

# **THE PENNSYLVANIA RAILROAD**

**WESTERN REGION**

---

## **CHICAGO DIVISION**

---

### **Time-Table No. 1**

**In effect 12.01 A. M., Sunday, April 30, 1950**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**CENTRAL STANDARD TIME**

---

**J. P. NEWELL,**  
General Manager.

**BOYD WILSON,**  
Sup't Passenger Transportation.

**J. D. FUCHS,**  
Superintendent.

**A. M. HARRIS,**  
Sup't Freight Transportation.

**Original timetable from the collection of  
Daria Phoebe Brashear**

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**2024**

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# INDEX

	Page
Arranged Freight Train Service.....	28
Automatic Block System.....	68
Automatic Highway Crossing Signals.....	38
Block Limit Stations.....	5, 6
Block Stations in services part time.....	5, 6
Block Stations—Remote Controlled.....	5
Bulletin Boards.....	35
Employee Register.....	35
Employees in Charge of Sidings.....	47
Engine Restrictions.....	54
Engine Whistle Signals.....	32
Equipment Restrictions.....	60
Flag Station Signal.....	33
Fouling Point Signs.....	34
Freight Train Operation.....	47
Fusees and Torpedoes.....	33
General Rules.....	30
General Orders.....	35
General Order Zones.....	36
Hand-Operated Switches Equipped with Electric Locks....	45
Hospitals—First Aid Boxes, Stretchers, etc.....	31
Interlocking.....	68
Interlockings—Remote Controlled.....	5, 7
Letters and Characters.....	32
List of Stations, Distances, etc.....	4, 6
Manual Block System.....	67
Maximum Speeds.....	48
Medical Examiners and Company Surgeons.....	30
Movement by Train Orders.....	63
Movement of Track Cars.....	36
Movement of Trains.....	36
Non-Interlocked Railroad Crossings at Grade.....	37
Operating Rules.....	32
Overhead Clearance.....	62
Passenger Train Operation.....	47
Personal Injuries.....	46
Protection of Public Highway Crossings at Grade.....	40
Qualification Page.....	69
Qualification of Conductor or Engineman.....	36
Schedule Pages.....	8
Secondary Tracks.....	46
Signal Rules.....	63
Signalmen in Charge of Hand-Operated Switches.....	44
Speed Restrictions.....	47
Speed Table.....	47
Spring Switches.....	45
Standard Clocks.....	35
Standard Time.....	32
Superiority of Trains.....	35
Switch Stands Not Equipped with Lighted Switch Lamps..	33
Ticket Offices—Opening and Closing Hours.....	24
Track Assignments.....	45
Train Order Offices Other than Block Stations.....	5
Train Signals.....	33
Trains Wait for Connections.....	25
Use of Signals.....	33
U. S. Mail Work.....	24
Yards, Limits.....	37

# 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			
X	X	X	DIVISION POST (Cols. Div.)	192.0			
X	X	X	ANOKA	192.8			
			RACE	196.4			
		X	FOURTEENTH STREET	197.0			
			ELM	197.5			
			LOGANSPOUT	197.7			
		B	FORT	198.0			
X	X	X	VAN	198.9			
			KENNETH	203.4			
			DEASY	206.6			
			ROYAL CENTER	211.1			
			THORNHOPE	215.7			
			STAR CITY	219.3	147	118	
			WINAMAC	225.2			
			RIPLEY	229.8			
			DENHAM	234.1			
X	X	X	NORTH JUDSON	239.9	146	152	
X	X	X	ENGLISH LAKE	244.2			
			LA CROSSE	249.2			
			GRASSMERE	251.9			
X	X	X	KOUTS	256.1		455	
			SANDY HOOK	258.5			
X			AYNES	260.0	213		
			AYLESWORTH	260.7			
			HEBRON	265.4			
			LEROY	270.0			
			CROWN POINT	276.3			
			SCHERERVILLE	282.9			
X	X	X	HARTSDALE	284.5	138	141	
X	X	X	MAYNARD	287.4			
X	X		AIR LINE	288.2			
			LANSING	289.4			
X			BERNICE	290.7			
X	X	X	BERNICE	9.3			
X	X	X	CALUMET PARK	5.5			57
X	X		BURNHAM	4.6			
			WOLF LAKE JCT.	4.3			
X			HEGEWISCH	3.9			
X		X	COLEHOUR JCT.				
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	BERNICE	290.7			
			DOLTON YARD	293.3			
X	X	X	DOLTON	296.0			
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 continuously.  
**B** indicates in service part-time.  
 Colehour Jct. in service for S. C. & S. and  
 Track No. 3 only.  
 40th Street in service for Track No. 3 only.

Block Stations in service part-time as follows:

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

Block Stations—Remote controlled as follows:

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

Interlockings—Remote controlled as follows:

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

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

Colehour, West End yard office.

Logansport, C. W. { 10.45 A. M. to 6.45 P. M.  
 10.45 P. M. to 6.45 A. M.

Chicago Union Station, G. B.

## SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOGANSPORT				
				VAN	1.2			
				FERN	2.5			
				LUCERNE	11.0			
				GRASS CREEK	16.5			
X	X			KEWANNA	21.4			24
				KEWANNA INT. STA.	21.7			
				BRUCE LAKE	25.0			
X	X	X		DE LONG	29.7			
				CULVER	35.5			
X	X	X		HIBBARD	38.4			43
				TWIN LAKES	41.5			
X	X	X		PLYMOUTH	45.7			
				MARSHALL	46.8			97
X	X	X		LAPAZ JUNCTION	54.0			76
X	X	X		LAKEVILLE	58.9			21
			X	DE	68.9			
				SOUTH BEND	69.0			

NOTE—X indicates in service continuously.

The direction from South Bend to Logansport is eastward.

Block-Limit Station controlled as follows:

Block-Limit Station	Controlled by
DE	Lakeville

## EFFNER BRANCH

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

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Effner to Logansport is eastward.

Block Station in service part-time as follows:

Station	Hours in service
Remington	7.00 A. M. to 3.00 P. M. Daily, except Saturday and Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Kenneth	Van
Monticello	Van
SA	Remington
	Van when Remington is not in service.

# ENGLEWOOD CONNECTING LINE SECONDARY TRACK

Interlocking	Interlocking Station	STATIONS	Distance from 59th Street
X	X	58TH STREET (P. F. W. & C.).....	.4
		FORD STREET.....	2.1
		59TH STREET (P. C. C. & St. L.).....	

NOTE—X indicates in service continuously.

# 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
X	X	ASH STREET.....	310.6
		DRAINAGE CANAL DRAWBRIDGE.....	310.7
		26TH STREET.....	311.3
		12TH STREET.....	312.8
X	X	WESTERN AVENUE.....	314.6

NOTE—X indicates in service continuously.

# CALUMET RIVER LINE SECONDARY TRACK

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

NOTE—X indicates in service continuously.

Interlocking—Remote controlled as follows:

Interlocking	Controlled by
Hegewisch	Calumet Park

## BART TO CHICAGO—ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	● 9 9	□ 2 3 7	● # 4 5 1	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	A.M.	
BART.....	4.15		4.58	
HOBART.....			S 4.59	
NEW CHICAGO.....			F 5.03	
LIVERPOOL.....	4.18		5.04	
BROADWAY.....			S 5.08	
GARY.....			S 5.12	
CLARKE JCT.....	4.27		5.16	
BUFFINGTON.....			F 5.17	
INDIANA HARBOR.....	4.30		S 5.21	
MAHONING.....			S 5.23	
STANDARD.....				
WHITING.....	4.33		S 5.30	
STATE LINE.....			S 5.34	
ANOKA.....		2.50		
RACE.....		2.55		
LOGANSPOUT.....		S 3.00		
LOGANSPOUT.....		# 3.10		
VAN.....		3.13	Will Not	
VAN.....			Run	
WINAMAC.....		3.50	May 30	
NORTH JUDSON.....			July 4	
LA CROSSE.....		3.58	Sept. 4	
KOUTS.....		4.04		
CROWN POINT.....		4.32		
HARTSDALE.....		4.35		
MAYNARD.....				
BERNICE.....		4.39		
CALUMET PARK.....		4.43		
COLEHOUR JCT.....		4.51		
RIVER BRANCH JCT.....	4.37	4.53	5.37	
SOUTH CHICAGO.....			S 5.38	
ENGLEWOOD.....		D 5.02	S 5.46	
22ND STREET.....	4.54	5.11	5.55	
CHICAGO.....(C.U.S.)	S 5.00	S 5.20	S 6.05	
Arrive	A.M.	A.M.	A.M.	
	9 9	2 3 7	4 5 1	

## FIRST CLASS

	◇63 DAILY EX. SUN. A.M.	◇23 DAILY A.M.	●201 DAILY A.M.	●#455 DAILY EX. SUN. A.M.	
	5.20	5.30		5.43	
				S 5.44	
	5.23	5.33		5.47	
				S 5.50	
	U 5.30	P 5.40		S 5.55	
	5.33	5.43		5.59	
				S 6.00	
	5.37	5.46		S 6.03	
				S 6.05	
				D 6.10	
	5.41	5.49		S 6.12	
				S 6.17	
			3.55		
			4.00		
			S 4.05		
			# 4.25		
			4.28	Will Not	
			5.05	Run	
			5.13	May 30	
			5.19	July 4	
				Sept. 4	
			5.47		
			5.50		
			5.54		
			5.58		
			6.07		
	5.45	5.53	6.10	6.20	
	D 5.53	D 6.00	D 6.25	S 6.30	
	6.02	6.09	6.34	6.39	
	S 6.10	S 6.20	S 6.40	S 6.50	
	A.M.	A.M.	A.M.	A.M.	
	63	23	201	455	

## BART TO CHICAGO—ANOKA TO CHICAGO

STATIONS  Leave	FIRST CLASS			
	◇ 77 DAILY	◇ 49 DAILY	◇ 305 DAILY	
	A.M.	A.M.	A.M.	
BART.....	6.05	6.13		
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....	6.08	6.16		
BROADWAY.....				
GARY.....	D 6.15			
CLARKE JCT.....	6.18	6.26		
BUFFINGTON.....				
INDIANA HARBOR.....	6.21	6.30		
MAHONING.....				
STANDARD.....				
WHITING.....	6.24	6.33		
STATE LINE.....				
ANOKA.....				
RACE.....				
LOGANSPORT.....				
LOGANSPORT.....				
VAN.....			4.15	
VAN.....			4.30	
WINAMAC.....			S 4.55	
NORTH JUDSON.....			5.10	
LA CROSSE.....			5.18	
KOUTS.....			5.26	
CROWN POINT.....				
HARTSDALE.....			6.04	
MAYNARD.....			6.08	
BERNICE.....			6.12	
CALUMET PARK.....			6.16	
COLEHOUR JCT.....			6.24	
RIVER BRANCH JCT.....	6.28	6.37	6.27	
SOUTH CHICAGO.....				
ENGLEWOOD.....	D 6.35	D 6.45	D 6.50	
22ND STREET.....	6.44	6.54	6.59	
CHICAGO.....(C.U.S.)	S 6.55	S 7.00	S 7.10	
Arrive	A.M.	A.M.	A.M.	
	77	49	305	

## FIRST CLASS

	◇109 DAILY A.M.	◇59 DAILY A.M.	●29 DAILY A.M.	1 DAILY A.M.	
		6.45	7.15	8.45	
		6.48	7.18	8.48	
		Q 6.55		S 8.55	
		6.57	7.27	8.57	
		7.00	7.30	9.00	
		7.03	7.33	9.03	
	4.05				
	4.10				
	S 4.15				
	4.30				
	4.33				
	5.15				
	5.25				
	5.32				
	S● 6.10				
	6.25				
	6.28				
	6.32				
	6.36				
	6.44				
	6.47	7.07	7.37	9.07	
	D 7.00	D 7.15	D 7.45	D 9.15	
	7.09	7.24	7.54	9.24	
	S 7.20	S 7.30	S 8.00	S 9.30	
	A.M.	A.M.	A.M.	A.M.	
	109	59	29	1	

## BART TO CHICAGO—ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	7 1	3 1 6	□ 1 1 5	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	A.M.	
BART.....	11.35			
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....	11.38			
BROADWAY.....				
GARY.....	\$ 11.45			
CLARKE JCT.....	11.47			
BUFFINGTON.....				
INDIANA HARBOR.....	11.50			
MAHONING.....				
STANDARD.....				
WHITING.....	11.53			
STATE LINE.....				
ANOKA.....			11.50	
RACE.....			11.54	
LOGANSPORT.....			\$ 11.59	
LOGANSPORT.....		\$ 11.40	12.10	
VAN.....				
VAN.....		11.43	12.13	
WINAMAC.....				
NORTH JUDSON.....			12.50	
LA CROSSE.....			12.58	
KOUTS.....			1.04	
CROWN POINT.....				
HARTSDALE.....			1.35	
MAYNARD.....			1.38	
BERNICE.....			1.42	
CALUMET PARK.....			1.46	
COLEHOUR JCT.....			1.54	
RIVER BRANCH JCT.....	11.57		1.56	
SOUTH CHICAGO.....				
ENGLEWOOD.....	D 12.05		D 2.05	
22ND STREET.....	12.14		2.14	
CHICAGO.....(O.U.S.)	\$ 12.25		\$ 2.20	
Arrive	P.M.	A.M.	P.M.	
	7 1	3 1 6	1 1 5	

## FIRST CLASS

	<b>215</b> DAILY P.M.	<b>308</b> DAILY P.M.	<b>55</b> DAILY P.M.	<b>43</b> DAILY P.M.	
			2.52	6.37	
			2.55	6.40	
				<b>S</b> 6.48	
			3.04	6.51	
			3.08	6.55	
			3.11	6.58	
	12.20				
	12.24				
	<b>S</b> 12.28				
	# 12.35	<b>S</b> 3.15			
	12.38	3.23			
	<b>S</b> 1.03				
	<b>S</b> 1.18				
	1.27				
	1.33				
	<b>S</b> 1.50				
	2.05				
	2.08				
	2.12				
	2.16				
	2.24				
	2.26		3.15	7.02	
	<b>D</b> 2.35		<b>D</b> 3.23	<b>D</b> 7.10	
	2.44		3.32	7.19	
	<b>S</b> 2.50		<b>S</b> 3.40	<b>S</b> 7.30	
	P.M.	P.M.	P.M.	P.M.	
	<b>215</b>	<b>308</b>	<b>55</b>	<b>43</b>	

## BART TO CHICAGO—ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	◇303	◇207 DAILY	◇53 DAILY	
	P.M.	P.M.	P.M.	
BART.....			9.00	
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....	Will Run		9.03	
BROADWAY.....	April 30			
GARY.....	May		\$ 9.10	
CLARKE JCT.....	3, 6, 9, 12,		9.12	
BUFFINGTON.....	15, 18, 21,			
INDIANA HARBOR.....	24, 27, 30		9.15	
MAHONING.....	June			
STANDARD.....	2, 5, 8, 11,			
WHITING.....	14, 17, 20,			
STATE LINE.....	23, 26, 29		9.18	
ANOKA.....	July			
RACE.....	2, 5, 8, 11,			
LOGANSFORT.....	14, 17, 20,			
LOGANSFORT.....	23, 26, 29	8.10		
VAN.....	Aug.	8.14		
VAN.....	1, 4, 7, 10,	\$ 8.18		
WINAMAC.....	13, 16, 19,			
NORTH JUDSON.....	22, 25, 28,	8.30		
LA CROSSE.....	31			
KOUTS.....	Sept.	8.33		
CROWN POINT.....	3, 6, 9, 12,			
HARTSDALE.....	15, 18, 21,			
MAYNARD.....	24, 27, 30,			
BERNICE.....	1950	F 7.13		
CALUMET PARK.....		7.25		
COLEHOUR JCT.....		7.32		
RIVER BRANCH JCT.....		\$ 7.50		
SOUTH CHICAGO.....		8.03		
ENGLEWOOD.....		8.06		
22ND STREET.....				
CHICAGO.....(C.U.S.)				
	7.52	8.10		
	7.56	8.14		
	8.04	8.22		
	8.06	8.25	9.22	
	D 8.15	D 8.35	D 9.30	
		8.44	9.39	
	\$ 8.45	\$ 8.50	\$ 9.45	
Arrive	P.M.	P.M.	P.M.	
	303	207	53	

[illegible]

STATIONS	FIRST CLASS			
	52	216	116	
	A.M.	A.M.	A.M.	
Arrive				
BART.....	9.18			
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....	9.15			
BROADWAY.....				
GARY.....	\$ 9.07			
CLARKE JCT.....	9.04			
BUFFINGTON.....				
INDIANA HARBOR.....	U 9.00			
MAHONING.....				
STANDARD.....				
WHITING.....	8.57			
STATE LINE.....				
ANOKA.....		11.30	11.48	
RACE.....		11.25	11.44	
LOGANSFORT.....		# 11.20	11.40	
LOGANSFORT.....		\$ 11.15	\$ 11.33	
VAN.....		11.12	11.30	
VAN.....				
WINAMAC.....		\$ 10.42		
NORTH JUDSON.....		\$ 10.28	10.54	
LA CROSSE.....		10.19	10.46	
KOUTS.....		10.13	10.40	
CROWN POINT.....		\$ 9.52		
HARTSDALE.....		9.45	10.15	
MAYNARD.....		9.42	10.12	
BERNICE.....		9.38	10.08	
CALUMET PARK.....		9.34	10.04	
COLEHOUR JCT.....		9.26	9.56	
RIVER BRANCH JCT.....	8.53	9.24	9.54	
SOUTH CHICAGO.....				
ENGLEWOOD.....	\$ 8.45	\$ 9.15	\$ 9.45	
22ND STREET.....	8.36	9.06	9.36	
CHICAGO.....(C.U.S.)	\$ 8.30	\$ 9.00	\$ 9.30	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	◇52	▲216	□116	

## FIRST CLASS

	315	304	460	22	
	A.M.	P.M.	P.M.	P.M.	
		Will Run	12.40	1.18	
		May	S 12.39		
		1, 4, 7, 10,	F 12.35		
		13, 16, 19,	12.34	1.15	
		22, 25, 28,			
		31			
		June	S 12.29		
		3, 6, 9, 12,	S 12.24	C 1.05	
		15, 18, 21,	12.20	1.03	
		24, 27, 30	F 12.18		
		July	S 12.16	1.00	
		3, 6, 9, 12,			
		15, 18, 21,			
		24, 27, 30	S 12.13		
		Aug.			
		2, 5, 8, 11,	S 12.08	12.57	
		14, 17, 20,	F 12.02		
		23, 26, 29			
		Sept.			
		1, 4, 7, 10,			
		13, 16, 19,			
		22, 25, 28,			
		1950			
	S 11.59				
	11.58	12.15			
		12.05			
		11.27			
		11.19			
		11.13			
		10.47			
		10.43			
		10.39			
		10.35			
		10.26			
		10.24	11.59	12.53	
			S 11.58		
		S 10.15	S 11.50	S 12.45	
		10.08	11.40	12.36	
		S 10.00	S 11.35	S 12.30	
	A.M.	A.M.	A.M.	P.M.	
	DAILY		SAT. ONLY	DAILY	
	315	◇304	●460	◇22	

## CHICAGO TO BART—CHICAGO TO ANOKA

STATIONS	FIRST CLASS			
	208	48	76	
	P.M.	P.M.	P.M.	
Arrive				
BART.....		3.15	3.48	
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....		3.12	3.45	
BROADWAY.....				
GARY.....			C● 3.37	
CLARKE JCT.....		3.03	3.33	
BUFFINGTON.....				
INDIANA HARBOR.....		3.00	3.30	
MAHONING.....				
STANDARD.....				
WHITING.....		2.57	3.27	
STATE LINE.....				
ANOKA.....	3.31			
RACE.....	3.25			
LOGANSPOUT.....	# 3.20			
LOGANSPOUT.....	\$ 3.15			
VAN.....	3.12			
VAN.....				
WINAMAC.....				
NORTH JUDSON.....	F● 2.29			
LA CROSSE.....	2.20			
KOUTS.....	2.14			
CROWN POINT.....	S● 1.52			
HARTSDALE.....	1.45			
MAYNARD.....	1.42			
BERNICE.....	1.38			
CALUMET PARK.....	1.34			
COLEHOUR JCT.....	1.26			
RIVER BRANCH JCT.....	1.24	2.53	3.23	
SOUTH CHICAGO.....				
ENGLEWOOD.....	S● 1.15	S● 2.45	S● 3.15	
22ND STREET.....	1.06	2.36	3.06	
CHICAGO.....(C.U.S.)	\$ 1.00	\$ 2.30	\$ 3.00	
Leave	P.M.	P.M.	P.M.	
	DAILY ◇208	DAILY ◇48	DAILY ◇76	



## CHICAGO TO BART—CHICAGO TO ANOKA

STATIONS	FIRST CLASS			
	4 5 6	3 0 7	2	
	P.M.	P.M.	P.M.	
Arrive				
BART.....	5.37		6.45	
HOBART.....	<b>S</b> 5.35			
NEW CHICAGO.....	<b>F</b> 5.29			
LIVERPOOL.....	5.27		6.42	
BROADWAY.....	<b>S</b> 5.23			
GARY.....	<b>S</b> 5.18			
CLARKE JCT.....	5.14		6.33	
BUFFINGTON.....	<b>F</b> 5.12			
INDIANA HARBOR.....	<b>S</b> 5.10		6.30	
MAHONING.....	<b>S</b> 5.07			
STANDARD.....				
WHITING.....	<b>S</b> 5.02		6.27	
STATE LINE.....				
ANOKA.....				
RACE.....				
LOGANSFORT.....				
LOGANSFORT.....	Will Not Run May 30 July 4 Sept. 4	<b>S</b> 6.20		
VAN.....		6.17		
VAN.....				
WINAMAC.....				
NORTH JUDSON.....				
LA CROSSE.....				
KOUTS.....				
CROWN POINT.....				
HARTSDALE.....				
MAYNARD.....				
BERNICE.....				
CALUMET PARK.....				
COLEHOUR JCT.....				
RIVER BRANCH JCT.....	4.55		6.23	
SOUTH CHICAGO.....	<b>S</b> 4.54			
ENGLEWOOD.....	<b>S</b> 4.46		<b>S</b> 6.15	
22ND STREET.....	4.37		6.06	
CHICAGO.....(C.U.S.)	<b>S</b> 4.32		<b>S</b> 6.00	
Leave	P.M.	P.M.	P.M.	
	DAILY EX. SUN. ●#4 5 6	DAILY 3 0 7	DAILY 0 2	

## FIRST CLASS

	3 4	6 2	2 3 6		
	P.M.	P.M.	A.M.		
	7.50	10.03			
	7.47	10.00			
	<b>S</b> 7.36	<b>S</b> 9.51			
	7.34	9.48			
	<b>U</b> 7.30	9.45			
	7.27	9.42			
			12.25		
			12.20		
			12.15		
			<b>S</b> 11.55		
			11.50		
			<b>F</b> 11.20		
			<b>F</b> 11.05		
			10.56		
			10.50		
			<b>S</b> 10.28		
			10.18		
			10.14		
			10.10		
			10.06		
			9.57		
	7.23	9.38	9.54		
	<b>S</b> 7.15	<b>S</b> 9.30	<b>S</b> 9.45		
	7.06	9.21	9.36		
	<b>S</b> 7.00	<b>S</b> 9.15	<b>S</b> 9.30		
	P.M.	P.M.	P.M.		
	DAILY 3 4	DAILY EX. SAT. 6 2	DAILY 12 3 6		

STATIONS	FIRST CLASS			
	1 1 0	3 0 6	5 4	
	A.M.	A.M.	A.M.	
BART.....			12 .07	
HOBART.....				
NEW CHICAGO.....				
LIVERPOOL.....			12 .04	
BROADWAY.....				
GARY.....			\$ 11.52	
CLARKE JCT.....			11 .49	
BUFFINGTON.....				
INDIANA HARBOR.....			11 .45	
MAHONING.....				
STANDARD.....				
WHITING.....			11 .42	
STATE LINE.....				
ANOKA.....	1 .18			
RACE.....	1 .14			
LOGANSFORT.....	# 1 .10			
LOGANSFORT.....	\$ 1 .00			
VAN.....	12 .57	1 .30		
VAN.....		1 .13		
WINAMAC.....				
NORTH JUDSON.....	12 .16	12 .33		
LA CROSSE.....	12 .08	12 .25		
KOUTS.....	12 .02	12 .19		
CROWN POINT.....				
HARTSDALE.....	11 .30	11 .47		
MAYNARD.....	11 .27	11 .43		
BERNICE.....	11 .23	11 .39		
CALUMET PARK.....	11 .19	11 .35		
COLEHOUR JCT.....	11 .11	11 .26		
RIVER BRANCH JCT.....	11 .09	11 .24	11 .38	
SOUTH CHICAGO.....				
ENGLEWOOD.....	\$ 11.00	\$ 11.15	\$ 11.30	
22ND STREET.....	10 .51	11 .06	11 .21	
CHICAGO..... (C.U.S.)	\$ 10 .45	\$ 11 .00	\$ 11 .15	
	Leave			
	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	◇ 1 1 0	◇ 3 0 6	◇ 5 4	

## FIRST CLASS

	200	44			
	A.M.	A.M.			
		12.25			
		12.22			
		12.13			
		12.10			
		12.07			
	1.53				
	1.49				
	# 1.45				
	\$ 1.40				
	1.36				
	12.58				
	12.50				
	12.44				
	12.17				
	12.13				
	12.09				
	12.05				
	11.56				
	11.54	12.03			
	\$ 11.45	\$ 11.55			
	11.36	11.46			
	\$ 11.30	\$ 11.40			
	P.M.	P.M.			
	DAILY	DAILY			
	◇200	44			

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Hobart*	5.30 AM to 6.30 PM	Closed	Closed
Gary	7.00 AM to 11.59 PM	7.00 AM to 11.59 PM	7.00 AM to 11.59 PM
Indiana Harbor*	6.00 AM to 11.59 PM	Closed	Closed
Whiting*	7.00 AM to 4.00 PM	Closed	Closed
Logansport	11.00 AM to 7.00 PM	11.00 AM to 7.00 PM	11.00 AM to 7.00 PM
Winamac*	10.30 AM to 1.30 PM	Closed	Closed
North Judson*	10.15 AM to 3.00 PM	Closed	Closed
Crown Point*	9.30 AM to 2.00 PM	Closed	Closed
South Chicago*	7.30 AM to 6.00 PM	Closed	Closed
Englewood	5.30 AM to 1.00 AM	5.30 AM to 1.00 AM	5.30 AM to 1.00 AM
Chicago	Continuously	Continuously	Continuously

\*Closed Memorial Day, Independence Day and Labor Day.

## U. S. MAIL WORK

STATIONS	Westward								Eastward				
	99	237	305	109	29	215	55		216	70	306		
Gary										E			
Indiana Harbor					B								
Whiting	D												
Van			E								E		
Royal Center						CD			CD				
Thornhope						CD			CD				
Star City						CD			CD				
Denham						CD			CD				
North Judson				DL									
English Lake						CD			CD				
La Crosse						CD			CD				
Kouts						CD			CD				
Hebron		L				CD			CD				
Schererville						CD			CD				
Lansing						CD			CD				
South Chicago	D	D			H								
Englewood					E		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.

H—Mail delivered daily except Sat., Sun., Mon. and Holidays.

L—Reduce speed to 20 miles per hour to deliver mail.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

TRAINS WAIT FOR CONNECTION

Junction	Train	Due	Mins. Wait	Connection From	Due
LOGANSPORT	No. 316 INDIANAPOLIS DIV.	11.40 A.M.	Indefinitely	No. 116 CHICAGO DIV.	11.33 A.M.
	No. 115 CHICAGO DIV.	12.10 P.M.	20	No. 315 INDIANAPOLIS DIV.	11.59 A.M.
	No. 308 INDIANAPOLIS DIV.	3.15 P.M.	Indefinitely	No. 208 CHICAGO DIV.	3.15 P.M.
	No. 207 CHICAGO DIV.	6.30 P.M.	30	No. 207 CINCINNATI DIV.	6.18 P.M.
	No. 207 CHICAGO DIV.	6.30 P.M.	30	No. 307 INDIANAPOLIS DIV.	6.20 P.M.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	CO-1 (1)	FW-23 (2)	LCL-1 (3)	PC-5 (1)	PF-7 (1)	FW-21 (1)	THC-1 (5)	IL-1 (1)	PF-9 (1)	PF-3 (1)	NW-85 (1)	LD-1 (1)	LD-11 (1)	LD-21 (2)	LD-15 (1)	LD-3 (2)	LD-19 (1)	CO-5 (2)	LD-5 (2)	PF-1 (1)
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Bart		12.01	1.00	1.30	1.45	3.00			4.30	8.45										7.20
Colehour		2.00		2.00		9.00			5.15											
Chicago			11.45		13.00	10.00			16.15	10.00										8.30
Anoka	12.15										11.45									
Van							9.30	6.30										12.45		
Logansport	12.30						9.45	6.45			12.01							1.00		
Logansport							10.15	8.15			2.45	5.30	2.30		7.15	8.45	9.15	1.45		
Van							10.30	8.30			3.00	5.45	2.45		7.30	9.00	9.30	3.00		
Plymouth														7.00						
South Bend														8.00	1.00		4.00			
Efner													6.00							
Hebron																				
Hartdale							4.30	11.30			5.15	11.30						5.30	12.01	
Dolton																				
Chicago							*5.30	*1.30			16.30	*1.30						*7.00	*3.00	
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.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.

(1) Daily.

(2) Daily Ex. Sun.

(3) Daily Ex. Mon.

(5) Daily Ex. Tue.

(7) Mon. Wed., Fri.

‡ 55th Street.

\* 59th Street.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	NL-3 (1) P.M.	LCL-3 (1) P.M.	CO-3 (1) P.M.	FW-15 (2) P.M.	SD-1 (1) P.M.	NW-99 (1) P.M.	CC-3 (1) A.M.	XD-1 (1) A.M.	LD-7 (2) P.M.	IS-17 (2) P.M.	RH-1 (2) P.M.	FW-80 (7) A.M.							
Leave																			
Bart	9.35	11.30		10.00															
Colehour	10.15																		
Chicago	11.00	12.30																	
Anoka			6.15			6.15			11.00		8.30								
Van							4.00	3.20		2.30									
Logansport			6.30			6.30	4.15	3.35	11.15	2.45	8.45								
Logansport			7.30		1.45			6.45				8.30							
Van			7.45		2.00			7.00				8.45							
Plymouth																			
South Bend																			
Effner																			
Hebron																			
Hartdale			10.00																
Dolton																			
Chicago			*11.00																
Arrive	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.							

\* 59th Street.

† 55th Street.

(7) Mon. Wed. Fri.

(2) Daily Ex. Sun.

(1) Daily.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	FW-16 (2)		WS-8 (1)	LD-2 (1)	FW-24 (1)	LD-6 (2)	NW-86 (1)	CS-8 (1)	FW-22 (2)	CO-2 (2)	IL-2 (1)	FW-8 (1)	CG-8 (1)	NW-88 (1)	GRE-2 (1)	LCL-2 (2)	NW-82 (1)	PF-8 (1)	CO-6 (1)	CO-8 (1)		
	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.		
Bart	12.39		3.45		5.45			12.45	11.00			9.45			1.00	11.00		2.45				
Colehour			3.00		5.00			11.45	6.00			9.00						2.00				
Chicago			12.01		14.00			19.30				17.30			19.00	18.00		11.00				
Anoka							2.15			2.50			1.30	3.30			4.00			11.00		
Van											2.15								6.00			
Logansport							2.00			2.35			1.20	3.15			3.45		5.45	10.45		
Logansport				1.45			1.30			2.05			12.40	2.40			3.15					
Van				1.30			1.15			1.50	11.20		12.30	2.30			3.00					
Plymouth																						
South Bend																						
Effner																						
Hebron																						
Hartsdale				7.30		11.00	11.05			11.50	9.15		10.30	12.30			12.55					
Dolton							10.45			11.30	8.45		10.10	11.55			12.15					
Chicago				15.30		18.00	19.30			10.30	7.30		18.30	10.15			10.30					
Leave	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.		

(9) Tue., Thur. and Sat.

(6) Daily Ex. Sat.

(3) Daily Ex. Mon.

(2) Daily Ex. Sun.

\*59th Street.

†Polk Street.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

**The time shown conveys no time-table authority**

[illegible]

**(1) Daily.**

**(6) Daily Ex. Sat.**

(9) Tue. Thur. and Sat.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

**100A-1A.** 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.

### Personal Injuries

#### 100R-2A. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone Number
Chicago.....	Dr. Walter Aye Medical Examiner Office, 246-251 Union Station. 8.00 A. M. to 12.00 Noon 1.00 P. M. to 5.00 P. M. Daily except Sat., Sun. and Holidays Res., 2316 Sherman Avenue, Evanston, Ill. ....	Central 6-7200, Ext. 348, 349  Greenlf 5-2402
	Sub-office, 59th Street yard of- fice, 8:00 A. M. to 12:00 Noon. 1:00 P. M. to 5:00 P. M. Mon- day, Tuesday, Thursday and Friday.	Walbrook 5-6681
	Sub-office, Colehour, yard office West End. 8:00 A. M. to 12:00 Noon, 1:00 P. M. to 5:00 P. M. Wednesday.	Central 6-7200 Ext. 8-38
	Dr. A. R. Metz Company Surgeon Office and Res., 240 E. Superior St. ....	DElaware 7-6500 Ext. 779
	Dr. Raymond Householder Ass't Company Surgeon Office, 240 E. Superior St. ....  Res., 3257 Newcastle Ave. ....	DElaware 7-6500 Ext. 238 Avenue 3-5722
	Dr. Virgil Wescott, Oculist Office, 30 N. Michigan Ave. ... Res., 526—8th St., Wilmette, Ill. ....	DEarborn 2-3127 4611
Gary.....	Dr. R. N. Bills Company Surgeon Office, 504 Broadway ..... Res., 534 Lincoln St. ....	6106 2-6208
	Dr. W. K. Robinson Ass't Company Surgeon Office, 504 Broadway ..... Res., 4024 E. 10th Street. ....	6106 8-2382
Indiana Har- bor.....	Dr. J. A. Teegarden Company Surgeon Office, 3336 Michigan Ave. .... Res., 4210 Parrish Ave. .... Exchange Tel. ....	167 219 Enterprise 4460 Hammond, Ind.
Logansport....	Dr. L. W. Blackwood, Ass't Medical Examiner Office: 412 East Melbourne Ave. .... Res., 719 East Market St. .... Office Hours: 8.00 A.M. to 12.00 Noon } Monday 1.00 P.M. to 3.00 P.M. } 8.00 A.M. to 12.00 Noon } Wednesday 1.00 P.M. to 5.00 P.M. } 8.00 A.M. to 12.00 Noon } Thursday 8.00 A.M. to 12.00 Noon } Friday 1.00 P.M. to 5.00 P.M. }	Penn. Exc. 37 2469

Location	Name and Address	Telephone Number
Logansport....	Dr. Earl W. Bailey Company Surgeon Office 212-214 5th St..... Res., 2522 North St.....	4469 4498
	Dr. J. Carl Jones Ass't Company Surgeon Office, 422 North St..... Res., 1300 Michigan Ave.....	4660 4221
North Judson..	Dr. C. R. Farabee Company Surgeon Office and Residence. Cor. Lain and Central.	Office 16 Res. 21
Crown Point..	Dr. W. F. Houk Company Surgeon Office and Res., East St.....	279
Dolton.....	Dr. M. Robert Weidner Company Surgeon Office and Residence, 14105 Lincoln Ave.....	922
South Bend...	Dr. P. J. Birmingham Company Surgeon Office, 426 Sherland Bldg..... Res., 1302 E. Ewing St.....	3-2476 3-3376
Plymouth....	Dr. P. R. Irey Company Surgeon Office, N. Michigan Road.... Res., 1020 Lincoln Way.....	459 755
Monticello....	Dr. H. B. Gable Company Surgeon Office, 103 E. Broadway..... Res., 710 S. Main St.....	390 15

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

Location	Name and Address	Telephone Number
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	9131
	Methodist Hospital, 1600 West 6th Ave.....	3-0491
Logansport...	St. Joseph Hospital 26th and High Sts.....	4145
	Memorial Hospital North Michigan Ave.....	3117
Crown Point..	Lake Co. Infirmary Three miles east.....	87
Chicago.....	The Wesley Memorial Hospital, 240 E. Superior St.....	DElaware 7-6500 Ext. 238
Hammond....	St. Margaret's Hospital, 30 Clinton St.....	Sheffield 228
South Bend...	Memorial Hospital 604 North Main St.....	3-1131
	St. Joseph Hospital 401 N. Notre Dame.....	3-2168
Plymouth....	Marshall Co. Hospital North Michigan St.....	3361
	Aspinall Sanitarium Pennsylvania Ave.....	100
Culver.....	Military Hospital Academy Grounds	89

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

First-Aid Boxes, location of:

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

Stretchers:

Combined, Baggage Cars and all Passenger Trains.  
 Tool Houses.  
 Yard Offices.  
 Wreck Train.  
 Engine Houses and M. of E. Shops.  
 M. of W. Camp Cars.  
 Sandy Hook Coaling Station.

**OPERATING RULES****STANDARD TIME****1001-A1.** Central Standard Time applies on this division.**TIME TABLES****Letters and Characters****1004-A.** The following letters and characters in schedules indicate:

- S** — Regular stop.  
**F** — Stop on signal to receive or discharge passengers.  
**C** — Regular stop to receive passengers.  
**D** — Regular stop to discharge passengers.  
**●** — No baggage service.  
**◇** — Passenger train—no train baggageman.  
**‡** — Will not run on specified dates or Holidays shown on schedule pages.

**1004-B1.**

- †** — Train Baggageman west of Logansport, Saturday only.  
**□** — No train baggageman west of Logansport.  
**▲** — No train baggageman west of Logansport on Sunday.  
**#** — Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.  
**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.

**ENGINE WHISTLE SIGNALS****1014(r)-A1. Rule 14 (r)** will apply:

When stops are to be made for coal or water.

	Location	Sound Engine Whistle at:
Eastward trains—	Hartsdale	Maynard
	Sandy Hook	Hartsdale
	Winamac	LaCrosse
Westward trains—	Winamac	Van
	Sandy Hook	LaCrosse
	Hartsdale	Sandy Hook (By telephone to Operator Kouts if train stops at Sandy Hook)

Operator will notify train dispatcher promptly.

**1014 (r)-A2. Rule 14 (l)** will apply approaching vicinity of Coaling Station, Yard A, Logansport, when running with the current of traffic and **14 (q)** when against the current of traffic for the protection of the employees at that location.

### TRAIN SIGNALS

**1019-A1.** The use of oil marker lamps on passenger trains is discontinued. On trains not equipped with electric marker lamps Rule 19a will apply.

### USE OF SIGNALS

#### Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

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

### Flag Station Signal

**1028A-A1.** Flag Station Signal in Service:



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.

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

**1035-A.** An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

#### Fusees And Torpedoes

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

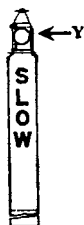
**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	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.

**Fouling Point Signs.**

**1037-B.** Sign displaying Letters FP indicates the fouling point of main track of the track on which it is located.

**1038-A1. Slow Board**

Note: Y—Yellow

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

Name—Slow Board.

Location:

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

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

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

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

**1038-A2. Stop Board**

Note: R—Red

Indication—Stop.

Name—Stop Board.

Location:

River Branch Jct.

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

Brighton Park

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

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

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

26th Street

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

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

12th Street

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

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

Monticello—302 feet east of and 298 west of C. I. & L. R. R. crossing.

Reynolds—356 feet east of and 328 feet west of C. I. & L. R. R. crossing.

Cummings Track

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

Right of Way No. 1

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

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

Right of Way No. 3

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

**1038-B1.** 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.

### SUPERIORITY OF TRAINS

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

### GENERAL ORDERS

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

**1075b-A1.** 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	Employee Register	Standard Clock	Location	Other Divisions
X	X	X	Logansport—C. W. Telegraph Office —Crew Dispatcher's Office	Cincinnati Columbus Ft. Wayne Indianapolis St. Louis B. & O.R.R. I. U. Rwy.
X	X	X	Logansport—Yard Office, Yard A	
X	X		Logansport—Yard Office, 18th St. and Yard C	
X	X		South Bend—Yard Office	Indianapolis
X	X		Chicago—C. U. S. Lamproom	Ft. Wayne
		X	Chicago—C. U. S. Telegraph Office	
X	X		Chicago—Coach Yard Office	Ft. Wayne
X	X		Chicago—Diesel Pit Foreman's Office, 16th Street	Ft. Wayne
X	X		51st Street—Hump	
X	X		55th Street—Yard Office	
X	X	X	55th Street—Crew Dispatcher's Office	Ft. Wayne
X	X		Damen Avenue—Yard Office	
X	X		16th Street—Yard Office	
X	X		Campbell Soup—Yard Office	
X	X	X	59th Street—Yard Office	
X	X		59th Street—Enginehouse	
X	X		63rd Street—Westbound Hump	
X	X	X	Colehour—Yard Office, West End	Ft. Wayne
X	X		Colehour—Yard Office, East End	
X	X		110th Street—Yard Office	
X	X		East Chicago—Freight Office	

**NOTE—X indicates in service.**

#### Standard Clocks

**1075b-A2.** Standard Clocks At Other Points:  
Train Dispatchers Office.

## General Order Zones

**1075b-A3.** General Order Zones of this Division are as follows:

Zone A—Between division post (Ft. W. Div.) and Chicago.

Zone B—Between division post (Cols. Div.); div. post (Cin. Div.) located 710 feet east of Anoka; division post (Ind. Div.) located 3210 feet east of Van; division post (Ft. W. Div.) located 10306 feet east of Van; Fern on South Bend Branch and Chicago, Bernice and Colehour Jct.

Zone C—Kenneth to division post (Chi. Div.) located 100 feet west of station at Effner.

Zone D—Fern to South Bend.

Zone E—All other portions, Chicago Division.

## Qualification of Conductor or Engineman

**1075b-A4.** 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.

**1076-B1.** While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

Train service employes in or on cabins must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

## MOVEMENT OF TRACK CARS

**1080-A1.** 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.

**1080-A2.** 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

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

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

At 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.

**Yard Limits.**

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

Track	Between	and
S C & S	1 mile east of Colehour Jct.	Colehour Jct.
South Bend Branch	Plymouth	1½ miles west of Plymouth
	4 miles east of D E	South Bend
	Van	Fern
Effner Branch	1 mile east of Effner	Effner

**1093-B1. 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	Anoka	Van
No. 1 and No. 2	Mile Post 280, East of Schererville	Beverly Jct.

**Authority to proceed as an extra.**

**1097-A2.** When a train is to run as a Passenger Extra it will be notified by the Signalman, except:

At Logansport, by Operator C. W. office.

At Chicago Union Station, by Operator, G B office.

At Chicago, 12th Street Yard, by Yard Master.

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

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

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

Location	Signals, Etc. Governing Movement Over Crossings		Requirements
	Type	Indication or Position	
Logansport: Wabash R. R.	Position Light.	More favorable than Stop.	Stop, unless proceed hand signal is received from signalman at Elm and proceed signal aspect is displayed. Maximum speed over Wabash crossing 15 M.P.H.
Monticello: C. I. & L. R. R.	Stop Board Combination High Target and Gate, Displaying Two Red Lights at Night.	Diagonal Position of Target, Proceed.	Stop before crossing.
Reynolds: C. I. & L. R. R.	Stop Board Combination High Target and Gate, Target Displaying Two Red Lights at night.	Diagonal Position of Target, Proceed.	Stop before crossing.

Location	Signals, Etc., Governing Movement 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, 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.

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

### Automatic Highway Crossing Signals

**1103a-A1.** 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—105th 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	Washington Street	Winamac	In white box on instrument case at Washington Street	Eastward and Westward
No. 1	Washington Street	Winamac	In white box at crossover Adam Street	Eastward only
No. 2	Washington Street	Winamac	In white box on instrument case at Washington Street	Westward and Eastward
Westward Siding	Main Street	Kouts	In white box on front of station Building	Eastward and Westward
No. 1	Sigler Street	Hebron	In white box on post west side of Sigler Street	Eastward and Westward
No. 2	Sigler Street	Hebron	In white box on instrument case west side of Sigler Street	Eastward and Westward
No. 1 and No. 2	Main Street	Crown Point	In white box on instrument case at Main Street	Eastward and Westward
No. 1 and No. 2.	Wentworth Avenue.	Lansing.	In box on post south of No. 1 track, east of highway and on instrument case north of No. 2 track, east of highway.	Movements on main tracks.

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

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 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

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

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of
Secondary	106th Street	Calumet River Line	Midnight and 8:00 A. M. Sunday continuously
Secondary	Hoyne Ave.	Englewood Conn. Line	3:00 P. M. and 7:00 A. M.
South Bend Branch	Garro Street	Plymouth 400 ft. west of Passenger Station	10.30 P.M. to 6.30 A.M. Daily Except Sunday Continuously on Sunday
South Bend Branch	Washington Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Adams	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Jefferson Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday
South Bend Branch	Harrison Street	Plymouth 2800 ft. west of Passenger Station	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday

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

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

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

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

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

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

#### **1103a-D1. 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.

### Winamac—Madison Street.

Adams Street.

Main Street.

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

### North Judson—Talmar Street.

Main Street.

Sycamore Street.

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

#### Lansing—Wentworth Avenue.

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—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.

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

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

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

Location	Switches
Elm	Crossover between No. 1 and No. 2 main tracks East end Nos. 1, 2 and 3 station tracks No. 4 storage and/or engine track
Fort	Crossover between No. 1 and No. 2 main tracks Crossover between No. 1 and No. 2 station tracks West end No. 1 and No. 2 station tracks
22nd Street	All switches

### Hand-Operated Switches Equipped With Electric Locks

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

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

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

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

**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.

### 1104-E1. Spring Switches Located:

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

### Track Assignments

#### 1151-A1. Single Track.

Track	Between	And
S. C. & S. Effner Branch	Bernice Kenneth	Colehour Jet. SA
South Bend Branch	Van	DE

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

Current of traffic is as follows:

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

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

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

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

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	58th Street (Sig. Bridge)	47th Street	Westward	Yardmaster 55th Street	Yardmaster 55th Street	
No. 3	47th Street	58th Street (Sig. Bridge)	Eastward	Switchtender 47th Street	Switchtender 47th 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 Jct.	Belt Crossing	Westward	Beverly Jct.	Beverly Jct.	
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	Beverly Jct.	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 Jct.

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

Track	Between	And	Controlled by	Note
Calumet River Line (W)	Hegewisch	River Branch Jct.	Yardmaster 110th Street	1
Englewood Connecting Line (W)	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.

**1151-E1. Employees in charge of sidings of assigned direction as follows:**

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

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

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

**PASSENGER TRAIN OPERATION****Locking of Toilets**

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

**FREIGHT TRAIN OPERATION**

**1155-C1.** Trainmen must not pass over container cars while cars are in motion.

**1155-C2.** Freight trains using south-west wye Van to make reverse movement into Yard C must separate train to clear Cliff Drive highway crossing located at south end of Wabash River Bridge unless arrangements are made to immediately start reverse movement.

**SPEED RESTRICTIONS****1157-A. 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

**PASSENGER TRAINS AND FREIGHT TRAINS**  
**1157-C1. Maximum speeds, unless otherwise specified.**

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
<b>Main Line Between:</b>	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 Mahoning							45	45	45	45
Mahoning 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
Division Post (Cols. Div.) and Anoka							55	45	55	45
Anoka and Race							70	50	70	50
Race and Van							30	30	30	30
Van 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								
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
Bernice and Beverly Jct.							30	30	30	30
Beverly Jct., Rock Island and B. & O. C. T. R. R. Crossings							20	20	20	20
<b>South Bend Branch Between:</b>										
Van and Fern	15	15								
Fern and Plymouth (Ft. Wayne Div. Crossing)	35	35								
Plymouth (Ft. Wayne Div. Crossing) and Plymouth (Harrison St., 0.56 Mi. West of Ft. Wayne Div. Crossing)	15	15								
Plymouth (Harrison St.) and Yard Limit board, 4 mi. east of DE.	35	35								
Yard Limit board, 4 mi. east of DE and South Bend	10	10								

<b>Effner Branch Between: Kenneth and Effner</b>	35	35							
<b>Butler Branch Between: Van and Fern</b>	15	15							

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

### 1157-C2. Wreck trains.

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

### 1157-C3. Work Trains.

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

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

Main Line	Miles per Hour
<b>1157-C4. Circus Trains</b> .....	*30
<b>1157-C5. Revenue Trains</b> handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Supplemental Instruction <b>4155-A</b> of Supplemental Instructions to Operating, Signal and Interlocking Rules. —on straight track..... —on curves.....	*30 *20
<b>1157-C6. Freight trains</b> that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block..... NOTE—When handling such trains Conductors must know that enginemmen have been so advised.	*40
<b>1157-C7. Snow Plows</b> in service..... Snow Flangers in service..... Passing station platforms and trains on adjacent tracks.. Snow plows of all wooden construction in service (Identified by word "Wooden" stenciled under number).... 495506 495508 999106 994486 LI191 495507 994489 999057 994523 NOTE—Must not be pushed with an engine or engines having more tractive effort than one L1s Locomotive	*25 *20 5 *20
* 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.	
<b>1157-C8. Operating against current of traffic</b> , except where <b>Rule 261</b> is in effect—Passenger trains..... —Freight trains.....	50 40
<b>1157-C10. Train</b> consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types, or Long Island Rail Road cars of P-54 type..... NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road suburban cars of P-54 type are shorter than through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemmen have been so advised.	65
<b>1157-C11. Passenger train</b> assisted by an engine on rear and air brake controlled by leading engine.....	30
<b>1157-C12. Pushing Cars</b> —Passenger trains..... —Freight trains.....	30 20
<b>1157-C13. Track Cars</b> —unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under <b>Rule 80</b> ..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 10 5 5
<b>1157-C15. Trains</b> handling foamite cars must be operated in accordance with freight train speed.	

**1157-C25.** Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
<b>Main Line Between:</b>		
Division Post (Ft. W. Div.) and South Branch Bridge		
Passenger tracks.....	50	20
Freight tracks.....	25	20
Division Post (Cols. Div.) and Race.	45	20
Race and Van.....	30	20
Van and Bernice.....	50	20
Bernice and Colehour Jct.....	30	20
Bernice and Beverly Jct.....	30	20
<b>Effner Branch Between:</b>		
Kenneth and Effner.....	35	20
<b>South Bend Branch Between:</b>		
Van and South Bend.....	35	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 engine-men have been so advised.

### TURNOUTS

**1157-D1.** Maximum speeds, unless otherwise specified.  
**Spring Switches.**

#### 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., di- verging movements.....		10

**1157-E1.** 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
<b>Main Line:</b>	
River Branch Jct. movements against current of traffic, Tracks No. 1, No. 2 and No. 4. Calumet River Line. Belt Ry. connection.....	20
<b>Beverly Jct.—Western Avenue Secondary Track</b> Drainage Canal Drawbridge, all movements.....	20

### CURVES, BRIDGES, ETC.

**1157-F1.** Maximum speeds, unless otherwise specified.

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

Between home signals at Elm.....	15
First curve west of Kenneth, No. 1 track.....	60
First curve west of Kenneth, No. 2 track.....	50
<b>S. C. &amp; S.</b>	
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
<b>South Bend Branch</b>	
Logansport—Over North Third Street, 1.14 miles West of Van.....	5
Logansport—Over North Sixth Street, 1.42 miles West of Van.....	5
Between Home Signals at Lakeville.....	20

### ENGINES

**1157-G1. Maximum speeds, unless otherwise restricted.**

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
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
ES-12.....	40	40
ES-24.....	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.

**SECONDARY TRACKS AND SIDINGS****1157-H1. Maximum speeds, unless otherwise specified.**

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
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 Hoyne Ave.....	.....	.....	8
All Sidings.....	.....	.....	15

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

# ENGINE RESTRICTIONS

1160-A1. 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							X											X			
Between Bernice and Colehour Jct. (S. C. & S.)												X	X					X	X		
Between Western Ave. and Clinton St. (C. U.S.)												X			X			X	X	X	
Between Clinton St. and Canal St. (C. U.S.)							X		A		X	X	A	X	X	X	X	X	X		
HOBART:																					
East Wye to E. J. & E. R. R.							X	X	X		X	X	X	X	X	X	X	X	X	X	
Freight House track	X	X	X									X					X	X	X		
West Wye to E. J. & E. R. R.							X									X		X	X		
National Fire Proofing Co.:																X		X	X		
First track north of main track	X	X	X				X		X		X	X		X	X	X	X	X	X		
Second track north of main track	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X		
LIVERPOOL:																					
Wye to M. C. R. R.	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X		
GARY:																					
Freight House and all industrial tracks	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X		
West Conn. to C. S. S. & S. B. R. R.							X					X					X	X	X		
CLARKE:																					
Rubbish Track	R	R	R			R	R	R	R		R	R	R	R	R	R	R	X	R	R	
CLARKE JCT.:																					
West Wye to B. & O. C. T. R. R.	X	X	X				X		X		X	X	X	X	X	X	X	X	X		
Conn. to west end Clarke Yard	X	X	X				X				X	X	X		X		X	X	X		
INDIANA HARBOR:																					
Friedland Coal Co. Track																					
Indiana Pure Ice & Coal Co. Track	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X		
All Freight House tracks																					
Conn. to R. of W. No. 1	X	X	X				X	A	X		X	X	A	X	X	X	X	X	X		
INDIANA HARBOR CANAL:																					
Westward Siding—Whiting																		X	X	X	
Conn. to R. of W. No. 3												X	X			X	X	X	X		
West leg of Wye—Riley Road																				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	
MAHONING: Fruit Growers Express Co. tracks.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
WHITING: Standard Oil tracks Westward Siding.....		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
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	X
Bridge 194.04: 1.89 Mi. West of Anoka No. 1 Track.....																				
BRIDGE 194.18: 2.01 Mi. West of Anoka Tower.....		70	70	50	20	20	20	70	70	50	40	40	70	50	60	50	50	40	60	
BRIDGE 194.18: 2.03 Mi. West of Anoka Tower.....		70	70	50	20	20	20	70	70	50	40	50	70	50	60	50	50	50	60	
BRIDGE 4.32: 2.83 Mi. West of Van Tower.....		70	70	50	20	20	20	70	70	50	40	50	70	50	60	50	50	50	60	
KENNETH: Yard Tracks, South Side: 1 and 2..... 3 and 4.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ROYAL CENTER: Team Track..... Storage East of Oil Company.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
STAR CITY: Team Track..... Standard Oil..... Stock Track.....											X	X			X		X	X	X	
DENHAM: Team Track.....		X	X	X		X	X				X	X	X	X	X	X	X	X	X	X
RIPLEY: West Storage, East of Mile Post 227..... East Storage, Ten car lengths west of derail to end.....		X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
NORTH JUDSON: Sand Pit Track..... Trailing Turnout, N. Y. C. Interchange Track to Eastward Siding..... North Team east of Main Street.....		X	X	X		X	X	X			X	X	X	X	X	X	X	X	X	X
LA CROSSE: Turnouts of three tracks leading to former C. A. & S..... Three former C. A. & S. tracks west of old elevator..... Monon Connection..... North Elevator Track, East of Coal Bins.....	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
GRASSMERE: Elevator Track.....		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 16,000 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	O1	O2, S2	T	
<b>SANDY HOOK:</b> Coal track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Under structure.....																				
Remaining portion east derail to 750 ft. east of west derail.....											X	X	X				X	X	X	
<b>AYLESWORTH:</b> Elevator and Team Track.....											X	X	X				X	X	X	
<b>HEBRON:</b> Tail track.....											X	X	X				X	X	X	
<b>CROWN POINT:</b> Letz Mfg. Co. All Tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Burton coal track.....									X		X	X	X	X	X	X	X	X	X	X
Tuttle coal track.....											X	X	X	X	X	X	X	X	X	X
Team track, No. side.....											X	X	X	X	X	X	X	X	X	X
Northern Indiana Public Service Track.....	X	X	X		X	X					X	X			X		X	X	X	X
<b>HARTSDALE:</b> Wye to M. C. R. R.....							X				X	X		A	A	A	X	X	X	X
Interchange tracks to M. C. R. R.....	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X	X
Cooperative Plant Foods, Inc., Tracks.....																				
<b>MAYNARD:</b> Wye to Grand Trunk R. R.....							X	X	X		X	X	X	X	X	X	X	X	X	X
National Brick Co. Track.....	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X	X
<b>AIR LINE:</b> Conn. to C. I. & L. Ry.....							X	X	X		X	X	X	X	X	X	X	X	X	X
<b>LANSING:</b> Meeters Inc. track South Side.....	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X	X
Lansing Lbr. & Supply Co. track.....																				
Krumm Coal Co. Track.....	X	X	X				X				X	X			X	X	X	X	X	X
Team Tracks.....																				
<b>BERNICE:</b> Globe Rendering Co. track.....	X	X	X				X	X	X		X	X	X	X	X	X	X	X	X	X
Illinois Brick Yard.....	X	X	X				X	A	X		X	X	X	X	X	X	X	X	X	X
Wye to S. C. & S.....																				
<b>BRIDGE 8.15:</b> 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	18		15
<b>CALUMET PARK:</b> Conn. to B. & O. C. T. R. R.....											X			X		X	X	X		X
<b>BURNHAM:</b> Conn. to B. & O. C. T. R. R.....	Y	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X
Conn. to C. & C. R. R. Hegewisch Lbr. Co. Track.....	X	X	X		X					X	X			X	X	X	X	X	X	X
<b>BRIDGE 4.78:</b> 0.1 mile east of Burnham.....	20	40	40		10	10	20	20	20	20	X	X	20	10	10	X	X	10		10
<b>HEGEWISCH:</b> Wye to Calumet River Line.....											X			X		X	X	X		

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 15,000 Gallons with 8 Wheel Trucks
	AS, BS, ES, FS	BP1	AP2, BP3, EP3, FP3	AF4, BF4, EF4, FF3	B	C	CC2	E	G	H	I	J	K	L	M	N	Q1	Q2, S2	T	
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 460.57: 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
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
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 10	25 25	25 25	25 25	10 10	X X	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
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
35th STREET: Peacock Estate		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
23rd STREET: Vierling Steel Works		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

LOCATION	CLASS OF ENGINES																			Engines with Tender Capacity of Over 16,000 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	
CHICAGO (C.U.S. Joint Tracks):																				
Hibbard, Spencer		X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X
Bartlett Track																				
North American Cold Storage Track																				
All other industrial tracks between 18th Street and Western Ave.		X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Neutral tracks						X						X			X		X	X	X	X
DOLTON:																				
C. E. Waterman track		X	X	X			X	X	X		X	X	X	X	X	X	X	X	X	X
Dolton Fuel & Material Co. track																				
Connection to C. & W. I. R. R.		X	X	X		X					X	X			X		X	X	X	X
RIVERDALE:																				
Track north of No. 2 track		X	X	X		X					X	X			X		X	X	X	X
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
BRIDGE 294.89																				
1 mile west of Riverdale	30	30	30		20	20	30	30	30	30	20	30	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.																				
Tuco Products track		X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
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
South Bend Branch																				
All tracks, bridges, etc. NOTE.—15 M. P. H. over all bridges.	15	15	15	15	15	X	X	X	X	15	R	R	15	15	R	15	R	R	R	Note
PLYMOUTH:																				
Ft. Wayne Div. Conn. McCord Radiator & Mfg. Co.												X			X		X	X	X	X
Plymouth Engineering & Oil tracks											X	X	X		X	X	X	X	X	X
Plymouth Seed Co. tracks																				
Plymouth Co.																				
LAPAZ JCT.:																				
B. & O. Connection											X	X	X		X	X	X	X	X	X
LAKEVILLE:																				
Wabash Connections											X	X	X		X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gallons with 8 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	
<b>SOUTH BEND:</b> N. Y. C. Connection east of Broadway..... Studebaker Connection east of Broadway..... Eckler Mfg. Co. Track..... W. C. Miller Track..... No. 1 House Track, Tutt St..... No. 2 House Track, Tutt St.....												X	X	X		X	X	X	X	X	X
<b>Effner Branch</b> All tracks, bridges, etc. NOTE.—15 M. P. H. over all bridges.						X	X	X	X		X	X	X				X	X	X	Note	
<b>LAKE CICOTT:</b> Great Lake Track..... Million Sand Track.....									X		X	X	X	X	X	X	X	X	X	X	X
<b>IDAVILLE:</b> Standard Oil Track.....									X		X	X	X				X	X	X		
<b>MONTICELLO:</b> Monon Connection.....									X		X	X	X		X	X	X	X	X	X	
<b>REYNOLDS:</b> Monon Connection 300 feet east of State Road.....									X		X	X	X				X	X	X		
<b>WOLCOTT:</b> So. Elevator Track..... Dye Lumber Track.....											X	X	X		X	X	X	X	X	X	
<b>REMINGTON:</b> Standard Oil Track..... W. end of north track..... Middletrack—So. side..... Elevatortrack, So. side.....											X	X	X		X	X	X	X	X	X	
<b>GOODLAND:</b> Bales Lbr. Track beyond a point 423 feet from P. R. R. main track switch..... Sherman White & Co. Track..... Butane Gas Track.....									X		X	X	X		X	X	X	X	X	X	
<b>NEWTON:</b> Newton County Stone Co., Under Tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>SECONDARY TRACK:</b> <b>BELT CROSSING:</b> Conn. to Belt R. R. Clayton Marks track.....  Between 59th St. and 12th Street.....		X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>ASH STREET:</b> Conn. to I. C. R. R. ....  Between 12th Street and Western Ave.....							X	X	X	A5	X	X	A5	A5	X	X	X	X	X	X	
<b>ALL BRIDGES</b> Between <b>BRIDGE 310.09</b> over Taylor Street..... and <b>BRIDGE 311.28</b> over Fulton Street incl.....		20	20	20	15	X	20	20	20	15	X	20	20	20	X	X	X	X	20	15	

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 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

### 1160-B1. Other equipment restrictions.

#### MAIN LINE:

Crown Point, Letz Co. Middle Track. . . . X-40 type box cars

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

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

#### SOUTH BEND BRANCH:

South Bend { Studebaker Aviation..... }  
 { Campbell Box..... } X-40 type box cars  
 { Freight House No. 1 track.. }

#### EFFNER BRANCH:

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

#### S. C. & S. and SECONDARY TRACKS.

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

Bridge 4.76, 0.1 mile east of Burnham..... 15

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.

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

Secondary Track	Between	And	Bridge
Beverly Jct.—Western Avenue.....	59th Street...	Canal Street.	.....

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved in wreck trains under the same restrictions as obtain for 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.

**Overhead Clearance.**

**1163-A1.** Employees are warned of close overhead clearance at the following locations:

**Between Van and Bernice:**

Sandy Hook Coaling Station..... Coal Chutes  
Crown Point, Letz Mfg. Co..... Bridge

**Between Bernice and Colehour Jct.:**

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

**SOUTH BEND BRANCH**

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

**EFFNER BRANCH**

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

## MOVEMENT BY TRAIN ORDERS

### 1201-A1. Location of Train Dispatchers—

#### Chicago

Train Dispatchers in charge as follows:

Main Line Bart to South Branch Bridge  
Anoka to Beverly Jct.  
Bernice to Colehour Jct.

#### Branches:

Effner  
South Bend

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

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

**1201-A3.** At Logansport, enginemen of passenger trains are relieved from reporting for orders. Conductor will personally deliver a copy of each order to the engineman who will compare with the conductor by reading the order aloud. When there are no orders or messages the conductor will personally notify the engineman before train departs.

**1201-A4.** 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.

## SIGNAL RULES

### Movement of Trains in same direction by Block Signals

#### 1251-A1. Rules 251, 253 and 254 in effect:

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

### Opposing and following movement of trains by block signals.

#### 1261-A1. Rules 261, 262, 263 and 264 in effect:

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








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

**Pedestal Type Home Signal**

In service as follows:

Indiana Harbor Canal—Governs eastward movements from eastward siding, Whiting.








South Branch Bridge—Governs eastward movements on No. 1 Track.

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

### Color Light Type Home Signal

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

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

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

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

BLUE LIGHT



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

Name—Signal Mast Bracket Marker.

Fourteenth Street—No. 1 track, Signal 1966.

Kentland—Eastward Home Signal.

**1285-A1. Approach.**

When aspect Fig. A, **Rule 285**, is displayed by westward home signal Calumet Park, or by westward home signal No. 2 track Dolton, the indication is:

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

**1289-A1. Permissive block.**

When aspect Fig. A, **Rule 289**, is displayed by westward home signal Calumet Park, or by westward home signal No. 2 track Dolton, 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 15 miles per hour; approach next signal prepared to stop.

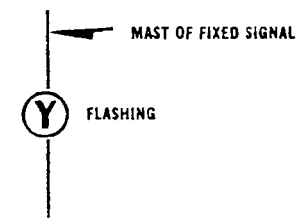
**1291-A1. Between Anoka and Elm and between Van and Hartsdale:**

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

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

**1294-A1. Train Order.**

**Note: Y-Yellow**



**Indication—Orders.**

**Name—Train Order.**

**In service as follows:**

**Anoka—Eastward Home Signal, No. 1 Track.**

**Race —Eastward Home Signal, No. 1 Track.**

**Race —Westward Home Signal, No. 2 Track.**

## MANUAL BLOCK SYSTEM

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

	Track	Between	And
Main Line	No. 1 and No. 2	Bernice	Beverly Jct.
	No. 1 and No. 2	Elm	Van
S. C. & S.	Single	Bernice	Colehour Jct.
South Bend Branch	Single	Van	DE
Effner Branch	Single	Kenneth	SA

**1317-A1. 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  
Anoka and Beverly Jct.

**1365-A1.** Eastward movements through hand operated switch from spur track to southwest wye Van must not be permitted when other movements are being made between home signals. Permission must be secured from signalman Van to enter southwest wye from spur track before opening switch.

## AUTOMATIC BLOCK SYSTEM

**1501-A1.** 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 (Cols. Div.)	Elm
	No. 1 and No. 2	Van	Bernice

For movements against current of traffic.

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

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

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

## INTERLOCKING

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

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



**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., April 28, 1950.

**GENERAL ORDER No. 101**

**Effective 12.01 A.M., Sunday April 30, 1950**

**Applies in All Zones**

- (a) Time-Table No. 1 in effect. It contains the necessary instructions issued in general orders up to and including No. 1302 of former Chicago Terminal Division, No. 1302 of former Logansport Division and No. 1312 of Chicago Division, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 1 to see that his copy is complete, pages properly lined up, and note changes.  
Employes must turn in Time-Table No. 13 to bulletin board attendant, after Time-Table No. 1 takes effect.

**Applies in Zone A**

- (b) **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 1157-C1 changed.

**Applies in Zone B**

- (c) **MAIN LINE  
BETWEEN LA CROSSE AND LEROY**  
Trains and engines on No. 2 track must not exceed speed as follows:

	Miles Per Hour	
	Passenger	Freight
1. La Crosse, over C. & O. Ry. (PM District) crossing.....	30	30
2. Between Mile Post 236 one mile east of North Judson and Mile Post 242 one-half mile west of English Lake.	60	40
3. Between Mile Post 261 two miles east of Hebron and Mile Post 264 one and one-half miles west of Hebron..	60	40

Special Instruction 1157-C1 changed.

- (d) **MAIN LINE  
BETWEEN LEROY AND VAN**  
Trains and engines on No. 1 track must not exceed speed as follows:

	Miles Per Hour	
	Passenger	Freight
1. Between LeRoy and crossing one-half mile east of coal dock Sandy Hook.	50	40
2. Between Mile Post 245 one mile east of La Crosse and English Lake....	50	40
3. Between Mile Post 226 one mile east of Ripley and Mile Post 207 one and one-half miles east of Royal Center.	60	40
4. Between Kenneth and Van.....	60	40

Special Instruction 1157-C1 changed.

- (e) **MAIN LINE  
BETWEEN HEGEWISCH AND COLEHOUR JCT.**  
Maximum speed between west wye switch, Hegewisch and Mile Post 2, two miles east of Colehour Jct. .... 40 miles per hour  
Special Instruction 1157-C1 changed.

- (f) **MAIN LINE  
BETWEEN KENNETH AND HEBRON**  
Freight trains must not exceed a speed of 40 miles per hour passing following signals:  
Westward—No. 2361, 1.1 miles east of North Judson.  
Eastward—No. 2582, 0.9 mile west of Aynes.  
No. 2382, 0.9 mile west of North Judson.

(g) **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.

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**Applies in Zone C**

(h) **EFFNER BRANCH**

Maximum speed, class M engines, unless otherwise specified..... 30 miles per hour  
Between point  $\frac{1}{2}$  mile east of Mile Post 19 and Mile Post 21, east of Monticello..... 20 miles per hour  
Between Bridge 31.94, 4.0 miles east of Wolcott and Wolcott..... 20 miles per hour  
Between point  $\frac{1}{2}$  mile west of Mile Post 44, west of Remington and Mile Post 50, west of Goodland.. 20 miles per hour  
Special Instruction 1157-C1 changed.

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**Effective 10.01 A.M., Monday, May 1, 1950**

**Applies in Zone B**

(i) **MAIN LINE**

**KENNETH—5500 FEET WEST**

Signal 09, governing westward movements on No. 2 track and signal No. 10, governing eastward movements on No. 1 track, out of service.

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

**J. D. FUCHS,**  
Superintendent.

Chicago, Ill., May 9, 1950  
**GENERAL ORDER No. 102**  
**Effective 12:01 A.M., Thursday, May 11, 1950**

(a) SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL and INTERLOCKING RULES, EDITION OF SEPTEMBER 25, 1949.

- (b) MAIN LINE  
CALUMET PARK  
Home signal governing Westward movements on Main track and dwarf signal governing Westward movements from siding moved eastwardly to a point 710 feet east of I.H.B. crossing, in service.

- (c) MAIN LINE  
BETWEEN LEROY and VAN  
Paragraph (d), General Order No. 101, annulled.

- (d) MAIN LINE  
BETWEEN LEROY and ROYAL CENTER  
Trains and engines on No. 1 track must not exceed speed  
as follows:

	Miles Per Hour	
	Passenger	Freight
1. Between LeRoy and crossing one-half mile east of coal dock Sandy Hook	60	40
2. Between Mile Post 245 one mile east of La Crosse and English Lake....	60	40
3. Between Mile Post 226 one mile east of Ripley and Mile Post 207 one and one-half miles east of Royal Center	60	40

Special Instruction 1157-C1 changed.

- (e) SOUTH BEND BRANCH  
Engine restrictions, all tracks, bridges, etc., changed. Special Instruction 1160-A1 changed. Coupon attached to sticker form of this General Order must be detached and pasted over corresponding item, page 58, in the Time-Table.

- (f) EFFNER BRANCH  
REMINGTON  
Engine restrictions changed. Special Instruction 1160-A1 changed. Coupon attached to sticker form of this General Order must be detached and pasted over corresponding item, page 59 in the Time-Table.

J. D. FUCHS,  
Superintendent.

[illegible]

**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., May 19, 1950.

**GENERAL ORDER No. 103**

**Effective 10.01 A.M., Monday, May 22, 1950**

(a) **MAIN LINE**

**CALUMET PARK**

Automatic highway crossing signals and gates at Dolton Avenue, 600 feet east of I.H.B. Crossing, and at Sibley Boulevard, 3,200 feet east of I.H.B. Crossing, in service. Devices to cut out the operation of highway crossing signals and gates by trainmen located as follows:

Dolton Avenue—In box on instrument case west of highway.

Sibley Boulevard—In box on instrument case east of highway.

Special Instruction 1103a-A1 changed.

J. D. FUCHS,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., June 14, 1950

**GENERAL ORDER No. 104**

**Effective 12.01 A.M., Thursday, June 15, 1950**

**Applies in All Zones**

- (a) SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES, EDITION OF SEPTEMBER 25, 1949.

Instruction **4515-B** changed.

Coupon for Instruction **4515-B** must be pasted over Instruction **4515-B**, on page 62.

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**Effective 10.01 A.M., Thursday, June 15, 1950**

**Applies in Zone B**

- (b) MAIN LINE  
LaCROSSE

Interlocked derails in No. 1 and No. 2 Tracks and C.I.&L. connection; C.&O. Ry. (P.M. District) crossing; Wye connections to C.&O. Ry. (P.M. District) located south of No. 1 Track; facing interlocked switch in No. 2 Track located 378 feet west of westward home signal leading to C.I.&L. connection and low home signal governing eastward movements from C.I.&L. connection, out of service.

Trailing hand-operated switch in No. 2 Track, with pipe connected derail, 624 feet west of westward home signal, leading to C.&O. Ry. (P.M. District) interchange, in service. Switch is equipped with electric lock; permission to unlock must be obtained from Signalman, LaCrosse. Movements must be clear of home signal limits before electric lock can be released. Special Instruction 1104-D1 changed.

Low Home Signal governing westward movements from C.&O. Ry. (P.M. District) connection located 185 feet east of switch, in service.

- (c) MAIN LINE  
BETWEEN LaCROSSE AND LEROY  
Paragraph (c), General Order No. 101, annulled.
- (d) MAIN LINE  
BETWEEN LEROY and ROYAL CENTER  
Paragraph (d), General Order No. 102, annulled.

**J. D. FUCHS,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., June 21, 1950.

**GENERAL ORDER No. 105  
Effective 12:01 A.M., Sunday, June 25, 1950  
Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of Nos. 48 and 49 withdrawn.

Schedules of Nos. 1, 43, 77, 109 and 305 changed.

Sticker coupons attached to sticker forms of this General Order must be detached and pasted in time-table as follows :

Nos. 305, 109 and 77 over first three schedules, page 10.

Blank coupon over No. 109, page 11.

No. 1 and No. 43 over corresponding schedules, pages 11 and 13.

Blank coupon over No. 48, page 18.

U stop for No. 52, page 16, at Indiana Harbor, withdrawn. Employees must correct page 16 in ink.

No. 63 will not run July 3 and 4.

No. 62 will not run July 2 and 3.

**J. D. FUCHS,**  
Superintendent.

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◇305 DAILY A.M.	◇109 DAILY A.M.	◇77 DAILY A.M.	1 DAILY A.M.	43 DAILY P.M.
		6.30	8.55	6.40
		6.33	8.58	6.43
Chgo. Div. G. O. 105	Chgo. Div. G. O. 105	D 6.40 6.42 6.46	S 9.05 9.07 9.10	S 6.50 6.52 6.56
		6.48	9.13	6.59
	4.05 4.10 S 4.15			
	4.30			
4.15 4.30 S 4.55 5.10	4.33 5.15	Chgo. Div. G. O. 105	Chgo. Div. G. O. 105	Chgo. Div. G. O. 105
5.18 5.26 S 6.00 6.04 6.08	5.25 5.32 S 6.00 6.18 6.21			
6.12 6.16 6.24	6.25 6.29 6.37			
6.27	6.40	6.52	9.17	7.03
D 6.40 6.49	D 6.50 6.59	D 7.00 7.09	D 9.25 9.34	D 7.10 7.19
S 7.00	S 7.10	S 7.20	S 9.40	S 7.30
A.M.	A.M.	A.M.	A.M.	P.M.
305	109	77	1	43
Page 10—Cols. 1, 2 and 3			Page 11 Col. 2	Page 11 Col. 5
			Page 13 Col. 5	Page 18 Col. 2

**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., June 27, 1950.

**GENERAL ORDER No. 106**

**Effective 12:01 A.M., Saturday, July 1, 1950  
Applies in Zone C**

- (a) **EFFNER BRANCH  
KENNETH - EFFNER**  
Single track between Kenneth and Effner changed to EFFNER Secondary Track of no assigned direction, controlled by Van.

All tracks between Kenneth and Effner now designated as sidings remain in service as sidings. Page 6 and Special Instructions 1151-A1 and 1151-D1, changed.

Rule 105A will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except Rules 201 to 223, inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for movement of passenger extras must be in writing.

Train Dispatchers located at Chicago in charge. Special Instruction 1201-A1 changed.

Yard Limits indicated by yard limit boards now designated in Special Instruction 1093-A1 remain in service. Special Instruction 1093-A1 changed.

Rules 305 to 373, inclusive, except Rule 316, in effect between Kenneth and Effner. Special Instructions 1305-A1 and 1317-A1 changed.

All maximum speeds on curves, bridges, etc.; Engine Restrictions; Other Equipment Restrictions and General Orders as they formerly applied between Kenneth and Effner, remain in effect, except as follows:

Maximum Speed between Kenneth and Effner, 30 miles per hour.

Special Instructions 1157-C1, 1157-C25 and 1157-H1, changed.

- (b) **EFFNER SECONDARY TRACK**  
SA Block-Limit Station controlled by Van.  
Employees must correct page 6, in ink.

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**Applies in All Zones**

- (c) **ENGINES**  
**MAXIMUM SPEEDS, UNLESS OTHERWISE  
RESTRICTED.**

Class LS-25 Diesel Engines	Miles Per Hour
Forward—Light .....	40
Forward—With train .....	40

Special Instruction 1157-G1, changed.

**J. D. FUCHS,**  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
CHICAGO DIVISION**

Chicago, Ill., August 26, 1950

**GENERAL ORDER No. 109**

**Effective 10.01 A.M., Tuesday, August 29, 1950**

**Applies in Zone C**

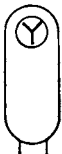

**(a) EFFNER SECONDARY TRACK  
REYNOLDS**

High target and gate located north of secondary track, 10 feet west of C. I. & L. R. R. Crossing and stop boards located 356 feet east of and 328 feet west of C. I. & L. R. R. Crossing, out of service.

Special Instructions 1038-A2 and 1098-A1, changed.

Interlocking governing movement over C. I. & L. R. R. Crossing, in service. Color light type home signal governing eastward movements located 200 feet west of C. I. & L. R. R. Crossing and color light type home signal governing westward movements located 200 feet east of C. I. & L. R. R. Crossing, in service.

Color light type signals will govern as follows:

Aspect	Indication	Name
	<b>Proceed at restricted speed</b>	<b>Restricting</b>
	<b>Stop</b>	<b>Stop-signal</b>

To use C. I. & L. R. R. Crossing, employees will be governed as follows:

Trains must stop at home signal location.

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

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

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

Cars must not be left standing between home signals. Track cars must be stopped at home signal locations, motor stopped and car pushed over the crossing under "Stop-signal" after it is known there are no trains approaching on C. I. & L. R. R. track.

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

Special Instructions 1280-A to 1294-A1 changed.

**J. D. FUCHS,**  
**Superintendent.**

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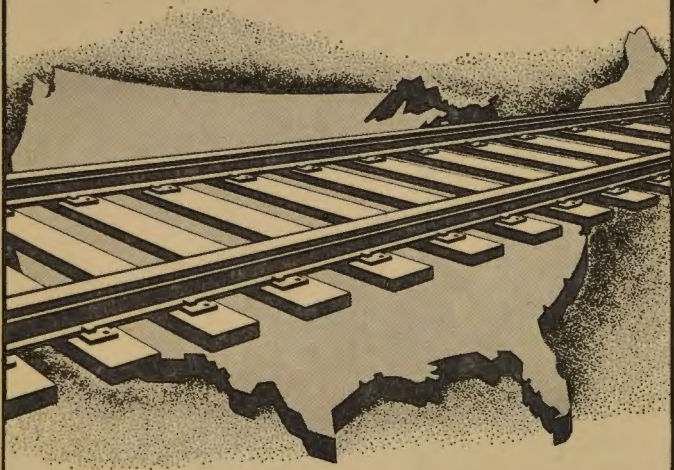






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