

The Pennsylvania Railroad

WESTERN REGION

NORTHWESTERN DIVISION

CHICAGO TERMINAL DIV'N

Time Table No. 29

In effect 12.01 A.M., Sunday, April 30, 1939

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. M. SYMES,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

F. R. GERARD,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

C. P. FISHER,
Superintendent.

Original timetable from the collection of Tim Zukas

PDF Conversion by Rob Schoenberg -- robs@railfan.net

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2023

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HOBART TO CHICAGO (MAIN LINE) SCHERERVILLE TO CHICAGO (MAIN LINE VIA S. C. & S.)

Interlockings	Block Stations	Dist. between Stations	Dist. from Pgh. & Schererville	STATIONS	Station Signals	Sidings assigned direc'n car capacity 45 ft. cars		
						E	W	Both
I			435.1	HOBART.....		86	88	
		2.3	437.4	NEW CHICAGO.....				
I	B	0.8	438.2	LIVERPOOL.....	DW			
		2.8	441.0	BROADWAY.....				
I		1.3	442.3	TOLLESTONE.....				
		1.1	443.4	GARY.....				
		1.0	444.4	CLARKE.....		173	188	
I	B	1.8	446.2	CLARKE JCT.....	CJ			
		0.7	446.9	BUFFINGTON.....				
I	B	1.7	448.6	INDIANA HARBOR.....	IH			
I		0.5	449.1	INDIANA HARBOR CANAL.....				
		0.4	449.5	MAHONING.....				
		0.3	449.8	INDIANA HARBOR SHOPS.....				
		1.6	451.1	STANDARD.....				
I	B	0.3	451.4	WHITTING.....	FO			
		1.2	452.6	ROBY.....				
		1.2	453.8	STATE LINE.....				
				SCHERERVILLE.....				
I	B	1.6	1.6	HARTSDALE.....	JG	143	143	
I		2.9	4.5	MAYNARD.....				
I		0.8	5.3	AIR LINE.....				
		1.2	6.5	LANSING.....				
I	B	1.3	7.8	BERNICE.....	BI			
I	B	3.8	11.6	CALUMET PARK.....	MC			60
I		0.9	12.5	BURNHAM.....				
P		0.7	13.2	HEGEWISCH.....				
P		3.9	17.1	COLEHOUR JCT.....	(S. C. & S.)			
P		0.5	454.3	COLEHOUR JCT.....				
I	B	0.8	455.1	RIVER BRANCH JCT.....	CR			
		0.7	455.8	SOUTH CHICAGO.....				
I		5.5	461.3	ENGLEWOOD.....				
		4.3	462.2	58TH STREET (Sig. Bridge).....				
	B	2.3	466.5	22ND STREET.....	AJ			
		0.2	466.7	ALTON JCT.....	(C. U. S.)			
		0.9	467.6	ROOSEVELT ROAD.....				
		0.8	468.4	CHICAGO.....	GB			

NOTE.—(I) Interlocking Station and Plant.

(P) Interlocking Plant—Remote controlled.

(A) Interlocking Plant—Automatic.

(B) Attended Block Station.

(B) Unattended Block Station.

NOTE.—Block Stations are open continuously.

NOTE.—Train Order offices other than Block Stations are open as follows:

GB—Chicago, continuously.

Emergency whistle located Alton Jct., Roosevelt Road and Harrison Street, Chicago (C. U. S.)

Interlockings	Block Stations	Dist. between Stations	Dist. from Columbus	STATIONS	Station Signals	Sidings assigned direc'n car capacity 45 ft. cars		
						E	W	Both
			282.9	SCHERERVILLE				
I	B	1.6	284.5	HARTSDALE	JG	143	143	
I		2.9	287.4	MAYNARD				
I		0.8	288.2	AIR LINE				
		1.2	289.4	LANSING				
I	B	1.3	290.7	BERNICE	BI			
I	B	5.3	296.0	DOLTON	DU			
I		0.8	296.8	RIVERDALE				
I	B	2.5	299.3	WEST PULLMAN	GK			
I		2.0	301.3	WASHINGTON HEIGHTS				
I		1.7	303.0	ROCK ISLAND CROSSING				
I	B	0.1	303.1	BEVERLY JCT.	BV			
I		2.1	305.2	BELT CROSSING				
		2.0	307.2	59TH STREET				
I		1.3	308.5	49TH STREET				
		1.5	310.0	BRIGHTON PARK	BR			
I		2.9	314.6	WESTERN AVENUE	CS	A2		
		1.2	317.5	CHICAGO	GB			

NOTE.—(I) Interlocking Station and Plant.
(P) Interlocking Plant—Remote Controlled.
(A) Interlocking Plant—Automatic.
(B) Attended Block Station.
(†B) Unattended Block Station.

NOTE.—Block stations are open continuously.

NOTE.—Train Order offices other than Block Stations are open as follows:

GB—Chicago, continuously.

Emergency whistle located Madison Street and Randolph Street, Chicago (C. U. S.).

B. & O. C. T.-S. C. & S. JOINT TRACKS

Interlockings	Block Stations	Dist. between Stations	Dist. from Terminal	STATIONS	Station Signals	Sidings assigned direct'n car capacity 45 ft. cars		
						E	W	Both
I			0.0	PINE JUNCTION	NE			
I		0.4	0.4	CLARKE JUNCTION	CJ			
I		2.3	2.7	C. I. & S. CROSSING				
I		0.6	3.3	L. H. B. CROSSING				
		1.9	5.2	HAMMOND JCT.				
I		1.9	6.1	STATE LINE				

ENGLEWOOD CONN. RY.

			0.0	59TH STREET (P.C.C. & St.L.)				
I		2.1	2.1	FORD STREET				
		0.3	2.4	68TH STREET (P.F.W. & C.)				

WOLF LAKE-HAMMOND BRANCH

			0.0	HAMMOND JCT.				
		0.2	0.2	HAMMOND				
		3.1	3.3	HEGEWISCH				

CALUMET RIVER LINE

P			0.0	HEGEWISCH				
		0.3	0.3	CALUMET WESTERN JCT.				
I		4.2	4.5	RIVER BRANCH JCT.	CR			

CALUMET WESTERN-CUMMINGS BRANCH

			0.0	CALUMET WESTERN JCT.				
		1.7	5.0	SOUTH CHICAGO				

RIGHT OF WAY NO. 1

I			0.0	INDIANA HARBOR	IH			
		2.1	2.1	KENNEDY AVENUE				

RIGHT OF WAY NO. 2

			2.0	EAST CHICAGO				
		0.8	0.8	141ST STREET				

RIGHT OF WAY NO. 3

			0.0	MAHONING				
		1.8	1.8	B. & O. C. T.				

Special Instruction D1803.

6 HOBART TO CHICAGO—SCHERERVILLE TO CHICAGO

STATIONS	FIRST CLASS			
	0237☆ DAILY	453 DAILY	15 DAILY	
	A. M.	A. M.	A. M.	
Leave				
HOBART.....	-----	\$ 5.00	-----	-----
LIVERPOOL.....	-----	5.05	5.15	-----
BROADWAY.....	-----	\$ 5.10	-----	-----
GARY.....	-----	\$ 5.15	\$ 5.23	-----
CLARKE JCT.....	-----	5.19	5.28	-----
INDIANA HARBOR.....	-----	\$ 5.25	\$ 5.33	-----
WHITING.....	-----	\$ 5.31	-----	-----
SCHERERVILLE.....	\$ 4.36	-----	-----	-----
HARTSDALE.....	4.41	-----	-----	-----
LANSING.....	-----	-----	-----	-----
BERNICE.....	4.48	-----	-----	-----
CALUMET PARK.....	4.53	-----	-----	-----
COLEHOUR JCT.....	5.03	-----	-----	-----
RIVER BRANCH JCT.....	5.05	5.38	5.43	-----
SOUTH CHICAGO.....	-----	\$ 5.39	-----	-----
ENGLEWOOD.....	D 5.13	\$ 5.48	\$ 5.53	-----
22ND STREET.....	5.22	5.56	6.02	-----
CHICAGO.....	\$ 5.30	\$ 6.05	\$ 6.10	-----
Arrive	A. M.	A. M.	A. M.	
	237	453	15	

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS			
	118	52	216	
	A. M.	A. M.	A. M.	
Arrive				
HOBART.....	E 1.44	-----	-----	-----
LIVERPOOL.....	1.40	10.13	-----	-----
BROADWAY.....	-----	-----	-----	-----
GARY.....	\$ 1.29	\$ 10.06	-----	-----
CLARKE JCT.....	1.23	10.02	-----	-----
INDIANA HARBOR.....	\$ 1.19	-----	-----	-----
WHITING.....	-----	-----	-----	-----
SCHERERVILLE.....	-----	-----	-----	-----
HARTSDALE.....	-----	-----	10.32	-----
LANSING.....	-----	-----	-----	-----
BERNICE.....	-----	-----	10.25	-----
CALUMET PARK.....	-----	-----	10.20	-----
COLEHOUR JCT.....	-----	-----	10.11	-----
RIVER BRANCH JCT.....	1.09	9.53	10.09	-----
SOUTH CHICAGO.....	-----	-----	F 10.08	-----
ENGLEWOOD.....	\$ 1.00	\$ 9.45	\$ 10.00	-----
22ND STREET.....	12.51	9.36	9.51	-----
CHICAGO.....	\$ 12.45	\$ 9.30	\$ 9.45	-----
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	118	52	216	

FIRST CLASS

109 DAILY	◇201 DAILY	◇63 DAILY	◇5 DAILY	◇307 DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
-----	5.40	5.50	6.00	-----	-----
-----	\$ 6.48	B 5.57	U 6.07	-----	-----
-----	5.51	6.02	6.11	-----	-----
-----	B 6.55	-----	U 6.13	-----	-----
-----	-----	-----	-----	-----	-----
5.28	-----	-----	-----	6.10	-----
-----	-----	-----	-----	-----	-----
5.34	-----	-----	-----	6.16	-----
5.39	-----	-----	-----	6.21	-----
5.48	-----	-----	-----	6.30	-----
-----	-----	-----	-----	-----	-----
5.50	6.04	6.13	6.21	6.33	-----
-----	-----	-----	-----	B 6.36	-----
D 5.59	D 6.13	D 6.23	D 6.30	D 6.43	-----
6.08	6.23	6.32	6.39	6.52	-----
\$ 6.15	\$ 6.30	\$ 6.40	\$ 6.45	\$ 7.00	-----
-----	-----	-----	-----	-----	-----
A. M.	A. M.	A. M.	A. M.	A. M.	
109	201	63	5	307	

EASTWARD

FIRST CLASS

22	460	208	78		
A. M.	P. M.	P. M.	P. M.		
-----	\$ 12.23	-----	-----	-----	-----
11.46	12.18	-----	2.12	-----	-----
-----	\$ 12.13	-----	-----	-----	-----
A 11.37	\$ 12.09	-----	A 2.04	-----	-----
11.33	12.06	-----	2.00	-----	-----
X 11.30	\$ 12.01	-----	-----	-----	-----
-----	\$ 11.53	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	1.44	-----	-----	-----
-----	-----	1.38	-----	-----	-----
-----	-----	1.33	-----	-----	-----
-----	-----	1.26	-----	-----	-----
11.23	11.48	1.22	1.52	-----	-----
-----	F 11.47	-----	-----	-----	-----
\$ 11.16	\$ 11.39	\$ 1.14	\$ 1.44	-----	-----
11.06	11.30	1.06	1.36	-----	-----
\$ 11.00	\$ 11.26	\$ 1.00	\$ 1.30	-----	-----
-----	-----	-----	-----	-----	-----
A. M.	A. M.	P. M.	P. M.		
DAILY	SAT. ONLY	DAILY	DAILY		
◇22	◇460	◇208	◇78		

8 HOBART TO CHICAGO—SCHERERVILLE TO CHICAGO

STATIONS	FIRST CLASS			
	◇455 DAILY #EX.SUN.	◇3 DAILY		
	A. M.	A. M.		
Leave				
HOBART.....	\$ 8.09			
LIVERPOOL.....	8.14	8.35		
BROADWAY.....	\$ 8.18			
GARY.....	\$ 8.22			
CLARKE JCT.....	8.28	8.45		
INDIANA HARBOR.....	\$ 8.31			
WHITING.....	\$ 8.39			
SCHERERVILLE.....		Will operate June 23rd to Sept. 11th, inclusive.		
HARTSDALE.....				
LANSING.....				
BERNICE.....				
CALUMET PARK.....				
COLEHOUR JCT.....				
RIVER BRANCH JCT.....	8.45	8.55		
SOUTH CHICAGO.....	\$ 8.48			
ENGLEWOOD.....	\$ 8.56	D 7.03		
22ND STREET.....	7.03	7.12		
CHICAGO.....	\$ 7.10	\$ 7.20		
Arrive	A. M.	A. M.		
	455	3		

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS			
	58	28	48	
	P. M.	P. M.	P. M.	
Arrive				
HOBART.....				
LIVERPOOL.....	3.51	4.08	4.15	
BROADWAY.....				
GARY.....	M 3.44		A 4.07	
CLARKE JCT.....	3.40	3.59	4.03	
INDIANA HARBOR.....				
WHITING.....				
SCHERERVILLE.....				
HARTSDALE.....				
LANSING.....				
BERNICE.....				
CALUMET PARK.....				
COLEHOUR JCT.....				
RIVER BRANCH JCT.....	3.32	3.51	3.55	
SOUTH CHICAGO.....				
ENGLEWOOD.....	\$ 3.24	\$ 3.43	\$ 3.48	
22ND STREET.....	3.15	3.35	3.37	
CHICAGO.....	\$ 3.10	\$ 3.30	\$ 3.30	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇58	◇28	◇48	

FIRST CLASS

◇49 DAILY	◇29 DAILY	◇59 DAILY	23 DAILY		
A. M.	A. M.	A. M.	A. M.		
7.08	7.19	7.54	11.45	-----	-----
Z 7.14	-----	U 8.00	\$ 11.52	-----	-----
7.18	7.27	8.04	11.55	-----	-----
-----	-----	0 8.06	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
7.27	7.35	8.14	12.05	-----	-----
D 7.35	D 7.43	D 8.21	D 12.13	-----	-----
7.44	7.52	8.29	12.22	-----	-----
\$ 7.50	\$ 8.00	\$ 8.35	\$ 12.30	-----	-----
A. M.	A. M.	A. M.	P. M.		
49	29	59	23	-----	-----

EASTWARD

FIRST CLASS

454	4	456	42	2	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 4.35	-----	\$ 5.15	-----	-----	-----
4.30	4.52	5.10	5.53	8.45	-----
\$ 4.26	-----	\$ 5.04	-----	-----	-----
\$ 4.22	-----	\$ 5.01	\$ 5.44	F 8.37	-----
4.17	4.44	4.57	5.37	8.33	-----
\$ 4.13	-----	\$ 4.53	\$ 5.32	T 8.30	-----
\$ 4.05	-----	\$ 4.46	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
3.59	4.36	4.41	5.23	8.23	-----
\$ 3.58	-----	\$ 4.40	-----	-----	-----
\$ 3.50	C 4.28	\$ 4.32	\$ 5.15	\$ 8.15	-----
3.40	4.20	4.23	5.06	8.06	-----
\$ 3.35	\$ 4.15	\$ 4.18	\$ 5.00	\$ 8.00	-----
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY EX. SAT. 454	DAILY ◇4	‡DAILY EX. SUN. || 456	DAILY 42	DAILY ◇2	

10 HOBART TO CHICAGO—SCHERERVILLE TO CHICAGO

STATIONS	FIRST CLASS			
	215	79	◇43	
	DAILY	DAILY	DAILY	
	P.M.	P.M.	P.M.	
Leave				
HOBART.....	-----			-----
LIVERPOOL.....	-----	4.10	6.13	-----
BROADWAY.....	-----			-----
GARY.....	-----	\$ 4.17	\$ 6.20	-----
CLARKE JCT.....	-----	4.20	6.23	-----
INDIANA HARBOR.....	-----		F 6.26	-----
WHITING.....	-----			-----
SCHERERVILLE.....	-----			-----
HARTSDALE.....	2.40			-----
LANSING.....	-----			-----
BERNICE.....	2.46			-----
CALUMET PARK.....	2.51			-----
COLEHOUR JCT.....	3.00			-----
RIVER BRANCH JCT.....	3.03	4.30	6.34	-----
SOUTH CHICAGO.....	-----			-----
ENGLEWOOD.....	D 3.12	\$ 4.38	D 6.43	-----
22ND STREET.....	3.22	4.47	6.52	-----
CHICAGO.....	\$ 3.30	\$ 4.55	\$ 7.00	-----
Arrive	P.M.	P.M.	P.M.	
	215	79	43	

CHICAGO TO HOBART—CHICAGO TO SCHERERVILLE

STATIONS	FIRST CLASS			
	236	54	108	
	P.M.	P.M.	P.M.	
	P.M.	P.M.	P.M.	
Arrive				
HOBART.....	-----			-----
LIVERPOOL.....	-----	11.00		-----
BROADWAY.....	-----			-----
GARY.....	-----	Y 10.51		-----
CLARKE JCT.....	-----	10.47		-----
INDIANA HARBOR.....	-----	Y 10.44		-----
WHITING.....	-----			-----
SCHERERVILLE.....	-----			-----
HARTSDALE.....	10.10		11.59	-----
LANSING.....	-----			-----
BERNICE.....	10.02		11.49	-----
CALUMET PARK.....	9.56		11.44	-----
COLEHOUR JCT.....	9.47		11.36	-----
RIVER BRANCH JCT.....	9.44	10.38	11.33	-----
SOUTH CHICAGO.....	-----			-----
ENGLEWOOD.....	\$ 9.35	\$ 10.30	\$ 11.25	-----
22ND STREET.....	9.26	10.21	11.16	-----
CHICAGO.....	\$ 9.20	\$ 10.15	\$ 11.10	-----
Leave	P. M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	☆236	◇54	108	

FIRST CLASS

207 DAILY	◇7 DAILY	◇113 DAILY			
P. M.	P. M.	P. M.			
	7.33	11.54			
		\$ 12.01			
	7.41	12.05			
		\$ 12.09			
7.15					
7.21					
7.26					
7.34					
7.37	7.49	12.19			
D 7.45	D 7.56	\$ 12.29			
7.54	8.04	12.38			
\$ 8.00	\$ 8.10	\$ 12.45			
P. M.	P. M.	A. M.			
207	7	113			

EASTWARD

FIRST CLASS

44	306	200			
A. M.	A. M.	A. M.			
11.59		12.23			
W 11.50		X 12.15			
11.47		12.12			
	12.10				
	12.02				
	11.56				
	11.48				
11.38	11.45	12.08			
\$ 11.30	\$ 11.35	\$ 11.55			
11.21	11.26	11.46			
\$ 11.15	\$ 11.20	\$ 11.40			
P. M.	P. M.	P. M.			
DAILY	DAILY	DAILY			
◇44	◇☆306	◇200			

ADDITIONAL STOPS AND FLAG STATIONS

WESTWARD				STATIONS	EASTWARD			
			455	453	460	454	456	
			A. M.	A. M.	P. M.	P. M.	P. M.	
			A 6.13	F 5.04	F 12.19	F 4.31	F 5.11	
			S 6.28	F 5.21	F 12.03	F 4.16	F 4.55	
			S 6.33	S 5.27	S 11.58	S 4.11	S 4.49	
			S 6.35		S 11.56	S 4.09		
			D 6.37			S 4.07		
			S 6.43	S 5.36		S 4.00		
			A. M.	A. M.	P. M.	P. M.	P. M.	

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE OF
TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
15	456	Hobart.....	.....	.....
All trains.....	.....	Gary.....	All trains.....	.....
15	54	Indiana Harbor.	15	54
453	456	Whiting.....	.....	.....
453	456	So. Chicago....	52	42
All trains.....	.....	Englewood.....	All trains.....	.....
All trains.....	.....	Chicago.....	All trains.....	.....

**TRAINS WAIT FOR CONNECTION
CHICAGO UNION STATION**

Train No.	Due	Mins. Wait	Railroad	Train No.	Due

NOTE.—If either Jackson Boulevard, or Adams Street bridge is open, or traffic stopped within five minutes prior to schedule leaving time of any through passenger train from Chicago, the train will wait five minutes after traffic again begins to move over bridge.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	Eastward				Westward									
	52	216	42		237	15	453	5	29	23	215	43		
Hobart.....	CD													
Gary.....														
Indiana Harbor..	CD								D	CD		P		
Whiting.....	CD		CD			D						C		
Roby.....			CD				CD							
South Chicago...		D			D	D		D	D	D				
Schererville.....		CD									CD			
Lansing.....		CD									CD			

A—Sunday only, reduce speed to twenty (20) miles per hour at non-stop stations where heavy packages of newspapers are to be discharged. Conductors, after consulting with train baggagemasters, will advise engineer when necessary to so reduce speed.

B—When more than thirty-five minutes late, stop to discharge mail.

C—Mail caught from crane only.

D—Mail delivered only.

C & D—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

N—Newspapers delivered.

O—Regular stop daily except Sunday to pick up mail.

P—Mail caught from crane Sunday only.

Note.—Letters and characters as used in this page have no reference to their application as provided for in S4.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

LOCAL

THROUGH

LOCAL

THROUGH

NL-1	PF-3	PF-1	PF-7	PF-9	FW-21	FW-23	STATIONS	NW-99	NW-85	CO-5	LD-1	LD-3
①	①	①	①	①	①	①		①	①	①	①	①
A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	A.M.	A.M.	A.M.	A.M.
11.30	3.00	4.00	5.00	7.00	12.30		...CRESTLINE E. T....			THE RENOWN		
4.30	7.00	8.30	9.00	11.30	6.15		.....JUNCTION.....		THE BIG SMOKE	2.30		
10.00	11.00	12.01	1.15	4.30	3.00	2.30	.....LIVERPOOL.....	10.00	3.00	4.45	6.30	10.00
							.LOGANSPOUT (VAN).	12.15	5.15		11.30	4.30
		STAR UNION LINE					.....HARTSDALE.....					
		THE PEERLESS					.....BERNICE.....					
							.....DOLTON.....					
10.50		1.00	2.00	5.15	3.45	3.30	...CHICAGO (ROBY)...				12.30	
11.50	11.59	2.00	3.00	6.15	4.45		.CHICAGO (55th Street).		6.00			
							.CHICAGO (59th Street).	1.00		5.45		5.45
							.CHICAGO (Polk Street).					
P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.		A.M.	A.M.	A.M.	P.M.	P.M.

①Daily.

①Daily except Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

LOCAL

THROUGH

LOCAL

THROUGH

PF-4	CMB	CS-8	PF-2	FW-26	FW-8	FW-22	STATIONS	LD-2	NW-86	NW-88	CO-2	IL-2	NW-84	LD-4
①	①	①	③	⑤	⑥④	⑥		①	①	①	③	①	①	②
P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	...	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1.45	4.00	1.00	8.30	7.45	11.45		...CRESTLINE E. T....							
10.15	12.01	9.30	4.00	10.30	8.00		.....ADAMS.....							
3.30	5.15	4.00	9.45	10.00	1.40	11.00	.....LIVERPOOL.....							
	THE PACKER				MAN O'WAR		.LOGANSFORD (VAN).	5.30	11.25	9.05	9.45	10.40	11.00	4.30
							.....HARTSDALE.....	2.20	9.15	7.00	7.40	8.30	9.10	10.15
							.....BERNICE.....							
							.....DOLTON.....		8.50	6.40		8.10	8.50	
2.50	4.30	3.00			1.00	8.00	...CHICAGO (ROBY)...	1.30						
12.55	3.00	1.30	8.45	9.00	12.01		.CHICAGO (55th Street).							
							.CHICAGO (59th Street).		8.00	5.00		7.30	8.00	8.45
							.CHICAGO (Polk Street).				6.25			
A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.

①Daily.

②Daily except Sunday.

③Daily except Monday.

④Operates Monday with 10 or more cars stock.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by a time-table, must have a copy with them while on duty

TRAIN RULES.

S2. STANDARD TIME.

S2A. Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

	{	Train Dispatchers Office.
Chicago.....	{	Garfield Boulevard, Enginehouse.
	{	59th Street, Yard Office.
	{	Union Station, Telegraph Office.
Colehour.....		Yard Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**A B C D**, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡**—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ||—Train Baggage man Chicago to Valpariso, Saturday only.
- ◇—Passenger train—no train baggage man.
- ☆—Passenger train—schedule assigned to handle passenger and freight equipment.
- ✱—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M**—Stop on signal to receive passengers for points south of Harrisburg.
- N**—Stop on signal Monday only to discharge passengers.
- O**—Stop on signal to discharge passengers from Pittsburgh or east.
- P**—Stop on signal Sunday only to discharge passengers.
- R**—Stop on signal to discharge passengers from points west of Chicago and to receive passengers.

- T**—Stop on signal to receive passengers for Plymouth and beyond.
- U**—Stop on notice to Conductor to discharge passengers from points beyond Ft. Wayne.
- V**—Stop on notice to Conductor to discharge passengers from points beyond Ft. Wayne and south of Plymouth.
- W**—Stop on signal to receive passengers for Ft. Wayne and beyond.
- X**—Stop on signal to receive passengers for points beyond Ft. Wayne.
- Y**—Stop on signal to receive passengers for points beyond Crestline.
- Z**—Stop to discharge passengers from Philadelphia or east.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (*l*) amplified:

SOUND	INDICATION
— — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D702. Trains between Bernice and Colehour Junction will be governed by Rule 14 (eg) and 14 (dc) to call in flagman.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. When train is ready to start signal will be passed from the rear end by hand or lamp and the trainman nearest the engine will give the communicating signal to start train except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative and after proper understanding with engine-man, a hand or lamp signal will be given by the trainman nearest the engine.

S10.**TRAIN SIGNALS.****D1001.** Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such, that in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19 modified:

The bottom line under Figure 4 of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear.

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

"The paragraph preceding the NOTE under Figure 10, page 27, and Figure 14, page 29, modified to read:

'Marker lamps lighted showing yellow to the outside, and red to rear.' The NOTE modified to read:

'NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.' "

D1003. Rule 19 (Figure 3) modified:

I. H. B. trains between Calumet Park and Hegewisch may display green to front and side and red to rear instead of yellow to front and side.

D1004. "On portions of the Railroad so specified in the time-table, Rule 19, Figure 6 is not in effect.

Rule 19, Figures 3, 4, 10 and 14 amplified in this territory.

Double Track. Rear of train by night when turned out against the current of the traffic.

Three, or More Tracks. Rear of train by night on freight track with the current of traffic, or on any track against the current of traffic."

Rule 19. Figure 6 is not in effect in Automatic Block System Territory.

Rule 19. Figures 3, 4, 10 and 14 amplified in Automatic Block System Territory.

D1005. Rule 19. When the design of the car at the rear of a passenger train will not permit the change of night marker indication with safety, while the train is running, stop will be made. A train so stopped is authorized to proceed on a hand signal from the rear of the train. Conductors of passenger trains having such cars on rear of the train will notify the engineman.

S10A. Rule 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS). On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1006. Rule 21b in effect between Hobart and Chicago, except that passenger extras operating via the S. C. & S. are authorized to display white flags and white lights, as prescribed by Rule 21, between Colehour Junction and Chicago.

D1007. Between Schererville and Beverly Junction and on all single track portions of the Division, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

D1008. (SINGLE TRACK). A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the signalman the number of the engines on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number the engine numbers must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

D1009. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping it between that track and adjoining track.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13.**BULLETIN BOARDS.**

D1301. Location of bulletin board points on this division where all General Orders of this division will be posted and delivered.

General Orders of other divisions will be posted and delivered at points on this division as indicated:

LOCATION		OTHER DIVISIONS	ZONES
CHICAGO— Lamp Room.	C.U.S. P.E.W.&C. P.C.C.&S.L.	Fort Wayne	EF-A-B-C
12th Street Yard Office.		Logansport	A-B
55th Street Enginehouse.		Logansport	A-B
		Fort Wayne	EF-A-B-C
Damen Avenue Yard Office.		Fort Wayne	EF-A-B-C
16th Street Yard Office		Logansport	A-B
59th Street Yard Office.		Logansport	A-B
COLEHOOR— Yard Office.		Fort Wayne Logansport	EF-A-B-C A-B
CALUMET PARK— Interlocking Tower.		For I. H. B. R. R. only	C
EAST CHICAGO— Freight Office.			

S14.**GENERAL ORDERS.**

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor's and engineman's Home Division time-table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a foreign division, the qualification page in their time-table for that division must show General Order Zones of that division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to

ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employee's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

- (a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.
- (b) Check the latest General Orders in each other's time-tables.
- (c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this division are as follows:

A—Hobart to 22nd Street.

B—Schererville to Western Ave.

C—{ Bernice to Colehour Jet.;

{ Wolf Lake—Hammond Branch;

{ Calumet River Line; Calumet Western—Cummings Br;
{ Englewood Connecting Ry.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.

D1501. (DOUBLE TRACK.)

P. F. W. & C. RY.

Between Hobart and Whiting:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

P. C. C. & St. L. R. R.

Between Schererville and Bernice:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

Between Bernice and Beverly Junction:

Track No. 1: Eastward Freight Main Track.

Track No. 2: Westward Freight Main Track.

Between Beverly Junction and Tower A-2, Western Avenue:

Track No. 1: Eastward Freight Track.

Track No. 2: Westward Freight Track.

D1502. (THREE, OR MORE TRACKS.)

P. F. W. & C. RY.

Between Whiting and Signal Bridge, 58th Street:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

Track adjacent to, and south of Track No. 1: Westward Freight Main Track.

Track adjacent to, and south of westward freight main track: Eastward Freight Main Track.

Between Signal Bridge, 58th Street and 22nd Street:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

Track adjacent to, and south of No. 1: Westward Freight Track.

Track adjacent to, and south of westward freight track: Eastward Freight Track.

Note.—Between 55th Street and 47th Street, "Back Lead" used as Eastward Freight Track.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Chicago.

Train Dispatchers, Fort Wayne Division, will direct train movement between Hobart and Liverpool over signature of Superintendent, Fort Wayne Division.

Train Dispatchers, Logansport Division, will direct train movement between Schererville and Hartsdale over signature of Superintendent, Logansport Division.

The foregoing does not otherwise alter the jurisdiction of the Chicago Terminal Division within this territory.

D-1602. CHICAGO UNION STATION COMPANY.

Chicago Union Station Company rules govern the operation of trains and engines using Chicago Union Station Company's tracks and tracks under its jurisdiction between 22nd Street and Western Avenue.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1603. Rule 83. Signalman, after consulting the train dispatcher, will furnish clearance message (Form C. T. 1246). If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a. Verbally by the signalman or by signal indication.

D1604. DRAGGING EQUIPMENT DETECTOR.

Device for detecting broken or dragging equipment on trains moving with current of traffic, in service as follows:

P. F. W. & C. Ry.—No. 2 Track:

Between Signal 4305 and Hobart.

P. C. C. & St. L. R. R.—No. 2 Track:

Between Signal 2781 and Hartsdale.

When device is actuated, Home Signal in advance will indicate STOP.

Crew of train receiving this stop signal will immediately communicate with signalman.

S16B. Rule 98.

D1605. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

Note: At night the position of the gates and targets, if used, is indicated by red lights.

LOCATION	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Chicago, So. Br. Bridge: South Branch River.	Standard Signal Aspects.
Chicago, 21st Street: C. & W. I. C. & A. Ill. Cent.	Westward: Standard Signal Aspects. Eastward: Top light, green; lower light, red.
P. C. C. & St. L. Chicago, 12th Street: B. & O. C. T. C. & N. W.	Hand signal, yellow flag or light.
Chicago, 26th Street: Ill. Northern.	Semaphore arm vertical or green light.
Chicago, Ash Street: Ill. Cent. Santa Fe.	Semaphore arm vertical or green light.
Chicago, Brighton Park: Alton R. R. Alton R. R. Wye.	Semaphore arm vertical or green light.
CALUMET WESTERN Calumet River.	No signal. It must be known that route is clear before proceeding.
106th Street (C. W. Ry.) C. R. I. & P. C. W. P. & S.	No signal. It must be known that crossing is clear before proceeding.
S. C. & S. R. R. Hammond, Elm Street: C. S. S. & S. B.	No signal. It must be known that crossing is clear before proceeding.
Hammond, Baltimore St. C. S. S. & S. B.	Normal position of crossing gate is for the C. S. S. & S. B. P. R. R. trainmen open gates for movement. C. S. S. & S. B. trains not required to stop or flag over crossing when gate is in normal position.
Wolf Lake: (Hammond Br.) I. H. B.	No signal. It must be known that crossing is clear before proceeding.
Right of Way No. 1: E. J. & E.-I. H. Belt. Track to American Steel Foundry.	No signal. It must be known that crossing is clear before proceeding.
Right of Way No. 3: E. J. & E.-I. H. Belt Jct.	No signal. It must be known that crossing is clear before proceeding.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switchtender or a signalman they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switchtenders are stationed prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switchtender.

A switchtender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1606. Switchtenders are stationed at and have charge of main track switches as indicated:

LOCATION	SWITCHES
P. F. W. & C. RY.	
22nd Street.....	<div style="display: inline-block; vertical-align: middle;"> Crossover switches between No. 1 and No. 2 tracks. Switch from No. 1 track to eastward freight track. Switch from No. 1 track to westward freight track. </div>

S16D. Rules 106 and 106a.**S16E. Rules 251, 253, 254.**

D1607. (DOUBLE, THREE OR MORE TRACKS.) Rules 251, 253 and 254 are in effect.

D1608. Rule 97a amplified:

On double, three or more tracks. Trains with passenger equipment, not representing a schedule will run passenger extra, when permission is given by the signalman at point of origin, operator GB Train Order Office, Chicago, operator IN Train Order Office, Crestline.

D1609. Roby. Spring Switch.

Switch leading from westerly yard track to eastward freight main track.

Normal position is for movement on eastward freight main track.

Spring switch is equipped for hand operation. Switch lamp displays white disc (green light at night) in both directions when switch is in normal position. When switch is reversed, switch lamp displays red disc (red light by night) in both directions. White disc with black letter "S" below switch lamp, visible in either direction; when switch is in normal position indicates Spring Switch.

Trains or engines moving from westerly yard track to eastward freight main track will run through spring switch in normal position.

A speed of 15 miles per hour must not be exceeded while any part of train is trailing through spring switch.

If a train or engine making a trailing movement from westerly yard track to eastward freight main track is stopped before movement through spring switch is completed, slack must not be taken, or a westward move made, until spring switch has been reversed by hand operation.

Spring switch must be reversed for a westward movement from eastward freight main track to the westerly yard track. After movement is completed, spring switch must be restored to normal position.

Dwarf signal located 460 feet east of spring switch governing westward movements over spring switch in service. If switch is not set properly for facing point movement, the indication will be stop. Trains or engines making a reverse movement on eastward freight main track will not exceed a speed of 15 miles per hour approaching dwarf signal.

D1610. Hartsdale.

Westward passing siding operated under Rule 90a.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS

D1611. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. 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 movement against the current of traffic:

P. F. W. & C. Ry.

Gary—13th Ave.

Clarke—Clarke Road on No. 1 and No. 2 tracks and Westward Siding.

P. C. C. & St. L. R. R.

Washington Heights—111th Street, 106th Street and 105th 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 prolong or repeat warning whistle (Rule 14-l).

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless 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 safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

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

D1612.

Electric light indicators have been installed on the instrument cases of all highway crossing signals protecting road crossings.

A white indicator light will be displayed when the signals are operating from the normal source of power. When the white indicator light is not displayed the signals are operating from the emergency batteries.

Any employee observing that white indicator light is not displayed while the signals are operating must report same to the Superintendent by wire.

D1613.

P. F. W. & C. Ry.

Mahoning—Riley Road, all tracks each side of main tracks, including Shop Lead.

The automatic highway grade crossing signals, which protect right of way No. 3 on the south side of main tracks and the Shop Lead and the tracks leading to the Fruit Growers Express Co. yard on the north side of main tracks, are manually controlled.

The switches controlling these signals are located on poles, as follows:

On the northerly side of the right of way—west of the highway crossing.

On the southerly side of the right of way—east of the highway crossing.

Before using right of way No. 3, the Shop Lead or the tracks leading to the Fruit Growers Express Co. yard, trainmen will place the switch in the "ON" position. When the movement has been completed trainmen will restore the switch to the "OFF" position.

At 134th Street and Avenue "O" before making a reverse or forward movement, it must be known that the Highway Grade Crossing signals are operating, otherwise the movement must be protected.

P. C. C. & St. L. R. R.

Dolton—Main Street—Signals on Passing and Storage tracks manually operated from Dolton tower for trains in either direction.

Trains making westward movements on either the Passing or Storage track will stop clear of Main Street grade crossing and arrange with Dolton tower to operate grade crossing signals before moving over grade crossing.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Rules 210 and 211 modified:

"GB" Chicago—Enginemen are relieved from reporting for orders.

Conductors must report and personally deliver copy of each message or order to engineman, who will compare with conductor by reading message or order aloud. If there are no messages or orders, the conductor will notify the engineman before train departs.

Trains starting trip at passenger yard will receive their orders at 22nd Street Block Station.

D1702. While a train order signal is displayed in the direction of an approaching train or trains it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1703. Employes copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at the end of tour of duty forward same to the Division Operator.

D1704. When a slow order to be delivered to a train covers a track close to the block station, signalmen must bring the train to a stop before delivering the order.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the Conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of fifteen miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. S. C. & S. Yards indicated by Yard Limit boards are located as follows:

Bernice

Colehour Jct.

D1803. Englewood Connecting Ry, Wolf Lake-Hammond Branch, Calumet River Line, Calumet Western-Cummings Branch, Right of way No. 1, Right of way No. 2 and Right of way No. 3, operated as yard tracks.

D1804. Conductors or enginemen must obtain permission from the Train Dispatcher before entering Englewood Connecting Ry. at 58th Street (P. F. W. & C.) or 59th Street (P. C. C. & St. L.) and will report to the Train Dispatcher when clear.

Train Dispatcher's telephone located:

P. C. C. & St. L.

P. F. W. & C.

59th Street, Yard Masters office

59th Street, East Wye.

57th Street.

55th Street, Yard Masters office

D1805. Trains or engines clearing Westward Freight Main Track at 58th Street must report clear by telephone to Signalman, 22nd Street.

Conductors or enginemen must obtain permission from Signalman, 22nd Street, before entering Eastward Freight Main Track at 58th Street.

S18A. Rule 93b. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1806. P. F. W. & C. Ry.

Rule 93b in effect:

Between Liverpool and 22nd Street:

Movement against the current of traffic between Whiting and signal State Line on Eastward Freight Main Track, will be authorized by Signalman, Whiting.

Movement against the current of traffic between signal State Line and Colehour Junction on Eastward Freight Main Track, will be authorized by Signalman, River Branch Jct.

Rule 505g modified.

Movement against the current of traffic on Eastward and Westward Freight Tracks between Signal Bridge, 58th Street and 22nd Street, will be authorized by Switchtenders, located at 47th Street and 22nd Street.

Switches at 58th Street, 41st Street and 39th Street must be restored to normal position.

D1807. P. C. C. & St. L. R. R.

Rule 93b in effect:

Between Hartsdale and Tower A-2, Western Avenue:

(Between Beverly Junction and Tower A-2, Western Avenue, switches must be restored to normal position.)

Switchtenders located at Brighton Park.

S18B. Rule 97.

S19.**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 0	20
0 40	90	0 55	65	1 30	40	4 0	15
0 42	85	1 0	60	1 43	35	6 0	10
0 45	80	1 5	55	2 0	30	12 0	5

S20.**SPEED RESTRICTIONS.**

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10-inch minimum diameter.

On account of breaking arrangement, when passenger trains have class X-29, or any other type of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.**MAXIMUM SPEED.**

Miles

P. F. W. & C.

Per Hour

With Passenger Engines.....	70
With Freight Engines.....	50
Gas-electric Car.....	60

P. C. C. & ST. L.**PASSENGER
TRAINS**

With Passenger Engines Schererville and Bernice.....	70
With Freight Engines Schererville and Bernice	50
Bernice and Beverly Jct.....	30
Gas-electric Car { Schererville and Bernice....	60
{ Bernice and Beverly Jct....	30

	S. C. & S. MAIN LINE	Miles Per Hour		
	With Passenger Engines.....	60		
	With Freight Engines.....	45		
	Gas-electric Car.....	60		
PASSENGER TRAINS	BRANCHES.			
	Wolf Lake—Hammond Branch.....	10		
	Calumet River Line.....	20		
	Englewood Connecting Ry.....	25		
	Calumet Western Ry.—Cummings Branch...	15		
	P. F. W. & C.	50		
	P. C. C. & ST. L.			
	Schererville and Bernice.....	50		
	Bernice and Beverly Jct.....	30		
FREIGHT TRAINS	S. C. & S. MAIN LINE	40		
	BRANCHES.			
	Wolf Lake—Hammond Branch.....	10		
	Calumet River Line.....	20		
	Englewood Connecting Ry.....	25		
	Calumet Western Ry.—Cummings Branch...	15		
	P. F. W. & C.	30		
	S. C. & S.	30		
CIRCUS TRAINS	P. C. C. & ST. L.			
	Schererville to Bernice.....	30		
	Bernice to Beverly Jct.....	30		
	Branches.....	15		
	P. F. W. & C.	Capacity—Tons		
		150	120	100
	Main Passenger Tracks:	or less		
	Boom trailing.....	50	50	50
	Boom leading.....	40	40	40
	Freight Tracks:			
	Boom trailing.....	25	25	25
	Boom leading.....	25	25	25
	P. C. C. & ST. L. AND S. C. & S.			
	Main Tracks:			
	Boom trailing.....	30	30	30
	Boom leading.....	25	25	25
	Branches:			
	Boom trailing			
	or			
	Boom leading			
	Wolf Lake-Hammond branch	10	10	10
	Calumet River Line.....	20	20	20
	Englewood Connecting Ry...	25	25	25
	Calumet Western-			
	Cummings Branch.....	15	15	15
	Speed restrictions for H-10s engines over bridges apply to 150 ton derricks.			
	MAIN LINES.			
	Straight track, Boom trailing.....	30		
	Boom leading.....	20		
	Curves.....	20		
	BRANCHES.			
	Straight track, Boom trailing.....	25		
	Boom leading.....	20		
	Curves.....	20		
	Wolf Lake—Hammond Branch.....	10		
	Calumet River Line.....	15		
	Englewood Connecting Ry.....	20		
TRAINS OTHER THAN WRECK TRAINS HAULING INDUSTRIAL DERRICKS OR PIVOTED MACHINERY ON OWN WHEELS				

	Miles Per Hour
When running without trucks or without side rods.....	15
With trailer trucks, when running backward, except where lower speed is required.	25
When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:	
N-1-s }	8
C-1 }	
I-1-s }	
All others.....	15
If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, Enginemen must notify the Superintendent and receive instructions for further movement.	
When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.	
Rule 750 amplified.	
Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding.....	20
Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding.....	25
Two or more such dead engines in the same train shall be separated by one or more cars.	

MAXIMUM SPEED FOR ENGINES.

CLASS	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
CC2.....	20	20
D.....	70	25
E.....	70	25
G.....	70	25
H.....	50	25
I.....	40	25
K.....	70	25
L.....	50	25
M.....	70	25
N.....	50	25

MAXIMUM SPEED WHEN RUNNING FORWARD LIGHT.

Passenger engines	50
Freight engines.....	40

A train hauling a dead engine must not exceed the speed authorized for that class or type of

ENGINES

engine, and must not exceed a speed of 30 miles per hour with any type of dead engine when new.
 When a train with no engine ahead is being pushed, a speed of 15 miles per hour must not be exceeded.

Miles
Per Hour

TRACK CARS

Unless otherwise specified..... 20
 When hauling trailers loaded with material.. 10
 Over switches, frogs, street and highway crossings..... 5

TRACKS**P. F. W. & C.**

Gary:

Between 5th Avenue and Virginia Street.. 45

Englewood Rock Island Crossing..... 30

On Eastward Freight Main Track:

58th Street to M. P. 459..... 30

M. P. 459 to signal bridge No. 4586..... 15

Signal bridge No. 4586 to River Branch Jct... 30

River Branch Jct. to Whiting..... 40

On Westward Freight Main Track:

Whiting to Englewood..... 40

Englewood to 58th Street..... 30

On sidings..... 15

Through all non-interlocked turnouts..... 10

On neutral track between Van Buren Street and Jackson Boulevard, Chicago (C. U. S.). 8

P. C. C. & ST. L.

C. R. I. & P. Crossing 91st Street..... 30

Between Beverly Jct. and Western Ave. on Eastward and Westward freight trains... 20

Englewood Connecting Ry. between Damen Ave. and 59th Street..... 8

P. F. W. & C.

Between B. & O. C. T. Crossing and Whiting Station..... 55

Between Roby and State Line..... 55

East of South Chicago..... 60

East of Englewood..... 55

Englewood { Princeton Ave. } 30
 { 60th Street }

55th Street..... 40

51st Street } 50
 49th Street }
 47th Street }

CURVES**S. C. & S.**

Colehour Jct. { 103d Street } 20
 { Indianapolis Ave. }

Burnham, west of bridge..... 25

Burnham, east of bridge..... 30

Bernice, west of Junction..... 30

P. C. C. & ST. L.

Western Ave., east of Tower }
 12th Street 55th Street } 20
 Ogden Ave. 58th Street }
 Brighton Park 59th Street }
 49th Street 71st Street }
 52nd Street }

D2002.

BRIDGES.

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY														
	Less than 15,000 gallons													21,000 and 25,000 gallons	
	H-10s-L-1-L-2	N-2	I-1s	E	K-2s-G-5s	K-3-K-4s	M-1 K-4s-Stream line	C-1	I.H.B.-U-3-G	I.H.B.-H-6-B	K-4	M-1	I-1		N-2
MILES PER HOUR															
P. F. W. & C.															
INDIANA HARBOR															
448.48 (Canal).....	50	50	40	60	60	60	60	20	...	...	60	60	40	50	
SOUTH CHICAGO															
454.70 (Calumet River).....	50	50	40	60	60	60	60	20	...	...	60	60	40	50	
460.57 (State St.) to 461.93 (55th St.) incl.	50	10	25	...	...	...	30	15	...	...	#	#	10	10	
S. C. & S.															
BERNICE															
8.15 (1.1 mi. west)..	45	40	30	...	...	40	30	20	...	...	15	15	15	15	
BURNHAM															
4.76 (0.1 mi. east)..	20	10	X	20	20	20	10	10	15	15	20	10	X	10	
P. C. C. & ST. L.															
308.27 (27th St.)....	30	30	20	30	30	30	30	20	...	...	30	30	20	30	
310.09 (Taylor St.) to 311.28 (Fulton St.) incl.....	15	X	X	15	15	X	X	X	...	...	X	X	X	X	
CALUMET WESTERN RY.															
1.06 (Calumet River Bridge).....	20	10	X	20	20	20	10	5	15	15	20	10	X	10	
EAST CHICAGO															
2.83 (Ship Canal)...	20	10	10	20	20	10	10	10	...	...	10	10	10	10	

X Prohibited.

{ 30 miles per hour on passenger tracks.
10 miles per hour on freight tracks.**D2003. MINIMUM RUNNING TIME FOR PASSENGER
TRAINS EITHER DIRECTION**

BETWEEN	Dis- tance	Mins.
Liverpool and River Branch Jct.....	16.9	16
River Branch Jct. and Chicago. (C. U. S.).....	13.0	18
Schererville and Bernice.....	7.8	7
Bernice and River Branch Jct.....	10.2	14
Liverpool and Chicago. (C. U. S.).....	29.9	34
Schererville and Chicago (Via S.C.&S.).....	31.0	41

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21.**SIGNAL RULES.****D2101.** Rule 279 modified:

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow-Speed-Signal

D2102. Rule 281 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear-Slow-Speed-Signal

D2103. Rule 282 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution-Signal

D2104. Rule 283 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach-Signal

D2105. Rule 284 modified:

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach-Restricting-Signal

D2106. Rule 285 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

Name—Clear-Restricting-Signal

D2107. In conforming to the speed when operating under Rule 282 (Caution Signal) and Rule 283 (Approach Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of train will permit. Where the indication shown in Rule 282 is received, enginemen must not resume speed on seeing the next signal clear, if there is a facing point switch between the point where he sees the signal and the signal.

When the indication shown in Rule 280 is received, enginemen must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, enginemen may resume speed on seeing the next signal ahead clear.

S21A.**SIGNAL ASPECTS.****D2108.** Signal aspects not standard:

Slow boards used in lieu of distant signals at the following locations:

Burnham. 2700 feet east of westward home signal
49th Street (P.C.C.&St.L.) 1060 feet east of westward home signal
49th Street (P.C.C.&St.L.) 650 feet west of eastward home signal

D2305. Rule 362, first paragraph, amplified:

Trains must not pass a Stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without Clearance Card (Form C).

S24. CONTROLLED MANUAL BLOCK SYSTEM.**S25. AUTOMATIC BLOCK SYSTEM.**

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:

(DOUBLE TRACK.)

P. F. W. & C. Ry.:

Hobart to Whiting:

58th Street to 22nd Street:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

P. C. C. & St. L. R. R.:

Schererville to Bernice:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

(THREE, OR MORE TRACKS.)

P. F. W. & C. Ry.:

Whiting to 58th Street:

Track No. 1: Eastward Passenger Main Track.

Track No. 2: Westward Passenger Main Track.

Eastward Freight Main Track.

Westward Freight Main Track.

D2502. **(DOUBLE, THREE OR MORE TRACKS.)** In Automatic Block System territory at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand-operated main track switches, the entire movement clears a block and the switches used that effect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B.**CAB SIGNAL RULES.**

Definition: Equipped engine or train. An engine or train equipped with Cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

D2501. At 55th Street and 59th Street, Chicago, the engineman in charge of an equipped engine assigned for movement in cab signal territory must make the required departure tests before proceeding from such terminal.

S25C. Rule 511a:

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D.**GRADE SIGNALS.**

D2502. A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26.**INTERLOCKING RULES.**

S26A. Rule 663 amplified. Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

D2601.**SWITCHES-POWER OPERATED
FROM DISTANT POINT OF CONTROL.**

Location	Control Station
HEGEWISCH Switch of the S. C. & S. R. R. and Calumet River Line, also signals governing trains on S. C. & S. R. R. and Calumet River Line.	CALUMET PARK
COLEHOUR JCT. Switch leading from Eastward Freight Main track to the S. C. & S. R. R. The movement of trains in either direction on Eastward Freight Main track between Colehour Jct. and River Branch Jct., including trains which run via Colehour Jct. and S. C. & S. R. R., will be governed by the fixed signals located at Colehour Jct. and River Branch Jct., which indications will supersede time table superiority and take the place of train orders. Train or engine having entered Eastward Freight Main track at River Branch Jct. or Colehour Jct. must not stop between signals and run in the opposite direction without permission from signalman.	RIVER BRANCH JCT.

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the conductor or engineman must notify the Signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card (Form C), conductor or engineman will

promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a stop-signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the conductor, after a thorough understanding with the engineman, will arrange for Manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for Manual operation of switches are posted in telephone shelter.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829, paragraph 10, amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars will not operate Automatic or Semi-Automatic signals, or highway crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(f) They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection. They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "Train other than a passenger train," and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(g) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track

under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2801. Track cars will operate as per Rule 80.

SINGLE TRACK.

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman.

DOUBLE OR MORE TRACKS.

(a) A track car must not be placed on a main track without permission from the superintendent.

(b) Signalman will not permit trains or track cars to follow track cars without orders from the Superintendent. Signalmen must comply with Rule 221C when a track between his block station and the next block station in advance is occupied by a track car.

(c) Signalman must not give permission nor a fixed signal authorizing a track car to enter a block at any point without authority from the Superintendent.

(d) Track cars must not pass a block station without permission from the signalman.

(e) When a track car clears a main track the driver must promptly report clear to the signalman.

D2802. The use of hand trucks on main tracks shall be restricted as far as practicable, and they must not be used on main tracks unless attached to track cars, without permission from the Superintendent.

D2803. Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix BC, to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to Burro Cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS**D2901. EQUIPMENT DESIGNATED A—B—C AND D IS PROHIBITED ON TRACKS, BRIDGES, ETC.****A—Curvature****B—Light Bridges****C—Clearance****D—Light Rail*****—Forward Motion Only**

LOCATION	CLASS OF ENGINE											
	B6	C1	CC2N1s	E	G	H	I	K2	K4	L1-2	M1	N2
CHICAGO TERMINAL DIVISION All tracks, bridges, etc.....			C									
P. C. C. & St. L. R. R.												
HARTSDALE Wye to E. J. & E. off westward passing siding.....				A	A		A	A	A	A	A	
Wye to M. C. R. R.....							A			*	*	*
Interchange track to M. C. R. R.....				A	A		A	A	A	A	A	
MAYNARD Wye to Grand Trunk R. R.....				A	A		A	A	A	A	A	
LANSING Meeters, Inc., siding (South side) Lansing Lumber & Supply Co. track.....				A	A		A	A	A	A	A	
Team Tracks.....							A			A		
BERNICE Wye to S. C. & S. R. R.....				*	A		A	A	A	A	A	
Steinback Spur.....					A		A	A	A		A	
Globe Rendering Co.....				A	A		A	A	A	A	A	
DOLTON C. E. Waterman.....				A	A		A	A	A	A	A	
Dolton Fuel and Material Co.....				A	A		A	A	A	A	A	
Crossover middle track to west- ward freight main track at West end of yard.....							A			A		
Connection to C. & W. I. R. R.....							A			A		
RIVERDALE Track north of westward freight main track.....							A			A		
Crossover westward freight main track to track at 137th St.....							A			A		
Connection to I. C. R. R.....				A	A		A	A	A	A	A	
East lead to Acme Steel Co.....							A			A		
Track north of westward freight main track Acme Steel Co.....							A			A		
WEST PULLMAN Crossover eastward freight main track to siding at 120th St.....							A			A		
119th St. team track.....				A	A		A	A	A	A	A	
Connection to C. W. P. & S. R. R.....				A	A		A	A	A	A	A	
Tuco Products.....				A	A		A	A	A	A	A	
Standard Fuel and Supply Co.....				A	A		A	A	A	A	A	

LOCATION	CLASS OF ENGINE										
	B6	C1	E	G	H	I	K2	K4	L1-2	M1	N2
P. C. C. & St. L. R. R.											
—Continued											
WASHINGTON HEIGHTS											
Wallace Building and Supply Co.			A	A		A	A	A	A	A	
Consumers Yard No. 221			A	A		A	A	A	A	A	
Chicago Bridge & Iron Works						A			A		
A. B. Stevens						A			A		
All yard tracks 103rd to 99th Sts.						A			A		
McDonald & Rothstein						A			A		
Vogwill Coal & Ice Co.						A			A		
Ridge Fuel & Supply Co.			A	A		A	A	A	A	A	
95th St. team track						A			A		
85th to 79th St.—All industrial tracks			A	A		A	A	A	A	A	
73rd St. connection to Belt R. R.						A			A		
Clayton Mark Co.		A	A	A	A	A	A	A	A	A	
Main tracks Clinton St. to Canal St. (C. U. S.)				*		A		*	A	A	
Neutral Track (C. U. S.)									A		
All bridges inclusive: 306.78 Western Ave. (39th St.) to 307.37 (35th St.)											C
All bridges inclusive: 310.09 Taylor St. to 311.28 Fulton St.	BC					B		B		B	BC
ENGLEWOOD CONNECTING RY.											
East and West Wye tracks—59th St. (P. C. C. & St. L.)				A		A	A	A	A	A	
East and West Wye tracks—58th St. (P. F. W. & C.)				A		A	A	A	A	A	
S. C. & S. R. R.											
Indianapolis Blvd. filling station track						A			A		
State Line Mach. Co.						A			A		
Hegewisch Lumber Co.						A			A		
Hammond and Wolf Lake Branch	D	D	D	D	D	D	D	D	D	D	
Connection in S. L. & I. C. R. R. (B. & O. C. T.) at Hammond				A		A	*	*	A	A	
Cal. Western Ry.—1.06 (Cal. River Bridge)						B					
Cummings Branch						D	D	D	D	D	
BURNHAM											
Connection to C. & C. R. R.	A	A	A	A	A	A	A	A	A	A	
Red River Oil Co.	A	A	A	A	A	A	A	A	A	A	
Bridge 4.76						B					
CALUMET PARK											
Connection to B. & O. C. T. R. R.			*	A		A	*	*	A	A	
BERNICE											
Illinois Brick Yard No. 40						A			A		

LOCATION	CLASS OF ENGINE											
	B6	C1	E	G	H	I	K2	K4	L1-2	M1	N2	
RIGHT OF WAY No. 1 All industry and yard tracks.....			A	A		A	A	A	A	A	A	...
Connection to P. F. W. & C. at Indiana Harbor.....			*	A		A	*	*	A	A	A	...
RIGHT OF WAY No. 2—EAST CHICAGO All industrial and yard tracks....			A	A	A	A	A	A	A	A	A	...
RIGHT OF WAY No. 3—SIN- CLAIR EXTENSION All industrial and yard tracks....			A	A		A	A	A	A	A	A	...
P. F. W. & C. R. R.												
HOBART												
East Wye to E. J. & E. R. R.....			A	A		A	A	A	A	A	A	...
Freight House track.....			A	A		A	A	A	A	A	A	...
National Fire Proofing Co.—first track north of main tracks.....				A		A			A	A	A	...
National Fire Proofing Co.—sec- ond track north of main tracks.....			A	A		A	A	A	A	A	A	...
LIVERPOOL												
Wye to M. C. R. R.....			A	A		A	A	A	A	A	A	...
GARY												
Industrial Lumber and Supply Co.....			A	A		A	A	A	A	A	A	...
Bear Brand Hosiery Co.....			A	A		A	A	A	A	A	A	...
Freight House track.....			A	A		A	A	A	A	A	A	...
Pennsylvania Coal Co.....			A	A		A	A	A	A	A	A	...
Pennsylvania Lumber Co.....						A				A		...
Konrady Coal Co.....			A					A	A	A	A	...
Connection to C. S. S. & S. B. R. R.....			A	A		A	A	A	A			...
CLARKE												
First, second and third tracks south of main tracks.....			A	A		A	A	A	A	A	A	...
Fourth track south of main track Rubbish Track.....	A	D	A	A	A	A	A	A	A	D	D	...
Hole in wall track.....						A						...
Eastward Siding.....								A		A		...
Westward Siding.....								A		A		...
CLARKE JUNCTION												
West Wye. to S. L. & I. C. R. R. (B. & O. C. T.).....				A		A	A	A	A	A	A	...
INDIANA HARBOR												
Friedland Coal Co.....			A	A		A	A	A	A	A	A	...
Indiana Pure Ice & Coal Co.....			A	A		A	A	A	A	A	A	...
All Freight House Tracks.....			A	A		A	A	A	A	A	A	...
Fence track west of N. Y. C. R. R. crossing.....			A	A		A	A	A	A	A	A	...
Crossover between first track north of Main tracks and Fence Track.....			A	A		A	A	A	A	A	A	...
Connection to N. Y. C. R. R. (I. H. B.).....			*	A		A	*	*	A	A	A	...
Connection to R. of W. No. 1.....			*	A		A	*	*	A	A	A	...
Connection to R. of W. No. 3.....			A	A		A	A	A	A	A	A	...
Shop Lead.....								A		A		...

LOCATION	CLASS OF ENGINE											
	B6	C1	E	G	H	I	K3	K4	L1-2	M1	N2	
P. F. W. & C. R. R. —Continued												
MAHONING All tracks north of storage to Fruit Growers.....						A				A		
WHITING Standard Oil Tracks off switching track.....			A	A		A	A	A	A	A	A	
Shop Lead.....								A		A		
ROBERTSDALE Northern Indiana Lumber Co....			A	A		A	A	A	A	A	A	
SOUTH CHICAGO All freight house tracks.....			A	A		A	A	A	A	A	A	
GRAND CROSSING McClintic-Marshall Co.....			A	A		A	A	A	A	A	A	
All freight house tracks.....			A	A		A	A	A	A	A	A	
Wye to I. C. R. R.....			A	A		A	A	A	A	A	A	
ENGLEWOOD All freight house and yard tracks except industrial track.....		A	A	A		A	A	A	A	A		
J. C. Else Coal Co.....		A	A	A	A	A	A	A	A	A	A	
F. M. Fulton Oil Co.....		A	A	A	A	A	A	A	A	A	A	
Englewood Coal Co.....		A	A	A		A	A	A	A	A		
55TH ST. Midwest Elevator.....			A	A		A	A	A	A	A	A	

S30. ELECTRICAL OPERATION.**S31. EMPLOYEES' REGISTER.**

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are in charge of Bulletin Board Attendants.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician listed in Special Instructions D3201, without cost throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instructions D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Dr. Walter Aye Office, Rooms 246, 248, 250 and 251, Chicago Union Station. Res., 550 Surf St.....	Central 7200 Local 348-349 Lakeview 4241

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Dr. A. A. Hayden, Oculist Office, Room 2009 No. 25 E. Washington St..... Res., 20 Cedar St.....	Randolph 0244 Superior 6144
	Dr. A. R. Metz Office, 2449 Washington Blvd. Res., 2449 Washington Blvd..	Seeley 1640 Seeley 1640
	Dr. Raymond Householder Office, 2449 Washington Blvd. Res., 118 S. Mayfield Ave....	Seeley 1640 Mansfield 3989

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indiana Har- bor.....	Dr. J. A. Teegarden Office, 3336 Michigan Ave.... Res., 4210 Parrish Ave..... Exchange Tel.....	Ind. Harbor 167 Ind. Harbor 219 Enterprise 4460 Hammond, Ind.
Gary.....	Dr. R. N. Bills Office, 504 Broadway..... Res., 534 Lincoln St.....	Gary 6106 Gary 2-6208
East Chicago..	Dr. A. G. Schlieker Office, 4711 Indianapolis Blvd. Res., 1223 Beacon St.....	East Chicago 18 East Chicago 71
Dolton.....	Dr. M. Robert Weidner Office and Residence, 14105 Lincoln Ave.....	Dolton 922

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Washington Boul. Hospital, Cor. Washington Boul. and Campbell Ave..... 2449 West Washington Boul.	Seeley 1640
South Chicago.	South Shore Hospital 8015 Luella Ave.....	South Shore 0810
Hammond....	St. Margaret's Hospital, 30 Clinton St.	Hammond 228
Gary.....	St. Mary's Mercy Hospital, Tyler St. and Fifth Ave.....	Gary 9131
	St. Antonio Hospital, 1837 Jefferson St.....	Gary 2-2775
	Methodist Hospital, 1600 West 6th Ave.....	Gary 7471

D3203. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in larger yards. Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State Law.

Stretchers:

One stretcher should be carried on each combined car, and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at or near Home-signals, hand operated siding and crossover switches, switches-power operated from distant point of control.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Train Master, and not until after proper inspection and billing has been endorsed by Agent or Yard Master, "Re-inspected at.....and loaded as per A. A. R. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. On light weight Pullman cars, and any new type streamlined passenger cars, combination trap-door and steps must not be opened while cars are in motion.

These trap doors must be kept closed on cars standing within limits of all bridges.

D3402. P. F. W. & C. Ry. 58th Street:

All passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on East and West Wye connections to the Englewood Connecting Ry.

D3403. Gasoline or gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

D3404. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train, if, in the judgment of the enginemen, it is unnecessary.

D3405. Rule 702, ninth paragraph, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminal; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3406. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear of trains.

Electrically illuminated signs may be displayed on rear of passenger trains.

D3407. General Regulations for Employees—832, amplified:

(Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

Fusees
Whistle

(Fourth paragraph.) When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3408. Trainmen must not pass over container cars while cars are in motion.

D3409. Trainmen must note the air pressure indicated on the cabin gauge as frequently as is necessary for them to know that the brake pipe pressure required for safe handling of the train is being maintained.

If the brake pipe pressure indicated on the cabin gauge is more than ten (10) pounds below standard pressure (70) pounds and continues to drop to fifteen (15) pounds below standard when the Engineman is not applying the train brakes from the locomotive, such action as is necessary to stop the train must be taken at once.

D3410. AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

D3411. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	{ BY DAY—Nose held with one hand, with other hand pointed toward track. BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
HOT JOURNAL.....	
	{ BY DAY—Handshoved in sliding motion out from body. BY NIGHT—Lamp raised and held stationary.
BRAKES STICKING.....	
BROKEN WHEELS.....	} Stop Signal.
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER	
SIDE OR END OF CAR...	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	

GENERAL ORDERS

GENERAL ORDER No. 2901 { Zone A Zone B Zone C

Effective 12:01 A. M. Sunday, April 30, 1939.

Time Table No. 29 takes effect and contains the necessary instructions issued in General Orders up to and including

No. 2806—Zone A

No. 2805—Zone B

No. 2804—Zone C

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 29 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 29 takes effect.

This General Order is printed in Time Table No. 29 and will not be issued in sticker form.

HARTSDALE:

- (a) Eastward siding blocked with cars.

CLARKE:

- (b) Westward siding blocked with cars.
- (c) Eastward siding blocked with cars.

WOLF LAKE—HAMMOND BRANCH:

- (d) Out of service from Adams Street to a point 200 feet east of Ryan Car Works switch at Hegewisch.

C. P. FISHER,
Superintendent.



the RAILROAD way



Railroads provide the only
general transportation ser-
vice that moves over road-
ways maintained without
expense to the taxpayers.

ASSOCIATION OF AMERICAN RAILROADS

CHICAGO TERMINAL DIVISION TIME TABLE No. 29