hammond, Indiana. Phone: Office, Hammond 24; Residence, Hammond 178.  
 Dr. B. W. Chidlaw, Ass't Local Surgeon, Hammond, Indiana. Phone: Office, Hammond 291.  
 Dr. E. M. Shanklin, Oculist, Hammond, Indiana. Phone: Office, Hammond 517; Residence, Hammond 569.  
 Dr. O. F. Scott, Local Surgeon, Argo, Illinois. Phone: Office, Summit 421.

Dr. O. M. Holiday, Local Surgeon, Melrose Park, Illinois. Phone: Melrose Park 796.  
 Dr. J. S. Kaufman, Local Surgeon, Blue Island, Illinois. Phone: Office, Blue Island 105; Residence, Blue Island 4.

### COMPANY HOSPITALS.

Mercy Hospital, Chicago, Illinois.  
 St. Margaret's Hospital, Hammond, Indiana.  
 St. Francis Hospital, Blue Island, Illinois.

### EXCERPTS FROM BOOK OF RULES.

10. Color Signals. VISIBLE SIGNALS.
- | Color           | Indication   |
|-----------------|--|
| (a) Red         | Stop.  |
| (b) Green       | Proceed and for other uses prescribed by the rules.              |
| (c) Yellow      | Proceed with caution and for other uses prescribed by the rules. |
| (e) Blue        | See rule 26.   |
| (f) Lunar white | See rule 104 (b).  |
11. A train or engine approaching a fusee on or near the track burning red must stop, then may proceed with caution. When burning yellow it is a caution signal.
15. The explosion of one torpedo is a signal to stop; the explosion of two not more than two hundred feet apart is a signal to reduce speed, and look out for a stop signal. Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.
17. (a) At night road engines running backward or running without a train, under conditions not requiring display of tender markers, will display a white light on the rear of tender.
19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate the rear of the train. By day the night markers with lights extinguished will be used. By night green lights to the front and side and red lights to the rear, except when train is clear of the main track, when green lights must be displayed to the front, side and rear. The green lights must be changed to red before the train again fouls the main track.
- The markers must not be changed to show a green light to the rear until the last car in the train has passed the clearance point of the siding, and the main track switch is closed and locked.
26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.
27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

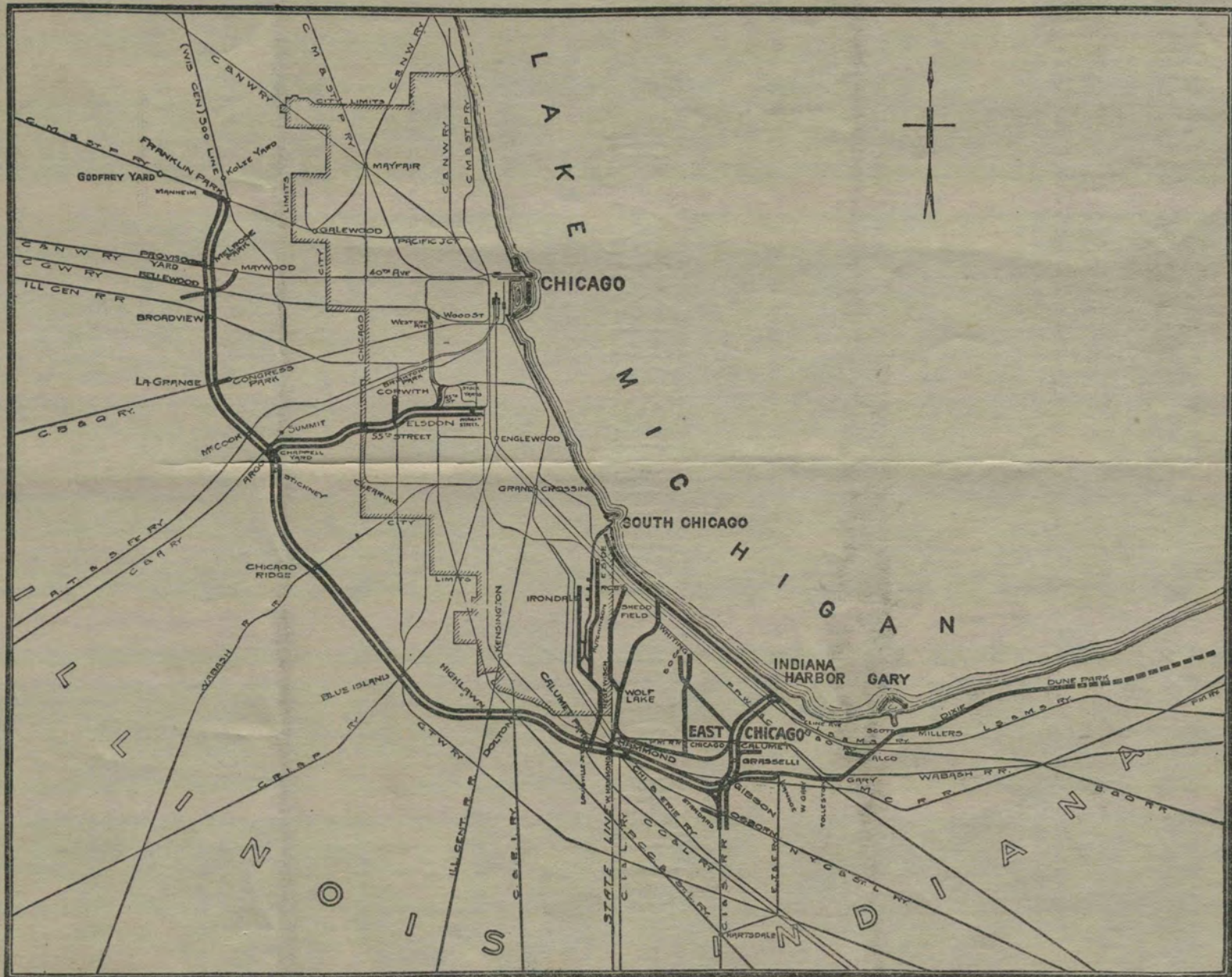


83. (a) A train must not leave its initial station on a division (or sub-division) without a train order or clearance card.
- D-93. Within yard limits the main tracks may be used, protecting against first-class trains. Second and inferior class, extra trains and yard engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. While within yard limits, whether upon main tracks or sidings, employes on all trains or engines must obey the orders of General and Assistant Yard Masters.
98. (a) Enginemen must know the indication of all fixed signals before passing them. They will communicate them to the fireman and require him to respond.
98. (b) Except where interlocking signals are in use, trains or engines must stop not less than 200 or more than 800 feet before crossing any drawbridge or steam railroad at grade.  
In approaching yard limits one mile before reaching and when passing railroad crossings at grade, drawbridges, junctions, stations and other points where the train may be required to stop, also in ascending and descending heavy grades, trainmen must be in proper position on the train and exchange signals with each other.
99. When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when conditions require it.  
The front of a train must be protected in the same way when necessary, by the forward brakeman or trainman. If he is unable to go, the fireman must be sent in his place.
308. When the track is safe for trains to pass at reduced speed track must be protected by yellow signals placed at least 3,600 feet from the point of work which will indicate a speed not to exceed six miles per hour, unless otherwise indicated on slow signals. Green signals must be placed to indicate where full speed may be resumed.
314. Enginemen must know that they have the appliances for hand signaling on their engines, and conductors must know that they have them on their trains, ready for immediate use.
315. Enginemen must not permit unauthorized persons to ride upon their engines.
317. Register stations will be designated by special instructions.  
Trains must be registered at initial and terminal stations by the conductor as prescribed in the train register.  
At intermediate register stations the conductor, unless relieved of the duty must stop his train and register it.
329. On double track, if air brakes are applied suddenly, otherwise than by himself, the engineman must immediately display a lighted fusee, if by night (or when weather conditions obstruct the view), and a red flag, to trains on the opposite track, sending it forward if necessary for safety, until it is learned whether any accident has occurred which may obstruct the opposite track. If track is found to be obstructed, he must see that protection is given as prescribed by Rule 99.
330. On double track, a fusee burning between the tracks, must be regarded, by a train on either track, the same as if burning on its own. A fusee burning on one of the tracks or to the right of it with the current of traffic, must be regarded, by a train running against the current of traffic on the other track, as a caution signal.
331. Trains and engines must reduce speed to 10 miles per hour in passing through crossovers and entering and leaving sidings or the ends of double track.
332. Trains and engines when on sidings must move prepared to stop unless track is seen or known to be clear.
334. When an engine leaves part or all of its train on the main track it must be protected against the returning engine. At night or when weather conditions require, a red light must be displayed on single and a white light on two, three or more tracks on the forward car and torpedoes placed in advance.
340. In moving through interlocking limits on proceed hand signals, trains must be prepared to stop if derail or switches are found wrong, or tracks obstructed.
344. The side and end doors of all freight cars must be kept securely fastened, either open or closed, in all trains.
670. The clearing of any signal permits only one train or engine to pass that signal.

**J. W. SMITH,**  
Asst. Superintendent,  
GIBSON, IND.

**R. N. BURWELL,**  
Trainmaster,  
BLUE ISLAND, ILL.







: INDIANA HARBOR BELT RAILROAD COMPANY:

SPECIAL NOTICE NO. 463:

Gibson, Ind. August 1st, 1915.

ALL FOREIGN LINE SUPERINTENDENTS:

Attached, please find a copy of Indiana Harbor Belt time table No. 1.

It is the desire of this Company that every foreign line train and engineman that operates on the lines under the jurisdiction of the Indiana Harbor Belt shall carry a copy of our time table.

The operations on the Indiana Harbor Belt Railroad will be governed by the American Railway Association standard train, block signal and interlocking rules, except as the same are altered or supplemented by the rules and instructions printed in this time table.

We will expect each line to see that its employees who operate on our line, are thoroughly instructed in these rules and in the A.R.A. Standard Rules above mentioned so as to insure compliance with the statute, of which a copy is also attached.

Will you please advise your understanding, and also state how many copies of this and succeeding issues of our time table you will need, in order to keep your employees supplied?

J. W. Smith,

Assistant Superintendent.