

Baltimore & Ohio Chicago Terminal R. R. Co.

SAFETY FIRST

TIME TABLE No. 2

TAKING EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JUNE 13, 1920

(SEE PAGES 10, 11 AND 12 FOR SPECIAL INSTRUCTIONS)

TRAIN DISPATCHERS

E. C. FOGARTY, Chief

R. C. WILLIAMS

M. E. RUSSELL

C. B. BAKER

C. F. WILLIAMS, Relief

F. C. BATCHELDER,
General Manager

J. L. NICHOLS,
Superintendent

F. S. DEVENY,
Train Master

W. B. WILKINSON,
Asst. Train Master

FIRST DISTRICT=CHICAGO TO FOREST PARK

SECOND CLASS TRAINS—WESTBOUND

[illegible]

Eastbound trains have right of track over Westbound trains of the same class.

Passenger trains will not exceed a speed of forty (40) miles per hour.

The speed of trains, between Austin Avenue and Harlem Avenue, through the village of Oak Park, will in no case exceed thirty (30) miles per hour.

FIRST DISTRICT=FOREST PARK TO CHICAGO

SECOND CLASS TRAINS—EASTBOUND

Distance from Forest Park	Time Table No. 2, June 13, 1920																									
	STATIONS		No. 100	No. 322																						
	ARRIVE		Daily	Daily Ex. Sunday																						
			A M	A M																						
10.8	Chicago	N	4 35																							
10.1	Pere Marquette Jct.																									
9.4	Halsted St.		4 20	6 00																						
8.7	Blue Island Ave.																									
8.3	Ashland Ave.																									
7.8	Robey St.	D	4 15	5 48																						
7.2	Western Ave. Jct.		4 11	5 45																						
6.8	Pan Handle Cros'g.																									
6.5	Douglas Park																									
5.8	Homan Ave.			5 40																						
5.1	Fortieth Ave.																									
4.8	Crawford Ave.																									
4.4	Forty-Fifth Ave.																									
4.0	Forty-Eighth Ave.			5 35																						
3.0	Central Ave.			5 30																						
2.3	Austin Park																									
1.0	South Ridgeland																									
1.4	Kerwin																									
1.0	South Oak Park																									
0.4	Chgo. Gt. W. Jct.	N		5 16																						
0.0	Forest Park	N		5 15																						
	DEPART		Daily	Daily Ex. Sunday																						

Passenger trains will not exceed a speed of forty (40) miles per hour.

The speed of trains, between Austin Avenue and Harlem Avenue, through the village of Oak Park, will in no case exceed thirty (30) miles per hour.

FIRST DISTRICT=CHICAGO TO FOREST PARK

Distance from Chicago	Time Table No. 2, June 13, 1920		FIRST CLASS TRAINS—WESTBOUND																											
			No. 7	No. 9	No. 11	No. 13	No. 15	No. 17	No. 21	No. 23	No. 25	No. 27	No. 31	No. 29		No. 33	No. 35	No. 37	No. 39	No. 301	305	307	313	317	303	315				
	STATIONS		B. & O. No. 38	B. & O. No. 10	B. & O. No. 8	B. & O. No. 6	B. & O. No. 16	B. & O. No. 14	Pere Marquette No. 3	Pere Marquette No. 5	Pere Marquette No. 17	Pere Marquette No. 7	Pere Marquette No. 9	Pere Marquette No. 1		C. G. W. No. 3	C. G. W. No. 31	C. G. W. No. 1	C. G. W. No. 5	See Line No. 1	See Line No. 5	See Line No. 7	See Line No. 13	See Line No. 17	See Line No. 3	See Line No. 15				
	DEPART		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Sunday Only		
0.0	Chicago.....N		A M 7 00	A M 8 40	A M 10 45	P M 5 40	P M 9 15	P M 9 40	A M 7 15	Noon 12 00	P M 3 00	P M 5 00	P M 6 31	P M 11 45		A M 8 00	P M 2 45	P M 6 30	P M 11 30	A M 1 30	A M 7 55	P M 1 45	P M 2 35	P M 5 30	P M 6 35	A M 8 05				
0.7	Pere Marquette Jct.																													
1.4	Halsted St.....0.7		7 05	8 45	10 50	5 45	9 20	9 45	7 20	12 05	3 05	5 05	6 36	11 50		8 05	2 50	6 35	11 35	1 35	8 00	1 50	2 45	5 35	6 40	8 10				
2.1	Blue Island Ave.....0.7																													
2.5	Ashland Ave.....0.4																													
3.0	Robey St.....D		7 08	8 48	10 53	5 48	9 23	9 48	7 23	12 08	3 08	5 08	6 39	11 53		8 08	2 57	6 38	11 38	1 38	8 03	1 53	2 48	5 38	6 43	8 13				
3.6	Western Ave. Jct.....0.6		7 10	8 50	10 55	5 50	9 25	9 50	7 25	12 10	3 10	5 10	6 42	11 55		8 10	2 59	6 40	11 40	1 40	8 05	1 55	2 50	5 39	6 45	8 15				
4.0	Pan Handle Cros'g.....0.4																													
4.3	Douglas Park.....0.3																													
5.0	Homan Ave.....0.7															8 13	3 02	6 43	11 43	1 43	8 08	1 58	2 54	5 42	6 48	8 19				
5.7	Fortieth Ave.....0.7																													
6.0	Crawford Ave.....0.3																													
6.4	Forty-Fifth Ave.....0.4																													
6.8	Forty-Eighth Ave.....0.4															8 16	3 06	6 46	11 46	1 46	8 11	2 01	2 58	5 45	6 51	8 23				
7.8	Central Ave.....1.0															8 18	3 07	6 48	11 48	1 48	8 13	2 03	3 01	5 48	6 53	8 25				
8.5	Austin Park.....0.7																													
8.9	South Ridgeland.....0.4																													
9.4	Kerwin.....0.5																													
9.8	South Oak Park.....0.4																													
10.4	Chgo. Gt. W. Jct....N															8 25	3 15	6 55	11 55	1 55	8 19	2 10	3 09	5 54	7 00	8 33				
10.8	Forest Park.....N																			1 56	8 21	2 11	3 10	5 56	7 01	8 35				
	ARRIVE		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Sunday Only			

Eastbound trains have right of track over Westbound trains of the same class.

No. 35 will stop at C. G. W. Round-house just west of Belt Crossing at Forty-Sixth Ave.

Passenger trains will not exceed a speed of forty (40) miles per hour.

The speed of trains, between Austin Avenue and Harlem Avenue, through the village of Oak Park, will in no case exceed thirty (30) miles per hour.

FIRST DISTRICT=FOREST PARK TO CHICAGO

FIRST CLASS TRAINS—EASTBOUND

Distance from Forest Park	Time Table No. 2, June 13, 1920		FIRST CLASS TRAINS—EASTBOUND																											
	STATIONS		No. 8	No. 10	12	14	No. 16	18	No. 22	No. 32	No. 24	No. 26	No. 28	No. 30	No. 34	No. 36	No. 38	No. 40	318	304	No. 314	No. 308	306	No. 302	No. 316					
			B. & O. No. 13	B. & O. No. 15	B. & O. No. 5	B. & O. No. 7	B. & O. No. 37	B. & O. No. 9	Pere Marquette No. 8	Pere Marquette No. 10	Pere Marquette No. 2	Pere Marquette No. 4	Pere Marquette No. 16	Pere Marquette No. 6	C. G. W. No. 6	C. G. W. No. 2	C. G. W. No. 32	C. G. W. No. 4	Soc Line No. 18	Soc Line No. 4	Soc Line No. 14	Soc Line No. 8	Soc Line No. 6	Soc Line No. 2	Soc Line No. 16					
	ARRIVE		Daily Ex Tuesday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Sunday Only				
			A M	A M	A M	P M	P M	P M	A M	A M	P M	P M	P M	P. M.	A M	A M	A M	P M	A M	A M	A M	P M	P M	P M	P M	P M				
10.8	Chicago	N	3 55	8 00	9 25	3 55	5 50	9 15	7 10	8 05	1 45	5 00	10 00	10 15	7 50	8 55	11 00	9 40	8 25	9 15	11 05	1 20	7 05	10 30	8 23					
10.1	Pere Marquette Jct.		3 43	7 48	9 16	3 48	5 40	9 03	7 01	7 51	1 34	4 54	9 52	10 09	7 40	8 46	10 37	9 28	8 16	9 05	10 45	1 10	7 00	10 25	8 17					
9.4	Halsted St																													
8.7	Blue Island Ave.																													
8.3	Ashland Ave.																													
7.8	Robey St	D	3 40	7 45	9 13	3 45	5 37	9 00	6 58	7 49	1 31	4 51	9 49	10 06	7 37	8 43	10 30	9 25	8 13	9 02	10 34	1 07	6 57	10 22	8 13					
7.2	Western Ave. Jct.		3 38	7 43	9 11	3 43	5 34	8 57	6 56	7 47	1 29	4 50	9 47	10 04	7 35	8 41	10 27	9 23	8 11	9 00	10 31	1 05	6 55	10 20	8 11					
6.8	Pan Handle Cros'g.																													
6.5	Douglas Park														7 32	8 37	10 17	9 19	8 08	8 57	10 21	12 59	6 52	10 17	8 07					
5.8	Homan Ave.																													
5.1	Fortieth Ave.																													
4.8	Crawford Ave.																													
4.4	Forty-Fifth Ave.														7 29	8 35	10 11	9 16	8 05	8 54	10 15	12 47	6 49	10 14	8 04					
4.0	Forty-Eighth Ave.														7 27	8 33	10 09	9 13	8 03	8 52	10 13	12 45	6 47	10 12	8 02					
3.0	Central Ave.																													
2.3	Austin Park																													
1.9	South Ridgeland																													
1.4	Kerwin																													
1.0	South Oak Park																													
0.4	Chgo. Gt. W. Jct.	N													7 20	8 26	9 55	9 01	7 56	8 45	10 03	12 38	6 39	10 05	7 54					
0.0	Forest Park	N	A M	A. M.	A M	P M	P M	P M	A M	A M	P M	P M	P M	P. M.	A M	A M	A M	P M	A M	A M	A M	P M	P M	P M	P M	P M				
	DEPART		Daily Ex Tuesday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Sunday Only					

Passenger trains will not exceed a speed of forty (40) miles per hour.

The speed of trains, between Austin Avenue and Harlem Avenue, through the village of Oak Park, will in no case exceed thirty (30) miles per hour.

SECOND DISTRICT=WESTERN AVENUE JUNCTION TO CHICAGO HEIGHTS

Distance from Chicago	Time Table No. 2, June 13, 1920		FIRST CLASS TRAINS—SOUTHBOUND														SECOND CLASS TRAINS—SOUTHBOUND.			
	STATIONS		No. 7	No. 9	No. 11	No. 13	No. 15	No. 17		No. 21	No. 23	No. 25	No. 27	No. 31	No. 29		No. 99	No. 101		
			B. & O. No. 38	B. & O. No. 10	B. & O. No. 8	B. & O. No. 6	B. & O. No. 16	B. & O. No. 14		Pere Marquette No. 3	Pere Marquette No. 5	Pere Marquette No. 17	Pere Marquette No. 7	Pere Marquette No. 9	Pere Marquette No. 1		Pere Marquette No. 57	B. & O. No. 94		
	DEPART		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily		
			A M	A M	A M	P M	P M	P M		A. M.	Noon	P M	P M	P M	P M		P M	P M		
0.0	Chicago.....N		7 00	8 40	10 45	5 40	9 15	9 40		7 15	12 00	3 00	5 00	6 31	11 45		8 20	6 40		
3.0	Robey St.....D	2.0	7 08	8 48	10 53	5 48	9 23	9 48		7 23	12 08	3 08	5 08	6 39	11 53		8 27	6 55		
3.6	Western Ave. Jct.....	0.6	7 10	8 50	10 55	5 50	9 25	9 50		7 25	12 10	3 10	5 10	6 42	11 55		8 33	6 56		
3.6	C. & N. W. Cros'g.....	0.0																		
3.7	Chicago Jct. Cros'g.....D	0.1																		
4.9	McCormick (Ill. Nor. Cros'g).....	1.2																		
5.5	Ill. Cent. & A. T. & S. F. Cros'gs.....	0.6																		
6.2	Chicago & Alton Cros'g.....	0.7																		
6.3	Brighton Park Jct.....	0.1	7 17	8 57	11 02	5 57	9 32	9 57		7 32	12 17	3 17	5 16	6 48	12 02		8 43	7 08		
7.8	P. C. C. & St. L. Cros'g.....	1.5																		
9.5	Sixty-Third St.....	1.7	s 7 27	s 9 07	s 11 10	s 6 05	s 9 40	10 05		s 7 42	s 12 25	s 3 25	s 5 25	s 6 55	s 12 10					
10.9	B. & O. Jct.....	1.4	7 30	9 10	11 12	6 07	9 42	10 08		7 45	12 27	3 27	5 27	6 57	12 13			7 30		
12.9	Beverley (87th St.).....	2.0																		
13.9	Evergreen Park.....	1.0																		
14.9	Tracy Ave.....N	1.0																		
15.9	Morgan Park.....	1.0																		
16.4	Mount Hope.....	0.5																		
15.9	One Hundred Nineteenth St.....	0.5																		
18.3	Blue Island.....	1.4																		
18.7	Blue Island Jct.....	0.4																		
19.4	Harvey Jct.....N	0.7																		
20.0	Indiana Harbor Cros'g.....	0.6																		
20.8	North Harvey (C. T. E. & S. E. YARDS).....	0.8																		
21.5	West Harvey.....	0.7																		
22.3	Harvey.....	0.8																		
22.6	Ill. Cent. & G'd T'k Cros'gs.....	0.3																		
22.9	Phoenix.....D	0.3																		
26.3	Thornton.....	3.4																		
29.3	McDonald Siding.....	3.0																		
30.0	Chicago Heights (18th Street)D	0.7																		
			A M	A M	A M	P M	P M	P M		A M	P M	P M	P M	P M	A M		P M	P M		
	ARRIVE		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex-Sunday		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily		

Northbound trains have right of track over Southbound trains of the same class.
 Passenger trains will not exceed a speed of forty (40) miles per hour.

SECOND DISTRICT=CHICAGO HEIGHTS TO WESTERN AVENUE JUNCTION

Distance from Chicago Heights	Time Table No. 2, June 13, 1920		FIRST CLASS TRAINS—NORTHBOUND														SECOND CLASS TRAINS—NORTHBOUND						
			No. 8	No. 10	No. 12	No. 14	No. 16	No. 18		No. 22	No. 32	No. 24	No. 26	No. 28	No. 30				No. 100				
	STATIONS		B. & O. No. 13	B. & O. No. 15	B. & O. No. 5	B. & O. No. 7	B. & O. No. 37	B. & O. No. 9		Pere Marquette No. 8	Pere Marquette No. 10	Pere Marquette No. 2	Pere Marquette No. 4	Pere Marquette No. 16	Pere Marquette No. 6				B. & O. No. 97				
	ARRIVE		Daily Ex. Tuesday	Daily	Daily	Daily	Daily Ex. Sunday	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily				Daily				
			A M	A. M.	A. M.	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M				A M				
30.0	Chicago	N	3 55	8 00	9 25	3 55	5 50	9 15	7 10	8 05	1 45	5 00	10 00	10 15				4 35					
27.0	Robey St.	D	3 40	7 45	9 13	3 44	3 37	9 00	6 58	7 49	1 31	4 51	9 49	10 06				4 15					
26.4	Western Ave. Jct.		3 38	7 43	9 11	3 43	5 34	8 37	6 56	7 47	1 29	4 50	9 47	10 04				4 11					
26.4	C. & N. W. Cros'g.																						
26.3	Chicago Jct. Cros'g.	D																					
25.1	McCormick (Ill. Nor. Cros'g)																						
24.5	Ill. Cent. & A. T. & S. F. Cros'gs																						
23.8	Chicago & Alton Cros'g.																						
23.7	Brighton Park Jct.		3 30	7 35	9 02	3 35	5 26	8 49	6 49	7 37	1 22	4 43	9 40	9 57				3 55					
22.2	P. C. C. & St. L. Cros'g.																						
20.5	Sixty-third Street.		3 20	7 25	8 51	3 25	5 17	8 40	6 40	7 28	1 13	4 35	9 30	9 48									
19.1	B. & O. Jct.		3 17	7 22	8 48	3 23	5 12	8 37	6 37	7 25	1 10	4 32	9 27	9 46				3 40					
17.1	Beverley (87th St.)																						
16.1	Evergreen Park.																						
15.1	Tracy Ave.	N																					
14.1	Morgan Park.																						
13.6	Mount Hope.																						
13.1	One Hundred Nineteenth St.																						
11.7	Blue Island.																						
11.3	Blue Island Jct.																						
10.6	Harvey Jct.	N				Note Change: Blue Island and Harvey Yard Limits, Page 10																	
10.0	Indiana Harbor Cros'g.																						
9.2	North Harvey (C. T. E. & S. E. YARDS)																						
8.6	West Harvey.																						
7.7	Harvey.																						
7.4	Ill. Cent. & G'd T'k Cros'gs																						
7.1	Phoenix.	D																					
3.7	Thornton.																						
0.7	McDonald Siding.																						
0.0	Chicago Heights (18th St.)	D																					
			A M	A M	A M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M				A M				
	DEPART		Daily Ex. Tuesday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily				Daily					

Passenger trains will not exceed a speed of forty (40) miles per hour.

Distance from
Harvey Jct.

Distance from Pine Jct

Northbound trains have right of track over Southbound trains of the same class.
Passenger trains will not exceed a speed of forty (40) miles per hour.

THIRD DISTRICT—BETWEEN HARVEY JUNCTION AND PINE

Distance from Harvey Junction	SECOND CLASS TRAINS—SOUTHBOUND										SECOND CLASS TRAINS—NORTHBOUND									
	Time Table No. 2, June 13, 1920																			
	STATIONS																			
	No. 111	No. 113	No. 115	No. 117							No. 108	No. 110	No. 112							
	WABASH No. 70	WABASH No. 92	WABASH No. 98	WABASH No. 86							WABASH No. 95	WABASH No. 71	WABASH No. 67							
	Daily Ex. Sunday	Daily	Daily	Daily							Daily	Daily Ex. Sunday	Daily							
	A M	P M	P M	A M							P M	P M	P M							
0.0 Harvey Jct.....N																				
0.9 Barr.....																				
2.9 Riverdale.....																				
3.6 Dolton.....D																				
7.2 Calumet Park.....																				
8.4 C. & W. I. Jct.....	8 00	7 50	8 20	1 00							8 50	2 20	5 30							
8.8 Hammond.....	8 10	7 53	8 25	1 10							8 45	2 10	5 25							
9.3 P. F. W. & C. Jct.....	8 15	7 55	8 27	1 14							8 40	1 55	5 21							
10.0 Whiting Jct.....	8 18	7 57	8 29	1 18							8 37	1 50	5 18							
13.5 Whiting.....D																				
10.5 East Y Switch.....																				
10.6 East Chicago.....D	8 20	7 58	8 31	1 22							8 35	1 45	5 15							
14.0 Clarke Jct.....	8 30	8 08	8 40	1 30							8 25	1 25	5 00							
14.5 Pine Jct.....N																				
	A M	P M	P M	A M							P M	P M	P M							
	Daily Ex. Sunday	Daily	Daily	Daily							Daily	Daily Ex. Sunday	Daily							

Passenger trains will not exceed a speed of forty (40) miles per hour.

GENERAL RULES

Trains on double track, moving in either direction, must not under any circumstances, pass a station (without stopping) at which a passenger train from opposite direction is standing, receiving or discharging passengers. In approaching stations where a passenger train is due or past due, where the view is not clear, train must be under perfect control, so as to stop if necessary, before arriving at the station.

Whenever it is found necessary to detour trains from one main to the other for the purpose of getting around other trains, or on account of some obstruction, the Towerman, Flagman or Switchtender, who crosses trains over from one main to the other, must, at all times, instruct the Engineer just how far he is to run on the track over which he is being detoured, and that he is being properly protected at the crossover at which he is to be crossed back to the right main. Engineers must see that they have this information before entering upon the track over which they are to be detoured.

Engines, delayed regular trains and all irregular trains must keep a sharp lookout for switch engines within yard limits and be prepared to stop if necessary.

All dwarf signals have been changed from white to yellow as a proceed signal at night. When the indication is white, must be considered a danger signal the same as red.

Engines and trains must approach all cross-overs with the utmost caution (especially those at the end of different yards) expecting to find them occupied. This rule is not intended to relieve trainmen from properly protecting their trains when using cross-overs. Under no circumstances must a train be permitted to stand on a cross-over longer than is absolutely necessary.

Conductors of passenger trains will report to the Superintendent the number of any engine, or train, or obstruction found in the occupation of the main track.

All trains and light engines must approach all stations and meeting points under full control, expecting to find a train occupying the main track.

On double track all engines and trains will take the right hand track, except in case of an obstruction, when they must be protected by flagging.

On all divisions where the block system is not now in effect, no trains shall follow passenger trains from stations or sidings closer than ten (10) minutes. This in no way modifies Rule No. 99.

The explosion of two torpedoes not more than 200 feet apart is a signal to reduce speed and look out for stop signal or track obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

ATTENTION IS CALLED TO OPERATING DEPARTMENT RULE No. 27. TRAINS WILL REDUCE SPEED AS FOLLOWS:

All trains will reduce speed to 20 miles per hour around the curves at Lincoln Street, Robey Street, 49th Street, 55th Street and 63rd Street, except that passenger trains may move at a speed not exceeding 25 miles per hour around the curves at 55th Street.

Trains on B. & O. C. T. tracks will not exceed 10 miles per hour around the curve at B. & O. Junction.

Trains will not exceed 10 miles per hour within the city limits of East Chicago and Hammond on Third District.

All trains and light engines will reduce speed to 10 miles per hour while passing through the limits of the interlocking plant at Blue Island Junction on Second District.

Trains in both directions will reduce speed to at least 30 miles per hour while crossing Desplaines Avenue, Forest Park, on First District.

All south-bound trains will move under full control, prepared to stop within the range of vision between 119th Street and Blue Island Station on Second District.

All south-bound trains will move under full control, prepared to stop within the range of vision at West Harvey on Second District.

All trains in both directions will reduce speed to at least 20 miles per hour through the interlocking limits at Harvey on Second District.

All trains in both directions will reduce speed to at least 20 miles per hour through the interlocking limits at Calumet Park on Third District.

All west-bound trains will reduce speed to at least 10 miles per hour passing the yard office at Barr Yard on Third District.

All trains in both directions will reduce speed to at least 20 miles per hour through the interlocking limits at Riverdale on Third District.

All trains and light engines will reduce speed to 8 miles per hour between the 12th Street Viaduct and The Grand Central Passenger Station in both directions.

All trains in both directions will reduce speed to 10 miles per hour through the interlocking limits at Clarke Junction and Pine Junction.

Light engines, or engines with a caboose, will not exceed a speed of 12 miles per hour, when the locomotive is moving backward on the eastbound main track at any point between the Illinois Central Crossing at Riverdale, and the Calumet River Bridge between Barr Yard and Harvey Junction.

RULES FOR FIRST DISTRICT

Between Harrison Street and Forest Park

Automatic block signals are in operation between 12th Street Viaduct and Hannah Street or to the west-bound home signal for C. G. W. Jct. Interlocking, with the exception of the territory between Western Avenue Junction and Francisco Avenue.

West-bound passenger engineers in the first district will sound a grade crossing signal while passing around the curve in the Robey Street yard, between Lincoln Street and Robey Street. This for the protection of switchmen and others working at the west end of Robey Street yard where they are liable to be struck by a west-bound passenger train. Engineers must use good judgment in carrying out this order and not unduly annoy the people of the neighborhood, as a light signal can be heard by the men above referred to.

The first block signal west of the Ft. Wayne Crossing at 16th Street, is a positive block signal, against west-bound freight trains only.

Chicago yard limits between The Grand Central Passenger Station and Forest Park, inclusive.

The Taylor Street draw bridge and the yard from 12th Street to the Grand Central Passenger Station and the A. E. & C. crossing at C. G. W. Junction are protected by interlocking signals. The crossings of the P.F.W. & C., C. & A. and C. B. & Q. lines at 16th Street, and the P. C. C. & St. L. and C. & N. W. at 12th and Rockwell Streets are not protected by interlocking signals. Hand signals govern these crossings.

All trains and light engines must make crossing stop at Western Avenue Junction; and will not proceed until given proper signal by switchtender.

Water Stations:—Polk Street; Empire Slip; Lincoln Street; Sacramento Blvd.; Central Park Avenue and Forty-eighth Avenue.

Coaling Stations:—Lincoln Street, for B. & O. C. T., B. & O., C. G. W., Soo Line and P. M. Engines. Forty-eighth Avenue, C. G. W. only.

Bulletin Boards are located at The Grand Central Passenger Station and Lincoln Street.

Register Books are located at The Grand Central Passenger Station.

B. & O. C. T. train register is located in the Soo Line telegraph office at Forest Park. Standard Clocks are located at The Grand Central Passenger Station and Lincoln Street.

Soo Line trains will register at Forest Park—passenger trains by slip, also out-bound freight trains may register by slip.

Towerman at C. G. W. Jct. will notify Soo Line operator at Forest Park of time in-bound C. G. W. passenger trains pass C. G. W. Jct., and he will record same in B. & O. C. T. register book.

As no advance notice can be given east-bound C. G. W. freight conductors before they reach C. G. W. Jct. as to location of east-bound Soo Line passenger trains, they will be governed by the target at C. G. W. Jct. If permitted to proceed, they will understand that, in the judgment of the towerman, the freight train has sufficient time to reach Central Avenue and get into clear main track without delaying any Soo Line passenger train that may be following. The C. G. W. freight train should have fully twenty minutes ahead of the passenger train leaving C. G. W. Jct. Any C. G. W. Conductor having any work to do from the east-bound main between C. G. W. Jct. and Central Avenue will go to tower at C. G. W. Jct. and learn from the towerman if all Soo Line passenger trains then due have passed, or how late they are reported, and may then proceed, avoiding delay to the passenger trains as per schedule.

A telephone has been installed in a box convenient to the point where C. G. W. freight trains pull out of the C. G. W. yard near Central Avenue. This phone is connected with the switchboard in the Grand Central Passenger Station. West-bound C. G. W. freight conductors will call the B. & O. C. T. dispatcher on phone before fouling the main tracks and give him engine number, name of Conductor and Engineer, and get a clearance from him by word of mouth. Dispatcher will give Conductor any information he should have concerning his movement west from Central Avenue.

Switchtenders are stationed at 48th Avenue, who will handle the switches governing the crossovers between the main tracks and the C. G. W. Yard, and also the switches governing the crossovers between the main tracks and the south Belt lead. Freight conductors before entering upon the main tracks within the switchtender's zone will get a line on passenger trains from the switchtender, who will get his information from the Train Dispatcher.

The switchtenders and movement of trains in that territory will be under the immediate supervision of the B. & O. C. T. Yard Master at 48th Avenue.

The Switchtenders at 46th Avenue and 12th Street will, as Train Directors, have control of movements of engines and trains on the east and west wyes and of the track connecting the B. & O. C. T. main track at 12th Street with the Belt main track.

Trains or light engines moving to the Belt or to the Southwestern Division via the west wye, must not proceed until the Train Director at 12th Street has given the Switchtender at 48th Avenue permission to allow the waiting train to proceed. Trains or light engines coming north from the Southwestern Division or from the Belt Ry. must get a proceed signal from the Train Director at 12th Street before fouling the connection between the B. & O. C. T. main track at 12th Street and the Belt Ry. main track.

Trains or light engines using the east wye must do so only by permission of the Train Director at 12th Street.

B. & O. C. T. Dispatcher will keep close tab on movements of C. G. W. passenger trains and notify Soo Line operator at Forest Park when C. G. W. passenger trains are late, stating how late they are reported, and such information will be given to conductors of in-bound Soo Line freight trains in writing when they register.

All in-bound engines and trains will come to a full stop at the stop board located just south of the 12th Street Viaduct, at Empire Slip, and will not proceed until given a proceed signal by the switchtender at the General Yard Master's office.

All passenger engines pulling passenger trains into the Grand Central Passenger station at Chicago, will pull their trains in so that the engine will stop within one-half car length of the bumping post. This is made necessary on account of the numerous cases of failure of engineers to pull their trains in far enough to clear the switches at the south end of the train shed, so that other trains can pass in and out without delay and without the risk of scraping the side of the train by cars that do not clear sufficiently.

All engines and trains will, in approaching Ft. Wayne crossing from either direction, be under full control at least eight hundred (800) feet from the crossing, expecting to find a train ahead waiting to get the crossing. This will not excuse crews from properly protecting their trains.

Four long blasts of the whistle will be signal at Western Avenue Junction to set switches for main line and two short blasts of whistle will be signal to set the same switches for the East Wye.

The following code of whistle signals will be used at Chicago Great Western Junction

WESTBOUND ON B. & O. C. T. TRACKS

For Forest Park Route.....1 blast.
For C. G. W. Main Line.....2 blasts

RULES FOR SECOND DISTRICT

Between Western Avenue Junction and Chicago Heights

One long blast of whistle will be signal at B. & O. Junction and Brighton Park Junction to set switch at these points for main line. Two long blasts of whistle will be signal to set switches for the B. & O. Line at B. & O. Junction, and for Chi. Jct. Ry. Co. tracks at Brighton Park Junction. Blue Island Junction, three long blasts for west, two short for north. Harvey Junction, three long for Chicago Heights line, two short for main line.

Bulletin boards are located at Tracy Avenue, Harvey Junction and Chicago Heights.

Register Books are located at Tracy Avenue and Harvey Junction.

All engines and trains in either direction must approach Harvey Junction under control, expecting to find trains on main track.

There are four crossings at grade with the C. H. T. T. Ry. Co. at Chicago Heights: One about 2,000 feet north of the 12th Street Depot; one at 17th Street; one about 500 feet south of the E. J. & E. Viaduct, and one about 500 feet south of 26th Street. The above mentioned crossings are protected by stop boards only.

All trains and light engines must make crossing stop for puzzle switches at Brighton Park Junction, and will not proceed until given proper signal by switchtender.

Train crews having work at the hay barn or transfer house at 77th Street will notify the leverman at B. & O. Junction by telephone when train is into clear, and will not again foul the main track for any purpose without first getting permission from the leverman at B. & O. Junction to do so. This in no way modifies Rule No. 99.

The Pan Handle R. R. Crossing at Forty-ninth Street, the Belt and Wabash R. R. Crossings at Seventy-fifth Street, the B. & O. connection switches at B. & O. Junction, the switches at cross-over to double track at Blue Island Junction, the Indiana Harbor Crossing between Harvey Junction and West Harvey, and the Illinois Central and Grand Trunk R. R. Crossings at Harvey are protected by interlocking signals.

The Chicago & North Western R. R. Crossing and Chicago Junction Ry. Crossing at Fourteenth Street, the Illinois Northern Crossing at Twenty-sixth Street, Illinois Central and Santa Fe Crossings at Ash Street and the Chicago & Alton Crossing at Brighton Park are controlled by semaphore signals. All trains must come to a full stop at stop boards located at those crossings and will not proceed until a clear signal is displayed.

North-bound freight conductors handling trains to points east of Western Avenue Junction will secure information from the crossing flagman at 14th Street (Chicago Junction Crossing), as to location of C. G. W. and Soo Line passenger trains in-bound.

Yard Limits of Second District—Western Ave. Junction to B. & O. Junction, inclusive.

Automatic block signals are in operation, between B. & O. Junction and Western Avenue Junction.

The C. T. H. & S. E. Faithorn yard limits extend from yard limit board 1,000 feet south of south lead switch, north to property line between B. & O. C. T. R. R. and C. T. H. & S. E. Ry.

Chicago Heights Yard Limits—4,000 feet north of C. & E. I. R. R. viaduct to south property line of the B. & O. C. T. R. R. and the C. T. H. & S. E. Ry.

The short distance between the South Blue Island Yard-Limit Board at North Harvey Tower, and the North Yard-Limit Board for the Harvey Yard at West Harvey, is hereby made a part of the Blue Island-Harvey Yard-Limits. The Blue Island-Harvey Yard Limits now extend from Burr Oak Avenue to South Holland.

RULES FOR SECOND DISTRICT—Continued

The following whistle signals will be sounded by north-bound engineers approaching 49th Street:

One blast of the whistle will indicate that the train is to proceed on the main tracks of the B. & O. C. T. Two blasts of the whistle will indicate that the train is to pass onto the tracks of the Chicago River & Ind. R. R., within the limits of the 49th Street interlocking plant.

Coaling station at Chicago Heights. Coal may also be had at coal chutes at Harvey Jet. on third district.

Double track between Western Avenue Junction and Tracy Avenue and between Blue Island Junction and Harvey Junction.

Water tank at Sixty-third Street, Harvey Junction, Phoenix and Chicago Heights.

No train orders will be issued for the movement of trains north of B. & O. Junction. Nor between B. & O. Junction and Tracy Avenue, except in case of an emergency.

An electric automatic semaphore signal has been erected about 225 feet south of Ashland Avenue at West Harvey to protect trains on the curve near that point. The semaphore blade dropped to a vertical position in day time, indicates track ahead is clear. When in a horizontal position, the track is either occupied by a train, a switch open, or a rail broken. Green light on this semaphore at night indicates clear and red light danger. The piece of track protected by the signal extends about 180 feet north of the switch leading into the Conklin Plant, and when at danger trains must come to a full stop and wait one minute and then proceed under full control, expecting to find the track blocked or something wrong within the limits as described. This will not relieve trainmen from properly protecting their trains.

A semaphore switch signal is located 1,000 feet north of the switch leading to the Illinois Brick Company's Yard just north of Wireton Station. This signal is to protect yard engines while using that switch. No south-bound engine or train shall pass this semaphore while at danger.

An electric automatic signal has been erected 2,000 feet south of the switch leading into the north end of the Yard at Evergreen Park to protect trains entering and leaving the north end of yard, and also to protect trains moving to and from the sand pit. The semaphore blade when dropped to a vertical position in the day and a green light at night, will indicate that the track is clear. The blade in a horizontal position in the day time and a red light at night will indicate danger. This block section extends to a point opposite the north end of the cross-over north of 95th Street.

The signal located 2,000 feet north of the double track switch at Tracey Avenue, has been changed to a fixed caution signal, governing south-bound movements.

An automatic block signal has been installed 500 feet south of the south end of the crossover at the south entrance to Tracy Avenue yard and will govern north-bound movement to the next block signal north of Tracy Avenue. The signal above referred to, when at danger, is a positive block and must not be passed by north-bound trains while at danger, except under protection of flag.

The crossover at the entrance to the north end of Tracy Avenue yard, north of 95th Street, is operated by a lever located at the south end of the crossover.

A Mechanical signal is located 1,200 feet north of the north end of the above last mentioned crossover, which must be set at danger by a lever located at the same point, from which the crossover switches are operated before the crossover switches can be opened and must be set clear by an opposite movement of the lever after the crossover switches have been set for the main tracks.

RULES FOR THIRD DISTRICT

Between Harvey Junction and Pine Junction

East Chicago yard limits extend from the north end of the State Line Bridge to Pine Junction; also from Whiting Junction to Whiting. Barr yard limits extend from Harvey Junction to Halsted Street.

A semaphore switch signal is located 1,000 feet east of the switch leading into the Chicago Brick Company's Plant which is located about one mile east of the C. & E. I. crossing at Dolton. This signal is to protect that switch leading to the Chicago Brick Company's tracks. No north-bound engine or train shall pass the semaphore while at danger.

A semaphore switch signal is located just east of the water tank at Harvey Junction. This signal is to protect trains moving to or from the main line over the east wye leading to the Chicago Heights line. No south-bound engine or train shall pass this semaphore while at danger.

Water can be had at stand-pipe opposite the round-house at East Chicago, or from the tank at the round-house, and at tank at Harvey Junction.

Coal can be procured at round-house, East Chicago, and at coaling station at Harvey Junction.

The Illinois Central and P. C. C. & St. L. R. R. Crossings at Riverdale; the Chicago & Eastern Illinois R. R. Crossings at Dolton; the Michigan Central and Pennsylvania R. R. Crossings at Calumet Park; the Indiana Harbor, Chicago, Indianapolis & Louisville, New York, Chicago & St. Louis, Erie and Michigan Central R. R. Crossings, just west of C. & W. I. Junction; the Michigan Central R. R. Crossing just south of East Chicago; the Indiana Harbor and Elgin, Joliet & Eastern Crossings at Kennedy Avenue; the Pittsburgh, Ft. Wayne & Chicago at Clarke Junction; and the Baltimore & Ohio R. R. Crossing and the connection with the L. S. & M. S. Ry. at Pine Junction, are protected by interlocking signals. The Pennsylvania Co. Crossing, one-half mile south of Hammond, is not protected by either interlocker or flagman. All trains must come to a full stop and see that this crossing is clear before proceeding, this being the crossing of a switch track leading to the old nail mill.

All trains and light engines in both directions must make full crossing stop before passing over the crossing of the Chicago, Lake Shore & South Bend Ry. eight-tenths ($\frac{8}{10}$) of a mile south of Hammond Station. This crossing is not protected by interlocker or flagman.

Automatic block signals are in operation between P. F. W. & C. Junction and Clarke Junction.

All trains and engines must stop at P. Ft. W. & C. Junction, expecting to find P. Ft. W. & C. trains occupying the cross-over or using junction switches. This rule is not intended to relieve trainmen from properly protecting their trains while using this cross-over or the junction switches.

No train orders will be issued between Harvey Junction and Pine Junction except in case of emergency.

Standard clock located at East Chicago. Register books located at Harvey Junction, Whiting Junction and East Chicago.

Wabash Freight and Passenger Trains will register by slip at Whiting Junction.

B. & O. Chicago Terminal Trains will register at Harvey Junction, Whiting Junction and East Chicago.

Two or more engines coupled will not be permitted to pass over the Calumet River Bridge near State Line, but must be uncoupled and moved over the bridge one at a time.

Double track extends from Harvey Junction to the Wabash connection at Clarke Junction, except as noted in the following paragraph:

All trains and engines will come to a full stop at the State Line Bridge, and will not proceed without a signal from the switchtender, as the track over the bridge is single track. North-bound trains will be given preference over south-bound trains, and the switchtender will use a yellow flag by day and a yellow light by night as a proceed signal. Switchtenders will use a green flag by day and a green light by night as a proceed signal for south-bound trains.

The above refers only to the operation over the State Line Bridge.

Red lights will appear on the stop boards at night, which are located 800 feet on each side of the Calumet River Bridge, between Calumet Park and Hammond to indicate to enginemen the location of the stop boards.

An electric automatic signal for the protection of the cross-over between the east-bound main track and track No. 1 at the east end of Barr Yard, is located on a bracket pole, north of the west-bound track, 2,000 feet west of the east end of the above mentioned cross-over and will govern the space from the semaphore to a point 2,200 feet east thereof, or 200 feet east of the east end of the cross-over. A switch indicator is placed at the west end of the cross-over where it connects with track No. 1 and this indicator will show DANGER when the train approaches on the east-bound main within 800 feet of the semaphore, and switch should not be thrown under those circumstances, unless it is known that the train has stopped and then only after the necessary precautions have been taken to prevent the train, so stopped, from proceeding until the cross-over is clear and the semaphore so indicates.

EXPLANATION AND INSTRUCTIONS GOVERNING THE USE OF INTERLOCKING SIGNALS

Signals used are of the semaphore pattern, consisting of movable arms projecting to the right from posts, as viewed from tracks from which train movements are indicated. (The back view of a signal in no case indicates a train movement.)

The indications are as follows:

Semaphore "Home" or "Stop" signals.

A square-ended yellow arm extended horizontally by day, or a red light at night, indicates "Danger," or "Stop" signals must not be passed when in this position.

A square-ended yellow arm in a diagonal position at an angle of 45 degrees to the mast by day, or a yellow light at night, indicates proceed with caution.

A square-ended yellow arm in a vertical position by day, or a green light at night, indicates "Safety," or "Go ahead."

Semaphore "Distant" or "Caution Signals" having a square end arm 45 degrees to the mast by day, or displaying a yellow light at night, indicates "Caution," or that home signal for high-speed route may be at danger.

A yellow arm in a vertical position by day, or a green light by night, indicates "Safety," or that home signal or signals for high-speed route are clear.

Semaphores governing movements on main tracks with the current of traffic are of the high pattern, the arms being located about 30 to 38 feet above grade. (On single track lines the current of traffic is in both directions.)

Home signals on high posts on main tracks may have one or more arms on the same post, the higher arm signaling movements to the main or high speed route; the lower arm signaling movements to any of one or more divergent routes.

Signals governing reverse movements on main tracks, movements from sidings, or in yards, are of the low or dwarf pattern, the arms being located about 2½ feet above grade. One arm only is used on dwarf signals and governs movements to any of one or more routes, and movements governed must be made by train under full control, prepared to stop within range of vision.

Signal posts are, when practicable, located on the right-hand side of the track which they govern; where this is impracticable, signal posts are located on a bridge over the right-hand rail of the track governed, or on a bracket post, the location of the upper post on the bracket corresponding to the location of the track governed.

Limits of interlocking commence at home signals.

Trains must not exceed twenty-five miles per hour speed through interlocking plants, unless covered by special rule requiring still lower speed.

Run quite up to home signals, but never beyond them when at danger. NEVER PASS A HOME INTERLOCKING SIGNAL WHEN AT DANGER.

If a distant signal shows "Caution" trains may pass by it, but must be brought under full control, prepared to stop before reaching the home signal. If both distant and home signals show safety, trains may proceed without stopping. This however applies to only one train or engine and any following train or engine must not pass the home signal until it has been put back to normal and cleared again.

A signal will be given for each movement to be made. After having received a signal to pass in one direction, do not move in the opposite direction without receiving the proper signal for such movement.

In case of the absence of a fixed signal (such as no light at night or other cause), of one imperfectly displayed, of the making of reverse movements which may not be signaled, or at any time when signals may be out of order, all trains must be brought to a full stop, and only proceed through the limits of the interlocking by taking every precaution and in accordance with instructions from towerman.

Flying switches within the limits of interlocking are positively prohibited.

Engines or cars must not be left standing over detector bars, as they will prevent the operation of switches and signals, and enginemen are particularly cautioned not to allow sand or water to run within the limits of interlocking.

EXPLANATION AND INSTRUCTIONS GOVERNING THE USE OF AUTOMATIC BLOCK SIGNALS

Block signals are of the one-arm three position, upper quadrant semaphore type. The governing arm is displayed to the right of the signal mast as seen from an approaching train.

The indications are as follows:

STOP—Shown during the day by the semaphore arm in a horizontal position; at night by a red light.

CAUTION—Shown during the day by the semaphore arm in a diagonal position at an angle of 45 degrees to the signal mast; at night by a yellow light, indicating proceed with train under control.

CLEAR—Shown during the day by the semaphore arm in a vertical position parallel to the signal mast; at night by a green light indicating proceed.

NOTE—Stop position indicates train, open switch, broken rail or other obstruction in the block.

Caution indicates second block ahead obstructed.

Clear indicates two blocks ahead unobstructed.

In the territory controlled by these automatic signals, indicators containing a miniature semaphore are provided at the switches. The indicator arm in a horizontal position indicates that a train is approaching.

Train crews who use switches must observe the indicator at the switch and must not open the switches if an approaching train is indicated.

Cars or engines on side tracks must stand clear of the main tracks and beyond the insulated joints which are placed near the fouling point.

All switches in main tracks and all cross-over switches between side track and main tracks must be set for straight track when not in use.

At interlocking plants at the Indiana Harbor Crossings near East Chicago the top arm on home signals is the three position signal with indications as described above.

Special attention is called to the fact that the block signals on the home semaphore poles at the Indiana Harbor Crossings near East Chicago, are positive stop signals with derails.

All employees before opening switches in blocks, or allowing trains to enter blocks from connecting tracks, must ascertain definitely that block is unoccupied between its block signal and the switch.

The use of block signals does not relieve employees from the strict observance of general and special rules published on time card or elsewhere, nor from the responsibility or necessity of at all times fully protecting their trains.

When block signal indicates caution, proceed with train under control, expecting to find the next block signal at danger.

Enginemen must not allow either fire-box or front end cinders to be dropped on main tracks where block signals are used.

When train is obliged to stop for block signal and there is no apparent cause for signals standing at danger, the conductor will report the fact to the Superintendent at once by wire or telephone, giving number of signal causing stop. In the absence of the conductors, engineers will report.

RELIEF DEPARTMENT

COMPANY'S SURGEONS AND RULES GOVERNING THEIR EMPLOYMENT

DR. E. V. MILHOLLAND, Chief Medical Examiner, Baltimore, Md.

DR. A. C. HARRISON, Consulting Surgeon, 31 East North Avenue, or City Hospital or St. Joseph's Hospital, Baltimore, Md.
DR. PAGE EDMUNDS, Consulting Surgeon, 311 Cathedral St., or University Hospital, Baltimore, Md.

CHICAGO, ILL.

DR. E. J. HUGHES, Medical Examiner, Room 224, Grand Central Passenger Station. Telephone Wabash 3242.

OFFICE HOURS

GRAND CENTRAL PASSENGER STATION—9:00 a. m. to 12:00 noon, Weekdays.

SOUTH CHICAGO—1:00 p. m. to 3:00 p. m., Mondays, Wednesdays and Fridays.

EAST CHICAGO—10:00 a. m. to 11:00 a. m., Tuesdays and Fridays, in General Yard Master's Office.

COMPANY SURGEONS

CHICAGO, ILL.

DR. C. R. G. FORRESTER, Consulting Surgeon. Office 10 South La Salle Street. West Side Hospital.

DR. J. F. GOLDEN, Office 104 South Michigan Ave., Tel. Randolph 3301. Residence 411 East 48th St., Tel. Oakland 2119.

DR. V. D. LESPINASSE, Office 7 East Madison St., Office Hours 11:00 a. m. to 1:00 p. m., Tel. Randolph 3070. Residence 636 Sheridan Road, Tel. Wellington 5499.

DR. LAWRENCE RYAN, Office 32 North State St., Office Hours 3:00 to 5:00 p. m., Tel. Randolph 345. Residence 3520 West Jackson Blvd., Tel. Kedzie 1622.

DR. THOMAS FAITH, Office 31 North State St., Tel. Central 1019. Residence 6945 Chappel Ave., Tel. Hyde Park 4165. South Chicago, Office 9119 Commercial Avenue., Mondays, Tuesdays, Thursdays and Saturdays, Tel. South Chicago 322, from 2:00 to 5:00 p. m.

DR. C. L. HOFFMAN, 1054 West 12th St., Telephone Haymarket 3494. Office hours 1:00 to 4:00 p. m., and 7:00 to 9:00 p. m., Residence 1239 South Springfield Ave., Telephone Lawndale 681.

DR. JAMES P. WAY, Residence Roosevelt Road and Western Ave., Office Hours 8:00 to 9:00 a. m., 12:00 to 1:30 p. m., 6:00 to 8:00 p. m., Telephone West 568.

DR. O. F. SCOTT, Office 160 Jackson Boulevard, Telephone Wabash 1822.

DR. J. R. McKINNEY, Office 63rd St. and Western Ave., Tel. Prospect 1800 or Prospect 524, Hours 2:00 to 3:00 p. m., and 7:00 to 8:00 p. m. Residence 3201 West 63rd St., Tel. Prospect 9129.

ARGO, ILL.

DR. O. F. SCOTT, Telephone Summit 50.

BLUE ISLAND, ILL.

DRS. J. S. KAUFFMAN and ALVIN D. SNYDER, Office Lyric Theatre Bld'g., Tel. 109, Hours 8:00 to 10:00 a. m., and 1:00 to 3:00 p. m., and 7:00 to 9:00 p. m. Residence 233 York St., Tel. 4.

DRS. J. S. KAUFFMAN and ALVIN D. SNYDER, Office 242 York St., Tel. 109, Hours 8:00 to 10:00 a. m., and 1:00 to 3:00 p. m., and 7:00 to 9:00 p. m. Residence 233 York St., Tel. 4.

DR. CHAS. G. DAVIS. Residence 214 High St., Tel. 82.

CHICAGO HEIGHTS, ILL.

DR. HENRY B. DONALDSON, Office 229 East 16th St., Tel. 457, Office Hours 8:00 to 11:00 a. m., and 3:00 to 4:00 p. m. Residence 1639 Oak St., Tel. 432.

EAST CHICAGO, IND.

DR. A. G. SCHLEIKER, Office 715 Chicago Ave., Tel. 18, Office Hours 12:00 m. to 3:00 p. m. Residence 4741 Northcott Ave., Tel. 71.

DR. R. P. HALE, Office National Bank Bldg., Office Hours 8:30 to 10:30 a. m., 3:00 to 5:00 p. m., and 7:00 to 8:00 p. m., Tel. 220. Residence 4725 Bairing Ave., Tel. 170.

SOUTH CHICAGO, ILL.

DR. A. W. McLAUGHLIN, Office 9139 Commercial Ave., Tel. South Chicago 224, Office Hours 9:00 to 10:00 a. m., and 1:00 to 3:00 p. m., and 7:00 to 8:00 p. m. Residence 9038 Houston Ave., Tel. South Chicago 410.

DR. W. B. McLAUGHLIN, Office 9139 Commercial Ave., Tel. South Chicago 108, Office Hours from 9:00 to 10:00 a. m. Residence 9038 Houston Ave., Tel. 410.

DR. J. S. DAVIS, Office 3018 91st Street, Hours 1:00 to 3:00 p. m., and 7:00 to 8:00 p. m., Tel. South Chicago 425. Residence 7763 South Shore Drive, Tel. South Chicago 406.

INDIANA HARBOR, IND.

DR. C. C. ROBINSON, 3410 Michigan Ave., Office Tel. 126, Residence Tel. 226, So. Bay Hotel. Office hours 2:00 to 3:00 p. m., and 8:00 to 9:00 p. m.

GARY, IND.

DR. GEO. W. GANNON, 475 Broadway, Tel. 1080. Residence Ridge Road and Maryland St., Tel. 1081.

AMBULANCE SERVICE

CHICAGO DISTRICT

BERZ, Motor Ambulance, 1507 West Madison St., Telephone West 2000.

HOSPITALS

CHICAGO, ILL.

MERCY HOSPITAL, 26th St. and Prairie Ave., Tel. Calumet 267.

WESLEY HOSPITAL, 24th and Dearborn Sts., Tel. Calumet 5432.

CHICAGO EYE, EAR, NOSE and THROAT COLLEGE and HOSPITAL, 235 W. Washington St.

ST. ANTHONY HOSPITAL, West 19th St. and Marshall Blvd., Telephone Lawndale 1711.

WEST SIDE HOSPITAL, 1844 West Harrison St., Tel. West 975.

BLUE ISLAND, ILL.

ST. FRANCIS HOSPITAL.

HAMMOND, IND.

ST. MARGARET'S HOSPITAL.

SOUTH CHICAGO, ILL.

SOUTH CHICAGO HOSPITAL.

ARGO, ILL.

PROVIDENT HOSPITAL, Tel. Summit 50.

RULES

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In all cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance, or discontinuance, of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeon must be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employments of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, must be assumed for the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While the Company's Surgeons will be assigned to duty within prescribed limit, they will be expected to go out of such limits when required.

8. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.

9. When a member of the Relief Department selects a surgeon other than the one appointed by the Company, the Relief Department will be relieved of any obligation to pay for his service, and such surgeon must look to such member for his compensation.

10. Emergency cases, directions for the use of which are contained therein, will be carried on all trains and at all important shops and stations.

W. J. DUDLEY, Superintendent.

BALTIMORE AND OHIO CHICAGO TERMINAL RAILROAD CO.
Office of the Superintendent.

Chicago, Ill. June 11th, 1920

GENERAL ORDER NO 14

TO ALL CONCERNED: *

Effective 12:01 A M Monday, June 14th, 1920, all Penna Co. suburban trains shown on third Dist., time table No.2 will run one hour in advance of time scheduled. This change account change in time by City of Chicago. This to continue until further notice.

Please be governed accordingly.

J. L. Nichols

Superintendent