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THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

CHICAGO TERMINAL DIVISION

Time-Table No. 13

In effect 12.01 A. M., Sunday, Sept. 25, 1949

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. P. NEWELL,
General Manager.

BOYD WILSON,
Sup't Passenger Transportation.

J. B. JONES,
General Superintendent.

T. F. SCHAEKEL,
Sup't Freight Transportation.

C. P. FISHER,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pgh., Columbus or Colehour Jct.	Sidings Assigned direction. Car Capacity 45 ft. Cars		
					East	West	Both
X			DIVISION POST (Ft. W. Div.)	433.7			
X	X	X	EAST BART	433.8			
			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 (Log. Div.)	282.8			
			SCHERERVILLE	282.9			
X	X	X	HARTSDALE	284.5	138	141	
X	X		MAYNARD	287.4			
X	X		AIR LINE	288.2			
			LANSING	289.4			
X		X	BERNICE	9.3			57
X	X	X	CALUMET PARK	5.5			
X	X		BURNHAM	4.6			
X			HEGEWISCH	3.9			
X		X	COLEHOUR JCT.				
X	X	X	COLEHOUR JCT.	454.3			
X	X	X	RIVER BRANCH JCT.	455.1			
			SOUTH CHICAGO	455.8			
			GRAND CROSSING	458.9			
X	X		ENGLEWOOD	461.3			
			58TH STREET (Sig. Bridge)	462.1			
			55TH STREET	462.6			
			47TH STREET	463.5			
X	X		40TH STREET	463.8			
		X	22ND STREET	466.5			
X	X		ALTON JCT.	466.7			
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			
X	X	X	BERNICE	290.7			
X	X	X	DOLTON	296.0			
X	X	X	RIVERDALE	296.8			
X	X	X	WEST PULLMAN	299.3			
X	X		WASHINGTON HEIGHTS	301.3			
X	X		ROCK ISLAND CROSSING	303.0			
X	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.
 —Colehour Jct. in service for S. C. & S. and Track No. 3 only.
 —40th Street in service for Track No. 3, only.

Block stations—Remote controlled by open block stations:

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

Interlockings—Remote controlled, operated from:

Interlocking	Operated From
East Bart	Bart
Clarke	Clarke Jct.
Bernice	Maynard
Hegewisch	Calumet Park
Colehour Jct.	River Branch Jct.

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge
Bart (Eastward and Westward)	Signalman Bart
Whiting (Eastward and Westward)	Signalman Whiting
Hartsdale (Eastward and Westward)	Signalman Hartsdale

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

NOTE—Train Order Offices other than block stations are open as follows:

Colehour Yard, West End
 Chicago Union Station, GB Office } Continuously

ENGLEWOOD CONN. LINE SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from 59th Street
X	X	58TH STREET (P. F. W. & C.)	2.4
		FORD STREET	2.1
		59TH STREET (P. C. C. & St. L.)	

NOTE—X indicates in service.

BEVERLY JCT.—WESTERN AVENUE SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from Columbus
X	X	BEVERLY JCT.	303.1
X	X	BELT CROSSING	305.2
		59TH STREET	307.2
X	X	49TH STREET	308.5
		BRIGHTON PARK	310.0
		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.

CALUMET RIVER LINE SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from River Branch Jct.
X	X	RIVER BRANCH JCT.	
X		CALUMET WESTERN JCT.	4.4
		HEGEWISCH	4.7

NOTE—X indicates in service.

6 HOBART TO CHICAGO—SCHERERVILLE TO CHICAGO

STATIONS	FIRST CLASS		
	◇237	•99	•201
	DAILY A.M.	DAILY A.M.	DAILY A.M.
Leave			
BART		4.45	
HOBART			
NEW CHICAGO			
LIVERPOOL		4.48	
BROADWAY			
GARY			
CLARKE JCT.		4.57	
BUFFINGTON			
INDIANA HARBOR		5.00	
MAHONING			
STANDARD			
WHITING		5.03	
STATE LINE			
HARTSDALE	4.30		5.45
MAYNARD	4.33		5.48
BERNICE	4.36		5.52
CALUMET PARK	4.40		5.56
COLEHOUR JCT.	4.48		6.04
RIVER BRANCH JCT.	4.50	5.07	6.06
SOUTH CHICAGO			
ENGLEWOOD	D 5.00		D 6.15
22ND STREET	5.09	5.24	6.25
CHICAGO (C.U.S.)	S 5.15	E 5.30	S 6.40
Arrive	A.M.	A.M.	A.M.
	237	99	201

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS		
	304		52
	A.M.		A.M.
Arrive			
BART		Will Run	9.18
HOBART		Sept. 27, 30	
NEW CHICAGO		Oct.	9.15
LIVERPOOL		3, 6, 9, 12, 15, 18, 21, 24, 27, 30	
BROADWAY		Nov.	S 9.07
GARY		2, 5, 8, 11, 14, 17, 20, 23, 26, 29	9.03
CLARKE JCT.		Dec.	U 9.00
BUFFINGTON	Will Run on dates shown in adjacent column.	2, 5, 8, 11, 14, 17, 20, 23, 26, 29 1949	
INDIANA HARBOR		Jan.	8.57
MAHONING		1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31	
STANDARD	8.55	Feb.	
WHITING	8.52	3, 6, 9, 12, 15, 18, 21, 24, 27	
STATE LINE		Mar.	
HARTSDALE		2, 5, 8, 11, 14, 17, 20, 23, 26, 29	8.53
MAYNARD		Apr.	S 8.45
BERNICE	8.48	1, 4, 7, 10, 13, 16, 19, 22, 25, 28 1950	8.36
CALUMET PARK	8.44		
COLEHOUR JCT.	8.36		
RIVER BRANCH JCT.	8.34		
SOUTH CHICAGO			
ENGLEWOOD	S 8.25		
22ND STREET	8.16		
CHICAGO (C.U.S.)	S 8.10		S 8.30
Leave	A.M.		A.M.
	◇304		◇52

WESTWARD

FIRST CLASS				
◇305	•451	◇63	◇23	
DAILY A.M.	DAILY EX. SUN. A.M.	DAILY EX. SUN. A.M.	DAILY A.M.	
	5.58	6.20	6.30	
S	5.59			
F	6.03			
	6.04	6.23	6.33	
S	6.08			
	6.12	U 6.30	P 6.40	
	6.16	6.33	6.43	
F	6.17			
S	6.21	6.37	6.46	
	6.23			
	6.30	6.41	6.49	
S	6.34			
6.05	Will not Run	Will not Run		
6.08	Nov. 24, Dec. 26, Jan. 2.	Dec. 26, Jan. 2.		
6.12				
6.16				
6.24				
6.26	6.37	6.45	6.53	
S	6.38			
D 6.35	S 6.46	D 6.53	D 7.00	
6.44	6.55	7.02	7.09	
S 6.50	S 7.05	S 7.10	S 7.20	
A.M.	A.M.	A.M.	A.M.	
305	451	63	23	

EASTWARD

FIRST CLASS				
216	116	22	460	
A.M.	A.M.	P.M.	P.M.	
		1.18	1.40	
			S 1.39	
			F 1.35	
		1.15	1.34	
			S 1.29	
		C 1.05	S 1.24	
		1.02	1.20	
			F 1.18	
		12.59	S 1.16	
			S 1.13	
		12.56	S 1.08	
			F 1.02	
9.45	10.15			
9.42	10.12			
9.38	10.08			
9.34	10.04			
9.26	9.56			
9.24	9.54	12.52	12.59	
S 9.15	S 9.45	S 12.45	S 12.58	
9.06	9.36	12.36	12.40	
S 9.00	S 9.30	S 12.30	S 12.35	
A.M.	A.M.	P.M.	P.M.	
DAILY	DAILY	DAILY	SAT. ONLY	
⊕216	◇116	◇22	•460	

STATIONS	FIRST CLASS		
	◇109	◆455	◇77
	DAILY A.M.	DAILY EX. SUN. A.M.	DAILY A.M.
Leave			
BART		6.43	7.05
HOBART		S 6.44	
NEW CHICAGO			
LIVERPOOL		6.47	7.08
BROADWAY		S 6.50	
GARY		S 6.55	D 7.15
CLARKE JCT.		6.59	7.18
BUFFINGTON		S 7.00	
INDIANA HARBOR		S 7.03	7.21
MAHONING		S 7.05	
STANDARD		D 7.10	
WHITING		S 7.12	7.24
STATE LINE		S 7.17	
HARTSDALE	6.30	Will Not Run	
MAYNARD	6.33		
BERNICE	6.37	Nov. 24, Dec. 26, Jan. 2.	
CALUMET PARK	6.41		
COLEHOUR JCT.	6.49		
RIVER BRANCH JCT.	6.55	7.20	7.28
SOUTH CHICAGO			
ENGLEWOOD	D 7.05	S 7.30	D 7.35
22ND STREET	7.14	7.39	7.44
CHICAGO (C.U.S.)	S 7.30	S 7.50	S 7.55
Arrive	A.M.	A.M.	A.M.
	109	455	77

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS		
	208	76	48
	P.M.	P.M.	P.M.
Arrive			
BART		3.58	4.15
HOBART			
NEW CHICAGO			
LIVERPOOL		3.55	4.12
BROADWAY			
GARY		C 3.45	
CLARKE JCT.		3.42	4.03
BUFFINGTON			
INDIANA HARBOR		3.39	4.00
MAHONING			
STANDARD			
WHITING		3.36	3.57
STATE LINE			
HARTSDALE	1.45		Will Not Run
MAYNARD	1.42		
BERNICE	1.38		Nov. 24, Dec. 25, Dec. 31.
CALUMET PARK	1.34		
COLEHOUR JCT.	1.26		
RIVER BRANCH JCT.	1.24	3.32	3.53
SOUTH CHICAGO			
ENGLEWOOD	S 1.15	S 3.25	S 3.45
22ND STREET	1.06	3.16	3.36
CHICAGO (C.U.S.)	S 1.00	S 3.10	S 3.30
Leave	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY
	◇208	◇76	◇48

	FIRST CLASS			
	◇49	◇59	◆29	1
	DAILY A.M.	DAILY A.M.	DAILY A.M.	DAILY A.M.
	7.13	7.45	8.15	9.40
	7.16	7.48	8.18	9.43
		Q 7.55		S 9.50
	7.27	7.57	8.27	9.53
	7.30	8.00	8.30	9.56
	7.33	8.03	8.33	9.59
	Will Not Run			
	Nov. 25, Dec. 26, Jan. 1.			
	7.37	8.07	8.37	10.03
	D 7.45	D 8.15	D 8.45	D 10.10
	7.54	8.24	8.54	10.19
	S 8.00	S 8.30	S 9.00	S 10.25
	A.M.	A.M.	A.M.	A.M.
	49	59	29	1

EASTWARD

	FIRST CLASS		
	58	28	454
	P.M.	P.M.	P.M.
	4.38	5.15	5.45
			S 5.42
			F 5.37
	4.35	5.12	5.36
			S 5.33
	Q 4.25		S 5.28
	4.22	5.03	5.19
			S 5.16
	4.19	5.00	S 5.13
			S 5.10
			S 5.05
	4.16	4.57	S 5.03
			S 4.57
			Will Not Run
			Nov. 24, Dec. 26, Jan. 2.
	4.12	4.53	4.54
			S 4.53
	S 4.05	S 4.45	S 4.46
	3.56	4.36	4.37
	S 3.50	S 4.30	S 4.32
	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY EX. SAT. & SUN.
	◇58	◆28	◆454

STATIONS	FIRST CLASS		
	71	115	215
	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.
Leave			
BART	12.30		
HOBART			
NEW CHICAGO			
LIVERPOOL	12.33		
BROADWAY			
GARY	S 12.39		
CLARKE JCT	12.42		
BUFFINGTON			
INDIANA HARBOR	12.45		
MAHONING			
STANDARD			
WHITING	12.48		
STATE LINE			
HARTSDALE		1.35	2.05
MAYNARD		1.38	2.08
BERNICE		1.42	2.12
CALUMET PARK		1.46	2.16
COLEHOUR JCT		1.54	2.24
RIVER BRANCH JCT	12.52	1.56	2.26
SOUTH CHICAGO			
ENGLEWOOD	D 1.00	D 2.05	D 2.35
22ND STREET	1.09	2.14	2.44
CHICAGO (C.U.S.)	S 1.20	S 2.20	S 2.50
Arrive			
	P.M.	P.M.	P.M.
	71	115	215

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS		
	70	456	2
	P.M.	P.M.	P.M.
Arrive			
BART	6.18	6.37	7.15
HOBART		S 6.35	
NEW CHICAGO		F 6.29	
LIVERPOOL	6.15	6.27	7.12
BROADWAY		S 6.23	
GARY	T 6.05	S 6.18	
CLARKE JCT	6.02	6.14	7.03
BUFFINGTON		F 6.12	
INDIANA HARBOR	5.59	S 6.10	7.00
MAHONING		S 6.07	
STANDARD			
WHITING	5.56	S 6.02	6.57
STATE LINE			
HARTSDALE		Will Not	
MAYNARD		Run	
BERNICE		Nov. 24,	
CALUMET PARK		Dec. 26,	
COLEHOUR JCT		Jan. 2	
RIVER BRANCH JCT	5.52	5.55	6.53
SOUTH CHICAGO		S 5.54	
ENGLEWOOD	S 5.45	S 5.46	S 6.45
22ND STREET	5.36	5.37	6.36
CHICAGO (C.U.S.)	S 5.30	S 5.32	S 6.30
Leave			
	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY
	70	*456	2

	FIRST CLASS		
	55	43	207
	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.
	2.52	6.37	
	2.55	6.40	
		S 6.48	
	3.04	6.51	
	3.07	S 6.55	
	3.10	6.58	
			8.03
			8.06
			8.10
			8.14
			8.23
	3.14	7.02	8.25
	D 3.23	D 7.10	D 8.35
	3.32	7.19	8.44
	S 3.40	S 7.30	S 8.50
	P.M.	P.M.	P.M.
	55	43	207

EASTWARD

	FIRST CLASS			
	34	236	62	110
	P.M.	P.M.	P.M.	P.M.
	8.50		11.03	
	8.47		11.00	
	S 8.36		S 10.50	
	8.33		10.47	
	U* 8.30		10.44	
	8.27		10.41	
		10.15		11.30
		10.11	Will Not	11.27
			Run	
		10.06	Dec. 25,	11.23
		10.02	Jan. 1	11.19
		9.54		11.11
	8.23	9.52	10.37	11.09
	S 8.15	S 9.43	S 10.30	S 11.00
	8.06	9.35	10.21	10.51
	S 8.00	S 9.30	S 10.15	S 10.45
	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY
	34	*236	62	110

STATIONS	FIRST CLASS			
	◇53	◇303		
	DAILY			
	P.M.	P.M.		
Leave				
BART.....	9.45		Will Run	
HOBART.....			Sept.	
NEW CHICAGO.....			26, 29	
LIVERPOOL.....	9.48		Oct.	
BROADWAY.....			2, 5, 8, 11,	
			14, 17, 20,	
			23, 26, 29	
GARY.....	\$ 9.55		Nov.	
CLARKE JCT.....	9.58		1, 4, 7, 10,	
BUFFINGTON.....		Will Run	13, 16, 19,	
INDIANA HARBOR.....	10.01	on dates	22, 25, 28	
		shown in	Dec.	
		adjacent	1, 4, 7, 10,	
MAHONING.....		column.	13, 16, 19,	
STANDARD.....			22, 25, 28,	
WHITING.....	10.04		31	
STATE LINE.....			1949	
			Jan.	
HARTSDALE.....		10.00	3, 6, 9, 12,	
MAYNARD.....		10.04	15, 18, 21,	
			24, 27, 30	
			Feb.	
BERNICE.....		10.08	2, 5, 8, 11,	
CALUMET PARK.....		10.12	14, 17, 20,	
COLEHOUR JCT.....		10.20	23, 26	
			Mar.	
RIVER BRANCH JCT.....	10.08	10.22	1, 4, 7, 10,	
SOUTH CHICAGO.....			13, 16, 19,	
ENGLEWOOD.....	D 10.15	D 10.30	22, 25, 28,	
22ND STREET.....	10.24	10.39	31	
			Apr.	
CHICAGO.....(C.U.S.)	\$ 10.30	\$ 10.45	3, 6, 9, 12,	
	P.M.	P.M.	15, 18, 21,	
Arrive			24, 27, 30	
	53	303	1950	

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS			
	306	54	200	
	P.M.	A.M.	A.M.	
Arrive				
BART.....		12.07		
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....		12.04		
BROADWAY.....				
GARY.....		\$ 11.52		
CLARKE JCT.....		11.48		
BUFFINGTON.....				
INDIANA HARBOR.....		Y 11.45		
MAHONING.....				
STANDARD.....				
WHITING.....		11.42		
STATE LINE.....				
HARTSDALE.....	11.47		12.18	
MAYNARD.....	11.43		12.15	
BERNICE.....	11.39		12.10	
CALUMET PARK.....	11.35		12.05	
COLEHOUR JCT.....	11.27		11.56	
RIVER BRANCH JCT.....	11.25	11.38	11.54	
SOUTH CHICAGO.....				
ENGLEWOOD.....	\$ 11.15	\$ 11.30	\$ 11.45	
22ND STREET.....	11.06	11.21	11.36	
CHICAGO..... (C.U.S.)	\$ 11.00	\$ 11.15	\$ 11.30	
Leave				
	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	*◇306	◇54	◇200	

[illegible]

EASTWARD

FIRST CLASS					
	44				
	A.M.				
	12.25				
	12.22				
	12.13				
	12.10				
	12.07				
	12.03				
	\$ 11.55				
	11.46				
	\$ 11.40				
	P.M.				
	DAILY				
	*44				

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Saturday, Sunday and Holidays		STATIONS	Saturday, Sunday and Holidays	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All Trains		Hobart	....	....
All Trains		Gary	All Trains	....
All Trains		Indiana Harbor	....	....
455	455	Whiting	....	....
All Trains		So. Chicago	....	....
All Trains		Englewood	All Trains	....
All Trains		Chicago	All Trains	....

U. S. MAIL WORK

STATIONS	Westward							Eastward				
	237	99	29	215	55			216	70			
Gary								E				
Indiana Harbor			B									
Whiting		D										
Schererville				CD				CD				
Lansing				CD				CD				
South Chicago	D	D	D									
Englewood			E		E							

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.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	PF-1 (1)	FW-23 (2)	PC-5 (1)	PF-7 (1)	FW-21 (1)	THC-1 (7)	IL-1 (4)	PF-9 (1)	NW-85 (1)	LD-1 (4)	LD-5 (2)	LCL-1 (1)	CIH-1 (1)	CO-5 (2)	NL-3 (1)	LCL-3 (1)	CO-3 (1)	FW-15 (2)
Leave	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
WEST YARD E. T.	5.00		5.30	6.45	9.00			9.00				7.15			1.30	4.30		
JUNCTION C. T.	8.30		10.00	10.30	6.30			12.30				10.45	8.15		6.15	7.40		
VALPARAISO																		8.00
BART	12.01	12.01	1.30	1.45	3.00			4.30				1.45	1.45		9.35	11.30		10.00
LOGANSPOUT (VAN)						10.30	8.30		3.00	5.45				3.00			9.30	
HARTSDALE						4.30	11.30		5.15	11.30	12.01			5.30			11.50	
DOLTON																		
CHICAGO (COLEHOOR)	12.30	2.00	2.00		3.45			5.15					2.30		10.15			
CHICAGO (55th Street)	1.00			3.00	4.45			6.15	6.30	1.30		3.15	3.30		11.00	12.30		
CHICAGO (59th Street)						5.30	1.30				3.00			7.00			1.00	
CHICAGO (Polk Street)																		
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.

(1) Daily.

(2) Daily except Sunday.

(4) Monday, Wednesday, Friday.

(7) Daily except Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	FW-16 (2)	CLC-2 (1)	LD-2 (5)	FW-24 (1)	LD-6 (2)	NW-86 (1)	CS-8 (1)	FW-22 (2)	CIH-2 (1)	CO-2 (2)	IL-2 (1)	FW-8 (3)(6)	CG-8 (1)	NW-88 (1)	GRE-2 (1)	WS-4 (2)	NW-82 (1)	PF-8 (1)
Arrive	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.
WEST YARD E. T.							1.00					8.30			2.30	12.45		12.15
ADAMS E. T.							8.15		7.00			4.50			10.30	9.30		8.45
VALPARAISO	2.00																	
BART	12.01			5.45			12.45	11.00	7.30			9.45			1.00	3.45		2.45
GARY															11.00			
LOGANSPOUT (VAN)		7.30	1.30			1.15				9.45	11.20		12.30	2.30			3.00	
HARTSDALE		2.20	7.30		11.00	11.05				7.40	9.15		10.30	12.30			12.55	
DOLTON						10.45					8.45		10.10	11.55			12.15	
CHICAGO (COLEHOOR)																		
CHICAGO (55th Street)			5.30	5.00			11.45	6.00	6.45			9.00				3.00		2.00
CHICAGO (59th Street)				4.00			9.30		4.30			7.30			9.00	12.01		11.00
CHICAGO (Polk Street)		12.30			8.00	9.30					7.30		8.30	10.15			10.30	
Leave	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.	P.M.	P.M.	P.M.	P.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(5) Tuesday, Thursday, Saturday.

(6) Operates Monday with 10 or more cars stock.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instruction of System application.

STANDARD TIME

★ 1101. Central Standard Time applies on this Division.

LETTERS AND CHARACTERS

★ 1201. 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.
- —No baggage service.
- ⊕ —No baggage service Sunday.
- * —Passenger train—with passenger and freight equipment.
- ◇ —Passenger train—no train baggageman.
- # —Will not run on specified dates or Holidays shown on schedule pages.

1202.

- † —Train baggageman Saturday only.
- P** —Stop on signal to discharge passengers from points east of Pittsburgh.
- Q** —Stop on signal to receive or discharge passengers to or from points 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 to receive passengers for points beyond Crestline.

COLOR SIGNALS

1301. Referring to Instruction 4038-A of Supplemental Instructions to Operating, Signal and Interlocking Rules, the requirements of Instruction 4038-A will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. Rule 14(r) will apply:
When stops are to be made for water.

	Location	Sound whistle at
Eastward trains	Hartsdale	Maynard

Operator will notify train dispatcher promptly.

USE OF SIGNALS

Fusees And Torpedoes

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	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 fusees 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.

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

1804. 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.
Calumet West—ern Jct.	Secondary Track	Wye Track Connection to Calumet Western
Calumet River Line	Secondary Track	General Chemical Co. at 125th St. Chemical Track at 124th St. Republic Steel Yard at 120th St. McGrath & Swanson Co. at 118th St. Marblehead Lime Co. at 103rd St. Taylor Track at 103rd St. Osterberg Coal Co. at 103rd St. Calumet Yeast Co. at 100th St.

SUPERIORITY OF TRAINS

★ 1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ 2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' 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	Employees' Register	Standard Clock	Location	Other Divisions
X	X		Chicago—C. U. S. Lamproom	Ft. Wayne Logansport
		X	Chicago—C. U. S. Telegraph Office	
X	X		Chicago—Coach Yard Office	Ft. Wayne Logansport
X	X		Chicago—Diesel Pit Foreman's Office, 16th Street	Ft. Wayne Logansport
X	X		51st Street—Hump	
X	X		55th Street—Yard Office	
X	X	X	55th Street—Crew Dispatcher's Office	Ft. Wayne Logansport
X	X		Damen Avenue—Yard Office	
X	X		16th Street—Yard Office	
X	X		Campbell Soup—Yard Office	
X	X	X	59th Street—Yard Office	Logansport
X	X		59th Street—Enginehouse	Logansport
X	X		63rd Street—Westbound Hump	
X	X	X	Colehour—Yard Office, West End	Ft. Wayne Logansport
X	X		Colehour—Yard Office, East End	
X	X		110th Street—Yard Office	
X	X		East Chicago—Freight Office	

NOTE—X indicates in service.

GENERAL ORDER ZONES

★ 2101. General Order Zones of this Division are as follows:
Zone A—Between division post (Ft. W. Div.) and Chicago.

Zone B—Between division post (Log. Div.) and Chicago. Between Bernice and Colehour Jet.

Zone C—All other portions, Chicago Terminal Division.

Qualification of Conductor or Engineman

2102. 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.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
S. C. & S.	Bernice	Colehour Jet.

2202.

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 Psgr.	Eastward Psgr.
58th Street (Sig. Bridge) and South Branch Bridge			Westward	Eastward
Division Post, (Log. Div.) and Beverly Jet.			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.

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 Signalman, Whiting.

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

2203.

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	47th Street	55th Street (Coal Dock)	Eastward	Switchtender at Coal Dock	Switchtender at Coal Dock	1
No. 3	55th Street (Coal Dock)	58th Street (Sig. Bridge)	Eastward	Yardmaster 55th Street	Yardmaster 55th Street	1
No. 4	47th Street	22nd Street	Westward	22nd Street	22nd Street	
No. 3	22nd Street	47th Street	Eastward	22nd Street	22nd Street	
No. 2	Beverly Jet.	Belt Crossing	Westward	Beverly Jet.	Beverly Jet.	
No. 1	Belt Crossing	Beverly Jet.	Eastward	Beverly Jet.	Beverly Jet.	3
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	2

NOTE 1. Between 55th Street and 47th Street, "Back Lead" used as No. 3—Eastward track.

NOTE 2. Eastward movements made on signal indication at Western Avenue.

NOTE 3. Westward movements made on signal indication at Beverly Jet.

2204. 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)	58th Street (P.F.W. & C.)	59th Street (P.C.C. & St.L.)	Yardmaster 59th Street	

(W) 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.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

On all main tracks, secondary tracks and sidings.

2303. Track cars, push cars, weed burners, scarifiers, mowing machines, etc., will not operate the wing rail of a spring frog. Movement must not be made over spring frog unless a man is stationed at the frog guard rail on wing rail side of the track, to see if the wheel flanges mount the guard rail. At night he must be equipped with a lantern.

The driver will move the equipment at a speed of not more than two miles per hour and only on signal from the man at the frog.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—

Chicago

Train Dispatchers in charge as follows:
Main Line Bart to South Branch Bridge
Hartsdale to Beverly Jct.
SC&S

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

Logansport Division—Between division post (Log. Div.), and Hartsdale.

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

★ 2402. 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 Bernice a proceed signal displayed for westward S. C. & S. trains or verbal permission for westward S. C. & S. trains to leave west wye will indicate that all trains due which are superior have arrived or left.

2405. 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 Jct.	Calumet Western	Calumet River Line	To Calumet Western
Wye Track, 59th Street, (E. C. L.)	Wye Track	Englewood Connecting Line	To West Wye Track
Wye Track, 58th Street, (E. C. L.)	Wye Track	Englewood Connecting Line	To West Wye Track

2406. 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.

2407. Chicago Union Station Company's rules govern the operation of trains and engines using Chicago Union Station Company's tracks and tracks under its jurisdiction between South Branch Bridge and Western Avenue.

2409. Signalmen in charge of main track hand-operated switches when block station is open:

Location	Switches
22nd Street	All switches

Hand-Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

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.
Burnham	B&OCT and C&CR connections	Burnham

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Schererville	Crossover Switch to westward siding Lead to Hartsdale Yard

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.

2412. Spring Switches Located:

Location	Normal Position	Route for Which Sprung
Roby	No. 3 track	Eastward movements from yard track to No. 3 track

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:
S. C. & S.—Colehour Jct.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Bart	South Branch Bridge
No. 3 and No. 4	Whiting	58th Street (Sig. Bridge)
No. 1 and No. 2	Mile Post 280, East of Schererville	Beverly Jct.

Non-Interlocked Railroad Crossings At Grade

2427. 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 Movements Over Crossings		Requirements
	Type	Indication or Position	
Brighton Park: South Wye.	Stop boards and semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Brighton Park: Alton R. R.	Stop boards and semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Brighton Park: North Wye.	Stop boards and semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Chicago, Ash St.: Ill. Cent. Santa Fe.	Stop boards and semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Chicago, 26th St.: Ill. Northern.	Stop boards and semaphore.	Vertical or green light.	Stop. Signal aspect governs after stopping.
Chicago, 12th St.: B. & O. C. T. C. & N. W.	Stop boards.		Stop. Proceed on hand signal, yellow flag or yellow light.
Cummings Track, 106th Street: C. R. I. & P. C. W. P. & S.	Stop boards.		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.	Stop boards.		Stop. It must be known that crossing is clear before using.
Right of Way No. 3: E.J. & E.-I.H.B. Jct.	Stop boards.		Stop. It must be known that crossing is clear before using.

Automatic Highway Crossing Signals

★ 2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1) and 30**. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the following locations they do not operate for movements against the current of traffic:

Washington Heights—111th Street.
106th Street.

Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with **Rules 14 (1) and 30**.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1) and 30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

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, 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.	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 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.
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.
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 Jet.	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.
Secondary tracks.	87th Street.	Beverly Jet.	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 103a**, or the automatic operation of these signals has been restored.

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

Protection For Public Highway Crossings At Grade

2455. 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.

2456. 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 Jet.
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

2457. 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.

Devices to cut out 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 103a** or the automatic operation of these signals has been restored.

Devices 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.

Devices 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.

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.

Lansing—Wentworth Avenue.

Device 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—Main Street.

Highway crossing signals are manually operated by the signalman in Dolton tower for movements in either direction on siding or storage track. Westward movements on either the siding or storage track must stop clear of the highway crossing and trainman arrange with signalman in Dolton tower to operate highway crossing signals before moving over the crossing.

Dolton—147th Street.

Push buttons for manual control 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 cut out 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 cut out the operation of the highway crossing signals. When crossing watchman has been notified to cut out the operation of highway crossing signals, movement must not be made over crossing by their train until protection is provided as prescribed by Rule 103a 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 103a.

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 103a.

MOVEMENT BY TRAIN ORDERS

2501. At 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.

MOVEMENT OF TRAINS IN SAME DIRECTION BY BLOCK SIGNALS

★ 2601. 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 (Log. Div.)	Bernice

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

At Chicago Union Station, by operator GB office.
At Chicago, 12th Street Yard, by Yard Master.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ 2602. 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.

★ 2603. 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 Passenger Extra it will be notified by the signalman, except:

At Chicago Union Station, by operator, GB office.
At Chicago, 12th Street Yard, by Yard Master.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

Flag Station Signal

Note: W—White; G—Green



Name—Flag Station Signal.
Indication—No passengers.



Name—Flag Station Signal.
Indication—Trains scheduled to stop on signal, stop for passengers.

Flag Station Signal in Service:

Location	Train stop at
Clarke Jct.	Gary
Indiana Harbor Canal	Indiana Harbor

Slow Board Note: Y—Yellow



Indication—Approach next signal 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.

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.

Ash Street

No. 2 secondary track, 536 feet east of Ill. Cent.-Santa Fe crossing.
No. 1 secondary track, 254 feet west of Ill. Cent.-Santa Fe crossing.

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 and 188 feet west of E. J. & E.-I. H. B. crossing.

Pedestal Type Home Signal

Aspect	Indication	Name
	Proceed.	Clear
	Proceed; Medium speed within interlocking limits.	Medium-clear
	Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.	Approach
	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow-approach
	Proceed at Restricted speed.	Restricting
	Stop; then proceed at Restricted speed.	Stop-and-proceed
	Stop.	Stop-signal

Pedestal Type Home Signals in Service

Location	Movements Governed
Indiana Harbor Canal	Eastward movements from Eastward Siding, Whiting.
South Branch Bridge	Eastward movements on No. 1 Track.

Calumet Park, westward home signal:

Dolton, westward home signal No. 2 track:

Aspect Figure A, Rule 285 displayed, the indication is:

Manual Block clear, proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.

Aspect Figure A, Rule 289 displayed, the indication is:

Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding fifteen miles per hour; approach next signal prepared to stop.

Color Light Type Home Signal

Note: G—Green

Y—Yellow

R—Red

LW—Lunar White

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

Aspect	Indication	Name
TO PENNSYLVANIA RAILROAD		
	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
TO G. M. & O. RAILROAD		
	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.	
TO ALL TRAINS OR ENGINES		
	Stop.	Stop-signal

MANUAL BLOCK SYSTEM

2801. 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.
S. C. & S.	Single	Bernice	Colehour Jct.

2802. Rule 316 will apply:
When detector car is testing rail.

2803. Rule 317 will apply:

On Single track:

For movements with the current of traffic between points listed under Special Instructions 2801.

For Movements Against Current of Traffic

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

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	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. (Log. Div.)	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.

INTERLOCKING

3002. 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.

SPEEDS

★ 3101.

SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
BETWEEN:	Miles per Hour									
Division Post (Ft. W. Div.) and Virginia Street							70	50	70	50
Virginia Street and Gary							45	45	45	45
Gary and Cline Avenue							70	50	70	50
Cline Avenue and Whiting							60	50	60	50
Whiting and Roby			40	40	40	40	60	50	60	50
Roby and River Branch Jct.			40	40	40	40	70	50	70	50
River Branch Jct. and Englewood			40	40	30	30	70	50	70	50
Englewood, over Rock Island Crossing			30	30	30	30	30	30	30	30
Englewood and 58th Street			30	30	30	30	70	50	70	50
58th Street and South Branch Bridge							70	50	70	50
Alton Jct., C. & W. I.-Santa Fe Crossing							15	15	15	15
Division Post (Log. Div.) and Bernice							70	50	70	50
Bernice and M. P. 1, east of Colehour Jct.	60	40								
Mile Post 1 and Colehour Jct.	55	40								
Bernice and Beverly Jct.							30	30	30	30
Beverly Jct., Rock Island and B. & O. C. T. R. R. Crossings							20	20	20	20

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
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
Schererville and Bernice	50	40
Bernice and Beverly Jct.	30	25
Bernice and Colehour Jct.	30	25

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Division Post (Ft. W. Div.) and South Branch Bridge	30	20	20
Division Post (Log. Div.) and Beverly Jct.	30	20	20
Bernice and Colehour Jct.	30	20	20

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Supplemental Instruction 4155A of Supplemental Instructions to Operating, Signal and Interlocking Rules. —on straight track.....	30
—on curves.....	20
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
Note—When handling such trains Conductors must know that enginemen have been so advised.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.	5
Note—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.	
Snow plows of all wooden construction in service (Identified by word "Wooden" stenciled under number) 495506 495508 999106 994486 LI191 495507 994489 999057 994523	20
NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s Locomotive.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger trains.....	50
—Freight trains.....	40
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.....	65
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.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger trains.....	30
—Freight trains.....	20
NOTE—Trains handling foamite cars must be operated in accordance with freight train speed.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	5
—through crossovers and turnouts, and over highway and railroad crossings.....	5

Cars Carrying Major Calibre Gun Barrels

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	
Main Line		
Between:		
Division Post (Ft. W. Div.) and South Branch Bridge		
Passenger tracks.....	50	20
Freight tracks.....	25	20
Division Post (Log. Div.) and Bernice.....	50	20
Bernice and Colehour Jct.....	30	20
Bernice and Beverly Jct.....	30	20

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.

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
TURNOUTS

ENTIRE DIVISION

Spring Switches

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Roby—Yard track to No. 3 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

3103A. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
APPROACHING A DRAWBRIDGE ON A TRACK NOT PROTECTED BY BOTH A HOME SIGNAL AND A DISTANT SIGNAL

LOCATION	Miles per Hour
Main Line:	
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 Tracks	
Drainage Canal Drawbridge, all movements.....	20

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Curves between B. & O. C. T. 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
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

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
E.....	25	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	60
N.....	25	40	50
Q.....	25	40	50
S-2.....	10	50	70
T.....	35	50	70
Rail Motor Cars.....	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road		
AP-3.....	50	70
BP-1, Psgr. Service..	50	70
BP-1, Frt. Service...	50	50
BP-3.....	50	70
EP-3.....	50	70
FP-3.....	50	70
AF-4.....	40	50
BF-4.....	40	50
EF-4.....	40	50
FF-3.....	40	50
Yard		
AS-6.....	40	40
AS-10.....	40	40
BS-6.....	40	40
BS-10.....	40	40
ES-6.....	40	40
ES-10.....	40	40
FS-10.....	40	40
FS-20.....	40	40
GS-4.....	35	35

NOTE—

Road Diesel Engines

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company, "G"—General Electric.

The second letter indicates the service to which normally assigned; i.e.,

"P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine. The "BP-1" is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

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"—Switching Service.

"6"—600 or 660 horsepower.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
No. 3 and No. 4.....	58th Street....	47th Street...	10
No. 3 and No. 4.....	47th Street....	22nd Street...	20
No. 1 and No. 2.....	Beverly Jct....	Western Ave..	20
All Sidings.....	.....	.....	15
Calumet River Line..	Hegewisch.....	River Branch. Jct.....	20
Englewood Connect- ing Line.....	59th Street.... (P.C.C. & St.L.)	58th Street.... (P.F.W. & C.)	20
Englewood Connect- ing Line, over Hoynes Ave.....	.....	.....	8

★ 3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	AS, BS, ES, FS	BP1	AP3, BP3, EP3, FP3	AF4, BF4, EF4, FF3	B	C	CC2	E	G	H	I	J	K	L	M	N	Q1	Q2, S2	T	
MAIN LINE																				
Between Englewood and Roosevelt Road.....																				
Between Bernice and Colehour Jct. (S. C. & S.).....																				
Between Western Ave. and Clinton St. (C. U. S.).....																				
Between Clinton St. and Canal St. (C. U. S.).....																				
HOBART:																				
East Wye to E. J. & E. R. R.																				
Freight House track																				
National Fire Proofing Co.:																				
First track north of main track																				
Second track north of main track																				
LIVERPOOL:																				
Wye to M. C. R. R.																				
GARY:																				
Freight House and all industrial tracks																				
West Conn. to C. S. S. & S. B. R. R.																				
CLARKE:																				
Rubbish Track																				
CLARKE JCT.:																				
West Wye to B. & O. C. T. R. R.																				
Conn. to west end Clarke Yard																				
INDIANA HARBOR:																				
Friedland Coal Co. Track																				
Indiana Pure Ice & Coal Co. Track																				
All Freight House tracks																				
Conn. to R. of W. No. 1																				
INDIANA HARBOR CANAL:																				
Westward Siding—Whiting																				
Conn. to R. of W. No. 3																				
West leg of Wye—Riley Road																				
MAHONING:																				
Fruit Growers Express Co. tracks																				
WHITING:																				
Standard Oil tracks																				
Westward Siding																				

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	AS, BS, ES, FS	BP1	AP3, BP3, EP3, FP3	AF4, BF4, EF4, FF3	B	C	CC2	E	G	H	I	J	K	L	M	N	Q1	Q2, S2	T	
ROBY: North Indiana Lbr. Co. Track..... Lever Bros. Tracks.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
STATE LINE: Conn. between No. 2 track and Columbia Malt Lead..... Sand Track..... Industry Tracks.....		X	X	X			X					X		X	X	X	X	X	X	X
HARTSDALE: Wye to M. C. R. R. Interchange tracks to M. C. R. R. Cooperative Plant Foods, Inc., Tracks.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
MAYNARD: Wye to Grand Trunk R. R. National Brick Co. Track.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
AIR LINE: Conn. to C. I. & L. Ry.....							X	X	X		X	X	X	X	X	X	X	X	X	X
LANSING: Meeters Inc. track South Side..... Lansing Lbr. & Supply Co. track..... Krumm Coal Co. Track..... Team Tracks.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
BERNICE: Globe Rendering Co. track..... Illinois Brick Yard..... Wye to S. C. & S.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
BRIDGE 8.15: 1.1 miles west of Bernice (S. C. & S.).....	40	40	40			20	20	60	60	45	30	X	40	45	30	40	X	X	15	15
CALUMET PARK: Conn. to B. & O. C. T. R. R.....												X			X		X	X	X	X
BURNHAM: Conn. to B. & O. C. T. R. R. Conn. to C. & C. R. R. Hegewisch Lbr. Co. Track.....		Y	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X
BRIDGE 4.76: 0.1 mile east of Burnham.....	20	40	40			10	10	20	20	20	X	X	20	20	10	10	X	X	10	10
HEGEWISCH: Wye to Calumet River Line.....												X			X		X	X	X	X
COLEHOUR JCT.: Indianapolis Blvd. Filling Sta. Tracks..... East Wye.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
RIVER BRANCH JCT.: C. R. I. & P. Conn. John Mohr & Sons Track.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
SOUTH CHICAGO: Freight House Tracks.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
GRAND CROSSING: Conn. to I. C. R. R.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
BRIDGE 480.57: 0.1 mile east of Englewood: Tracks No. 1 and 2..... Tracks No. 3 and 4.....	30 30	60 40	50 40			15 15	X X	70 30	70 30	50 30	25 25	10 10	70 30	50 30	30 30	10 10	X X	25 10	25 10	25 10

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks
	AS, BS, ES, FS	BP1	AP3, BP3, EP3, FP3	AF4, BF4, EF4, FF3	B	C	CC2	E	G	H	I	J	K	L	M	N	Q1	Q2, S2	T	
ENGLEWOOD: All Freight House and Yard tracks J. C. Else Coal Co. track Crossovers		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
BRIDGE 460.78 BRIDGE 460.88 BRIDGE 460.98 Englewood: Tracks No. 1 and 2 Tracks No. 3 and 4		55 30	70 30	50 30	15 15	X X	70 30	70 30	50 30	25 25	10 10	70 30	50 30	30 30	10 10	X X	25 10	25 10	25 10	25 10
BRIDGE 461.04 0.3 mile west of Englewood to: BRIDGE 461.31 0.5 mile west of Englewood, incl.: Tracks No. 1 and 2 Tracks No. 3 and 4		25 25	25 25	25 25	15 15	X X	25 25	25 25	25 25	25 25	10 10	25 25	25 25	25 25	10 10	X X	25 10	25 10	25 10	25 10
BRIDGE 461.44 0.6 mile west of Englewood to: BRIDGE 461.93 1.1 miles west of Englewood, incl.: Tracks No. 1 and 2 Tracks No. 3 and 4		70 30	70 30	70 30	15 15	X X	70 30	70 30	50 30	25 25	10 10	70 30	50 30	30 30	10 10	X X	25 10	25 10	25 10	25 10
58th STREET: Englewood Coal Co. Track Wye to E. C. L. Crossovers		X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X
35th STREET: Peacock Estate		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
31st STREET: Jackson Coal Co. Tracks Team Tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
23rd STREET: Vierling Steel Works		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ALTON JCT.: Grove Street Conn. Santa Fe Conn. G. M. & O. R. R. Conn.					X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CHICAGO (C. U. S. Joint Tracks): Hibbard, Spencer Bartlett Track North American Cold Storage Track All other industrial tracks between 18th Street and Western Ave. Neutral tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DOLTON: C. E. Waterman track Dolton Fuel & Material Co. track Crossover middle track to No. 2 track, west end Connection to C. & W. I. R. R.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
RIVERDALE: Track north of No. 2 track Crossover No. 2 track to track at 137th Street Connections to Acme Steel Switching track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks	
	AS, BS, ES, FS	BP1	AP3, BP3, EP3, FP3	AF4, BF4, EF4, FF3	B	C	CC2	E	G	H	I	J	K	L	M	N	Q1	Q2, S2		T
BRIDGE 294.89 1 mile west of Riverdale		30	30	30		20	20	30	30	30	30	20	30	30	30	30	20	20	30	30
WEST PULLMAN: Crossover to Switching track at 120th Street		X	X	X			X				X	X			X		X	X	X	X
Conn. to C. W. P. & S. R. R.		X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tuco Products track																				
Standard Fuel & Supply Co. track																				
WASHINGTON HEIGHTS: Tracks other than main tracks between Wallace Bldg. & Supply Co. Track at 107th Street and team track at 95th Street, inclusive		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
SECONDARY TRACK:																				
BELT CROSSING: Conn. to Belt R. R.		X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Clayton Marks track																				
Between 59th St. and 12th Street						X				X	X			X	X	X	X	X	X	X
ASH STREET: Conn. to I. C. R. R.						X	X	X	A5	X	X	A5	A5	X	X	X	X	X	X	X
Between 12th Street and Western Ave.						X				X	X			X	X	X				
ALL BRIDGES Between BRIDGE 310.09 over Taylor Street and BRIDGE 311.28 over Fulton Street incl.		20	20	20		15	X	20	20	20	15	X	20	20	20	X	X	X	20	15
Englewood Connecting Line							X		X		X	X	X	X	X	X	X	X	X	X
River Branch Jct.— Hegewisch Jct. via Calumet River Line							R					R					X	R	R	R
South Chicago—Calumet Western Jct. via Calumet Western Line		X	X	X			X				X	X	R	R	R	R	X	X	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	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	X	X	X	X	X	X
Hammond Jct.— Hegewisch		R	R	R		R	R	R	R		R	R	R	R	R	R	X	R	R	R
BRIDGE 1.06 Over Calumet River— Calumet Western Line		X	X	X		5	X	20	20	20	X	X	X	X	X	X	X	X	X	X

3109. Unless adjacent tracks are clear, the following classes of engines must not be operated between the points indicated below:

Class of Engines	Between	And
J Q	East end of Bridge 460.57, Englewood	West end of Bridge 460.57, Englewood

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

Class AF-4 and BF-4 Diesel engines prohibited from operating over eastward and westward humps in 55th Street Yard.

Class BP-1 Diesel engines prohibited from operating over humps in all yards.

Maximum speed, unless otherwise specified, I. H. B. Ry. class H-5, U-5 and G engines on bridges as follows:

	Miles per Hour
Bridge 4.76, 0.1 mile east of Burnham.....	15

SECONDARY TRACKS:

Maximum speed, unless otherwise specified, I. H. B. Ry. class H-5, U-5 and G engines on bridges as follows:

Bridge 310.09, over Taylor Street to Bridge 311.28, over Fulton Street, Chicago, (P. C. C. & St. L.), incl.....	Prohibited
Calumet Western Line, Great Lakes Carbon Corporation Tracks.....	Prohibited
Bridge 1.06, over Calumet River, Calumet Western Line, Class H-5 engines.....	20
Bridge 1.06, over Calumet River, Calumet Western Line, Class U-5 and G engines.....	Prohibited

Passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on east and west wye connections to Englewood Connecting Line.

C. B. & Q. R. R. refrigerator express cars series BRE300 to 320 inclusive, are prohibited on east wye connection to Englewood Connecting Line account of clearance.

3116. 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.	.....

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 under the same restrictions as obtain for wreck trains, except over Bridge 4.76—0.1 mile east of Burnham (SC&S). Speed over Bridge 4.76—0.1 mile east of Burnham (SC&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.

GENERAL INSTRUCTIONS

Overhead Clearance

★ **3601.** Employees are warned of close overhead clearance at the following locations:

Between Bernice and Colehour Jet.:

Burnham..... Bridge 4.76

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

Washington Heights, Vincennes Avenue... Trolley Wire

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

and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

3602. Trainmen must not pass over container cars while cars are in motion.

PERSONAL INJURIES

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Chicago.....	Dr. Walter Aye Office, Rooms 246, 248, 250 and 251, Chicago Union Station.. Res., 2316 Sherman Avenue, Evanston, Ill.....	CEntral 6-7200, Ext. 348-349 Greenlf 5-2402
	Sub-office, 59th Street, yard office 8:00 A. M. to 12:00 Noon. 1:00 P. M. to 5:00 P. M. Monday, Tuesday, Thursday and Friday. 8:00 A. M. to 12:00 Noon Saturday.	
	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.	
	Dr. A. R. Metz Office, 240 E. Superior St..... Res., 240 E. Superior St.....	DElaware 7-6500 Ext. 779
Chicago.....	Dr. Raymond Householder 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 Wilmette 4611
Indiana Harbor.....	Dr. J. A. Teegarden Office, 3336 Michigan Ave.... Res., 4210 Parrish Ave..... Exchange Tel.....	Ind. Harbor 167 Ind. Harbor 219 Enterprise 4460 Hammond, Ind.
Gary.....	Dr. R. N. Bills Office, 504 Broadway..... Res., 354 Lincoln St.....	Gary 6106 Gary 2-6208
Dolton.....	Dr. M. Robert Weidner Office and Residence, 14105 Lincoln Ave.....	Dolton 922

3703. Location of Hospitals

Location	Name and Address	Telephone Number
Chicago.....	The Wesley Memorial Hospital, 240 E. Superior St.....	DElaware 7-6500 Ext. 238
Hammond....	St. Margaret's Hospital, 30 Clinton St.....	Sheffield 228
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	Gary 9131
	Methodist Hospital, 1600 West 6th Ave.....	Gary 7471

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

Passenger, Baggage, Mail and Cabin cars.
 Passenger and Freight stations.
 Enginehouses and M. of E. Shops.
 Wreck Trains.
 Track and Hand Cars.
 Power Plants and Sub-stations.
 Car Inspectors office.
 M. of W. Cabins, Tool Houses and Camp cars.
 Block Stations and Interlockings.
 Yard Offices.

Stretchers:

Combined car and baggage car of passenger trains.
 Yard Offices.
 M. of W. Camp Cars.

- (5) Instruction **400N-21** (old 4017)—Operators-Signalmen, changed.
- (6) Instruction **400R-3** (old 4146)—Emergency Calls—Treatment of Injured Persons, changed.
- (7) Instruction **4019-B**—Oscillating Red Lights, Front and Rear of Trains, added.
- (8) Instruction **4019-C**—Oscillating White Light, Front of Train, added.
- (9) Instruction **4076-D**—Overheated Bearings—Diesel Engines, added.
- (10) Instruction **4083-A**—Clearance Message, Form C.T. 1246, added.
- (11) Instruction **4154-C** (old 4151)—Side and Trap Doors, changed.
- (12) Instruction **4154-E** (old 4158)—Steam in Steam Line of Trains, paragraph 2 changed.
- (13) Instruction **4154-I** (old 4159)—Tonnage Computation—Passenger Trains, changed.
- (14) Instruction **4154-J**—Passenger Car Lighting, added.
- (15) Instruction **4154-K**—Locking Cars, added.
- (16) Instruction **4156-E**—Diesel Engines Operating in Tunnels or Confined Locations, added.
- (17) Instruction **4156-F**—Firemen Leaving Cab of Multiple Unit Diesel Engine, added.
- (18) Instruction **4156-G**—Slipping or Sliding of Driving Wheels—Diesel Electric Road Engines, added.
- (19) Instruction **4160-B** (old 4113)—Dead or Disabled Engines, paragraph 7 changed.
- (20) Instruction **4164-B** (old 4120)—Location and Operation of Telephones—Trainphones, last two paragraphs changed.
- (21) Instruction **4164-C** (old 4149)—Use of Public Address System on Passenger Trains, Note added.
- (22) Instruction **4201-A**—Use of Mile Post Numbers, added.
- (23) Instruction **4221-A** (old 4076)—Message Form C.T. 1250, sample form added.
- (24) Instruction **4515-A** (old 4095)—Engines Not Equipped with Cab Signals, Form C.T. 1400-B, changed.

All employees whose duties are in any way affected thereby must secure copy of SUPPLEMENTAL INSTRUCTIONS to OPERATING, SIGNAL AND INTERLOCKING RULES, edition of September 25, 1949, see that copy is complete, and note the changes.

All previous editions of SUPPLEMENTAL INSTRUCTIONS to OPERATING, SIGNAL AND INTERLOCKING RULES should be turned in or destroyed after September 25, 1949.

(d) **TRAIN SIGNALS**

The use of oil marker lamps on passenger trains is discontinued. On trains not equipped with electric marker lamps **Rule 19a** will apply.

Applies in Zone A

(e) **MAIN LINE
ROBY**

Maximum speed, passenger trains and freight trains on No. 3 track between Spring Switch and Calumet Avenue.....15 miles per hour
Special Instruction 3102 changed.

Applies in Zone B

(f) **MAIN LINE
HARTSDALE**

Cars stored on eastward siding between point 15 car lengths east of east switch to Cooperative Plant Foods, Inc., and east end of siding.

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

C. P. Fisher,
Superintendent.

**THE PENNSYLVANIA RAILROAD
COLUMBUS DIVISION
LOGANSPORT DIVISION
CHICAGO TERMINAL DIVISION**

Columbus, Ohio
Logansport, Ind.
Chicago, Ill.

October 29, 1949

**COLUMBUS DIVISION GENERAL ORDER NO. 1305
LOGANSPORT DIVISION GENERAL ORDER NO. 1302
CHICAGO TERM. DIV. GENERAL ORDER NO. 1302**

Effective 12:01 A.M., C.S.T., 1:01 A.M., E.S.T.

Tuesday, November 1, 1949

Applies in All Zones

(a) **COLUMBUS, LOGANSPORT AND CHICAGO TERMINAL DIVISIONS.**

That part of the main line of the Logansport Division from division post (Cols. Div.) west of Bradford to Mile Post 192, east of Anoka, will become a part of the Columbus Division with headquarters at Columbus, Ohio, and W. H. Mapp, Superintendent.

That part of the main line of the Logansport Division from Mile Post 192, east of Anoka to division post (C. T. Div.); and the South Bend and Effner Branches consolidated with the present Chicago Terminal Division and will be known as the Chicago Division, with headquarters at Chicago, Illinois, and J. D. Fuchs, Superintendent.

W. H. Mapp,
Superintendent.

C. W. Whistler,
Superintendent.

J. D. Fuchs,
Superintendent.

CHARTERED AIRCRAFT CORPORATION LIMITED
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