

# Indiana Harbor Belt Railroad

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## Time Table No. 36

FOR EMPLOYES ONLY

Effective 12:01 a. m. Central Standard Time  
Sunday, May 4, 1941

W. P. LAMB,  
Superintendent

## COMPANY SURGEONS

Name	Address	Telephone Number
	CHICAGO	Office      Residence
Dr. F. E. Pierce.....	432 La Salle St. Station Wabash 4200 Local 402	Superior 7125
Dr. I. D. Siminon.....	432 La Salle St. Station Wabash 4200 Local 402	Kenwood 5500
Dr. J. A. Moxon.....	Franklin Park, Ill..... Franklin Park 2	River Grove 1058
Dr. A. E. Joslyn.....	Maywood, Ill..... Maywood 5300	Maywood 55
Dr. Edw. T. Secor.....	LaGrange, Ill..... LaGrange 120	LaGrange 120
Dr. Jas. C. Clarke.....	LaGrange, Ill..... LaGrange 97	{ LaGrange 149 LaGrange 2
Dr. L. S. Mann.....	Argo, Ill..... Summit 170	Summit 170
Dr. A. B. Snider.....	Blue Island, Ill..... Blue Island 109	Blue Island 109
Dr. J. A. Kollar.....	Riverdale, Ill..... Interocean 9718	Riverdale 2
Dr. H. C. Groman.....	Hammond, Ind..... Hammond 205	Hammond 44
Dr. N. K. Forster.....	Hammond, Ind..... Hammond 205	Hammond 4430
Dr. A. V. Cole.....	Indiana Harbor, Ind..... Ind. Harbor 125	Ind. Harbor 125

## OCULISTS

### CHICAGO, ILL.

Dr. G. Henry Mundt.....	30 N. Michigan Avenue. Central 7764 6306 S. Halsted Street.. Normal 1772	
Dr. A. G. Peters.....	6306 S. Halsted Street.. Normal 1772	
Dr. E. M. Shanklin.....	Hammond, Ind..... Hammond 517	Hammond 569

## HOSPITALS

Mercy Hospital, Chicago, Ill.  
 St. Margaret's Hospital, Hammond, Ind.  
 St. Francis Hospital, Blue Island, Ill.  
 Ingalls Memorial Hospital, Harvey, Ill.  
 St. Catherine's Hospital, East Chicago, Ind.  
 Westlake Hospital. Melrose Park, Ill.

# SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

## A 1. OTHER RAILROADS.

M. C. rules and time table govern between Columbia Avenue and Calumet Park.

E. J. & E. rules and time table govern between Indiana Harbor and Smelter Siding, between Harbison-Walker Lead track connection and Whiting, and between Grasselli and Hammond.

Penna. rules and time table govern between Calumet Park and Hegewisch.

C. R. & I.-C. J. rules and Special Instructions govern between Oakley Avenue (49th Street) and Ogden Avenue, and between Morgan Street and Loomis Street.

C. & N. W. rules and time table govern between Ogden Avenue and Crawford Avenue.

### Calumet Western Railway:

Penna. rules and time table govern.

## B3. LAWS AND REGULATIONS.

Bureau of Explosives Pamphlets 20F, 20H, 20I and 20J, revised January 1, 1923, govern.

Rules to be Followed by Employees in Handling Company Gasoline to Prevent Possible Explosion from Static Electric Current, effective January 1, 1926, govern.

The handling of gasoline in any car of a passenger train is prohibited.

In cases of derailments or other circumstances involving tank cars loaded with inflammable liquids, where it is absolutely necessary to use oil lamps or open flame lights, they must be kept at as high an elevation as possible to avoid contact with vapors which naturally seek the ground level, and where possible, these lights should be kept on that side of the leaking or wrecked tank car from which the wind is blowing, so that the wind will tend to drive the vapor away from these lights.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

## M. SAFETY.

Trainmen must not couple onto cars while employees are on top inspecting vents and plugs.

Train and Enginemen must look out for close side and overhead clearances as shown below:

Location	Obstruction
Indiana Harbor to Osborn:	
American Steel Foundry Lead.	Signal wires.
Badger Fuel Co.	Signal wires.
Grasselli, East Chicago Belt, South Wye.	Signal wires.
Shell Petroleum Co., North Track.	Signal wires.
South Track.	Signal wires.
Osborn, first crossover south of interlocking, all tracks.	Cable.

### Grasselli to State Line:

Cudahy Lead.	C. S. S. & S. B. trolley wires.
Standard Elevator.	Structure over tracks 4 and 5.
United Boiler Heating & Foundry Co.	Overhead Crane.
LaSalle Steel Co.	*Platform.

### Whiting to Calumet Park:

New York Ave., all tracks.	Signal wires.
American Maize Products Co.	Pipe bridge and corn conveyor over tracks 5 and *6.
S. G. Taylor Chain Co.	Overhead Crane, South end West track.
W. J. Holliday.	Doorway new building.
Swift & Co.	*Platform, meat house.
Riverdale Products Co.	*Post and spout between tracks 1 and 2.
	*Platform and canopy over platform, Track No. 1. Trainmen are prohibited from riding on top and side of cars next to building.
Great Lakes Brewing Co. track.	Signal wires.

### Gibson to Franklin Park:

Grand Avenue, all tracks.	Signal wires.
Norpaul Yard Office, all tracks.	Signal wires.
Midwest Pipe Co.	*Concrete retaining wall.
Miss. Valley Structural Steel Co. track.	Signal wires.
Bellwood.	C. A. & E. trolley wires and *third rail on interchange and quarry spur tracks.
Jefferson Electric Co.	*Doorway, building.
Broadview, I.C. wye track.	Signal wires.
Keller Heart Lumber & Fuel Co. track.	Signal wires.
31st Street team track.	Signal wires.
LaGrange, east wye track.	Signal wires.
Western United Gas & Electric Co. track.	Signal wires.
Consumers Co. Yard 437.	*Structure.
Libby, McNeill & Libby Co. track.	Signal wires.
Modern Die & Drop Forge Co. track.	Signal wires.
Hutchins Lumber & Storage Co. track.	Signal wires.
Public Service track.	Signal wires.
Blue Island Enginehouse, west leg, wye track.	Signal wires.
Blue Island.	*Ice house platform.
Hales & Hunter.	Structure on all tracks.

Halsted, main  
tracks, and  
Arcady lead  
track. Signal wires.  
Hammond  
Lumber Co. Doorway, new building.

**Argo, C. & A. Tower to Morgan Street:**

International  
Rolling Mill. Structure.  
Central Steel  
& Wire Co. \*Doorway, new building.  
Egg Safety  
Carton Co. \*Platform.

\*Close clearance both overhead and side.

**1. STANDARD TIME.**

Central Standard Time is in use.

**2a. WATCH INSPECTION.**

The watch of each employee subject to inspection must be presented to a designated inspector between the 20th and last day of each calendar month.

**3. STANDARD CLOCKS.**

Gibson.....	{ Dispatchers office. East End yard office. West End yard office. Enginehouse.
Calumet City.....	Agents office.
Blue Island.....	{ Yard office. Enginehouse.
Argo.....	Agents office.
Norpaul.....	{ Agents office. Enginehouse.

**6. LETTERS AND SIGNS.**

**E** Stop daily except Sunday. Stop on signal, Sundays, to receive passengers for Danville and beyond.

**G** Stop daily except Sunday.

**H** Stop on signal, Sundays, to receive or discharge passengers.

**12. HAND, FLAG AND LAMP SIGNALS.**

Main track switchtenders will use yellow signals for main track movements against current of traffic, and for movements to and from any diverging route, except movements to main track with current of traffic.

Electric hand lamp must not be extinguished when performing switching in yards or at stations.

Blue Island.	Hump switchtenders will use white hand signals to signal trains entering North and South Receiving Yards.
Calumet Avenue.	Enginemen or trainmen of Eastward trains or engines will indicate to gate-man, by hand signal, pointing to diverging route, when movement is to be made over lead to Eastbound Receiving Yard, Gibson.

**14. ENGINE WHISTLE SIGNALS.**

Enginemen sounding engine whistle as prescribed by Rule 14 1, must start signal at whistling post and so time signal that last blast is sounded as engine passes over highway crossing. Trains moving at slow speed may sound two signals as prescribed by Rule 14 1.

**General:**

**Interlocking Stations.**

Sound	Indication
— —	For movements with the current of traffic.
— — —	Against current of traffic.
— o	For diverging routes.

**Gibson to Franklin Park:**

**Stickney.**

Sound	Indication
— —	To be sounded by westward trains that do not want water or have work at Argo.

**Gibson Yard (Roundhouse Lead).**

Sound	Indication
— —	With current of traffic.
— — —	Against current of traffic.
— o o	To and from Enginehouse and Westward Receiving Yard.
— o	To and from Enginehouse and Eastward Main Track.
o o —	To and from Enginehouse and Westward Main Track.

**Argo, C. & A. Tower to Morgan Street:**

**Oakley Avenue.**

Sound	Indication
— —	With current of traffic.
o o o	Against current of traffic.
o o o o	To and from C. R. & I. tracks.

**19. MARKERS.**

Trains moving with current of traffic on track No. 4 between Dolton and Calumet Park will display markers as provided in Fig. 9.

Trains will display green instead of yellow light as provided in Figures 5, 6, 7, 8, 9, 10 and 11, under Rule No. 19 of Rules for the Government of the Operating Department.

N. Y. C. trains between Blue Island and Dune Park and between Indiana Harbor and Osborn will display yellow light, as provided in Figures 5, 6, 7, 8, 9, 10 and 11 under Rule No. 19 of Rules for the Government of the Operating Department.

Trains with box car cabooses displaying markers at side center doors, will in addition display red flag by day and red light by night on rear of train.

**D-20a. OMISSION OF GREEN SIGNALS.**

The display of green signals will be omitted on two or more tracks.

**21a. OMISSION OF WHITE SIGNALS.**

The display of white signals will be omitted by extra trains.

**26. BLUE SIGNALS.**

Engines, cars or other equipment must not be placed upon a track on which blue signals are displayed.

When engines are coupled to trains being worked by car men, under blue signal protection, the engine must not be moved until blue signal has been removed.

Car men will use metal blue signals attached to hand de-rails as shown below:

Location	Yard
Indiana Harbor.	East End, all tracks, Lake Front.
Norpaul.	Both ends of Receiving and Classification tracks.
Bellwood.	Both ends of Receiving tracks.
Calumet Park.	West End, all tracks.
	East End, track No. 9.
Calumet City.	Both Ends, track No. 1.
	West End, track No. 4.
	East End, track No. 2.
Gibson.	East End, tracks A, B, C, and passing track.
	East End, tracks 27, 30 and 31, Westbound classification.
	West End track No. 1,
	East End, all tracks,
	Westbound Receiving.

### 32. ENGINE WHISTLE AND BELL.

The whistle must not be sounded at the following points, except when necessary to prevent accident, or to send out or call in flagman:

#### Gibson to Franklin Park:

Blue Island..C. R. I. & P. viaduct to G. T. W. tower.

Riverdale.

Dolton.

Calumet City..Burnham Avenue to Indiana-Illinois State Line.

Hammond...Indiana-Illinois State Line to Columbia Avenue.

Argo, C. & A. Tower to Morgan Street:  
Chicago.

### 83. TRAIN REGISTERS.

Argo, C. & A. Tower to Morgan Street:

Oakley Avenue. Conductors of all foreign trains and engines will throw off register slip.

### 83d. CLEARING OF TRAINS.

Unless otherwise provided, trains and engines must not enter a main track, leave a siding, cross from one main track to another main track, without permission of Train Dispatcher, Train Director, Signalman, Operator-Switchtender or Switchtender.

#### Indiana Harbor to Osborn:

Trains and engines will be cleared by signal indication, except as follows:

Trains and engines must receive clearance, by telephone, by Train Director, before entering main tracks at hand-operated switches.

#### Michigan Avenue:

By telephone, by Train Director, before entering Northward Passing track through hand-operated crossovers, Agents Office Michigan Avenue, and Calumet.

#### Indiana Harbor, Whiting, South Chicago.

Trains and engines moving over E. J. & E. main tracks by telephone, by General Yardmaster, Kirk Yard.

#### Harbison-Walker Lead:

By telephone, by Signalman, Calumet, before entering or leaving E. J. & E. main track at the following points:

Whiting.....Standard Oil Company.

East

Chicago.....Sinclair Refining Company.  
East Chicago Dock Terminal Company.  
United States Gypsum Co.

#### Grasselli to State Line:

Trains and engines before entering main track at Grasselli or State Line, or making through movement from any point to Grasselli or State Line, by telephone, by Train Director, Grasselli.

#### Whiting to Calumet Park:

Trains and engines will be cleared as follows:

Whiting. All westward movements by telephone, by Train Director, Grasselli.

Burnham. Westward movements originating East of Burnham, by Signal indication, State Line interlocking.

State Line and Calumet City. Trains and engines moving, in either direction, between Calumet City and State Line, or moving Calumet City to State Line to enter Burnham Yard, by telephone, by Signalman, State Line. Eastward movements extending beyond State Line, by telephone, by Train Director, Grasselli.

When moving from Calumet City to Burnham with more cars than main track will hold between State Line and switch to C. I. & L.-Erie connection, M. C. Train Director, Hammond, must be notified.

Trains and engines moving on Erie-C. I. & L. connection track, by telephone, by M. C. Train Director, Hammond. Westbound trains and engines must report to M. C. Train Director, Hammond, when clear of track.

Signalman N. Y. C. Tower, Whiting, and State Line Tower, Hammond, will report movements to Train Director, Grasselli.

Calumet Park.

Trains and engines moving over Penna. main track, by telephone, by Signalman.

Trains and engines will be cleared by telephone, by Train Dispatcher or Train Director, except as follows:

#### Gibson to Franklin Park:

Franklin Park.

Trains and engines will move from C. M. St. P. & P. to main track by signal indication. When movements extend beyond west switch, Norpaul, by telephone, by Train Dispatcher.

Norpaul.

Westward trains and engines, by telephone, by Signalman, Soo Line Tower. Crossover movements, Grand Avenue, by telephone, by Signalman, Soo Line Tower.

Norpaul to McCook.

Trains and engines may enter eastward sidings between Norpaul and McCook only, on proceed interlocking signal, McCook, hand signal from Operator-Switchtenders or clearance by telephone, by Train Dispatcher. Trains and engines moving in either direction, on Eastward sidings, must stop clear of crossovers at Melrose and La Grange, until proceed hand signal is received from Operator-Switchtender. Operator-Switchtenders will use yellow hand signals for movements on these tracks.

Melrose.

Trains moving from C. & N. W., Proviso Yard, by telephone, by Train Dispatcher.

Bellwood.

Trains and engines moving to or from C. G. W. lead track, by telephone, by Train Dispatcher.

Westward trains moving with current of traffic with deliveries for C. & N. W., Proviso Yard, must not foul C. G. W. lead track switch, until permission has been received from Train Dispatcher to cross over.

Broadview.

By telephone, by I. C. Operator, before movements are made over I. C., Wye track.

McCook.

By telephone, by Train Dispatcher, before moving from Electro-Motive Corp. to Eastward Siding.

Eastward trains moving from A. T. & S. F. interchange track, by telephone, by Signalman.

Argo.

Westward trains and engines, moving with or against current of traffic, must not foul switches east of Archer Avenue, trains and engines moving on B. R. C. Wye track must not foul westward siding, until proceed hand signal is received from Operator-Switchtender.

Wireton.

Eastward trains, except when Operator-Switchtender is on duty, will obtain permission of Train Dispatcher, by telephone, before pulling in eastward siding.

**North Harvey.** Eastward trains and engines moving from Spud House Lead track or Westward Main track to Eastward Main track, by telephone, by Signalman, and in addition, a yellow hand signal from Signalman.  
Trains and engines moving from C. M. St. P. & P. South, by telephone, by Signalman.

**Ashland.** Westward trains when ready to leave or double from Westbound Yard, by telephone, by Operator-Switchtender, before fouling lead.

**Blue Island.** Trains and engines moving to or from C. & E. I. on two south tracks leading to I. C. Highlawn, by Operator-Switchtender, Halsted.  
Movement of trains and engines on Dolton Lead track are controlled by Operator-Switchtender, Halsted. Trains and engines may enter this track on proceed interlocking signal or verbal clearance from Operator-Switchtender. Trains and engines entering Eastward main track at any one of the three hand-operated switches in the vicinity of Halsted Street Bridge, by telephone, by Train Dispatcher, from pole box located West of bridge.

**Dolton.** Eastward trains, proceed interlocking signal.

**Calumet Park Stock Yards.** Westward trains and engines by proceed interlocking signal.  
Eastward trains and engines, by telephone, by M. C. Train Director, Hammond.

**Calumet City.** Eastward trains and engines, by telephone, by M. C. Train Director, Hammond.

**Calumet Park and Gibson.** Trains starting from Calumet Park or points east, that are to move east of Ivanhoe, by telephone, by Signalman, Ivanhoe.  
Trains picking up at Gibson Transfer will pull in siding unless otherwise instructed by Signalman, Gibson Tower.

**Columbia Avenue.** Permission of M. C. Train Director, Hammond, must be obtained before pulling out west end Gibson Yard.  
Trains and engines entering, crossing over or making through movements over Gibson Yard main tracks, or entering M. C. tracks 3 and 4, by hand signal, by Operator-Switchtender. Green hand signals will be used for movements with current of traffic and yellow hand signals for movements against current of traffic.

**Roundhouse Lead.** Movements with current of traffic may be made when switches are properly set and Home Signal displays proceed indication. Movements to and from Yard Main tracks, Enginehouse Lead tracks and North Hump Lead may be made when switches are properly set for such movements.  
Signalman, Roundhouse Lead Tower, will govern movements on Yard Main tracks between Gibson Interlocking and Columbia Avenue.

#### Argo, C. & A. Tower to Morgan Street:

**California Avenue.** G. T. W. Switchtender on duty 6:30 A.M. to 10:30 P.M. daily, except Sunday; Sunday, 7:00 A.M. to 3:00 P.M.  
Trains and engines before moving over G. T. W. main tracks must obtain information as to G. T. W. pas-

**Morgan Street.**

#### Gibson to FN:

**Gibson Transfer.**

senger trains. During hours Switchtender is not on duty, Train or Enginemen will obtain clearance from G. T. W. Operator, 51st Street, by telephone in Switchtenders shanty. The movement through crossover must be made as prescribed by Rule 99, in both directions. G. T. W. main track switches must be restored to normal position and locked.

By telephone, by Train Director, before leaving Loomis Street. Yard engines working at Morgan Street will get clearance before leaving Elsdon.

Trains and engines moving west from Gibson Transfer Yard must not foul Main Tracks or make movements in either direction through North Wye track between Indiana Harbor-Osborn and Gibson-FN Sub-divisions without clearance by telephone, by Signalman, Gibson Tower.  
Westward trains moving into Gibson Yard, must not foul crossover east of Kennedy Avenue, Gibson, until home signal displays proceed indication.

#### S90. SIDING SWITCHES.

Trains taking siding will take first switch.

#### 93. YARD LIMITS.

Indiana Harbor to Osborn: Entire line.

Grasselli to State Line: Entire line.

Whiting to Calumet Park:

Entire line, including Sheddfield Branch.

Gibson to Franklin Park:

Franklin Park  
Norpaul  
Melrose  
Bellwood  
Broadview

Soo Line Tower, Franklin Park, to I. C. Bridge, Broadview.

LaGrange

Chicago & West Towns Ry. to Ogden Avenue.

McCook

Argo

Stickney

North Harvey

Ashland

Halsted

Dolton.

Gibson

Columbia Avenue to Gibson Tower.

Argo, C. & A. Tower to Morgan Street:

Argo  
Elsdon

C. & A. Tower  
Oakley Avenue

Chappell  
Morgan Street

Gibson to FN:

Gibson Tower to Ivanhoe.  
Dune Park.

Calumet Western:

Entire line.

Michigan Central Railroad:

Columbia Avenue to Calumet Park.

When setting out, pushing cars or tracks in yards, a trainman must ride leading car, except when pushing cars into tracks at Blue Island Icehouse, or making up trains in train tracks and it is known that track is clear.

Trainmen of engines, placing caboose or cars on rear end of trains in train tracks, must stop movement back a sufficient distance from cars in track; then, before movement is resumed, trainman will precede, protecting against any movement of cars in track by engines working on opposite end of train.

Hump operations will be governed by the following instructions:

Hump yardmasters have charge of Humps and will be responsible for their operation and conduct of trainmen operating under their jurisdiction.

Engineman must know, before responding to fog horn and whistle signals, that signal sounded is for movement of his engine.

Color light, fog horn and whistle signal indications are for movement of hump engines only. Other engines moving in or out of Receiving or Classification Yards must protect.

#### Gibson:

1. Before cuts are shoved out of Receiving Yard, slack must be taken and all cars must be coupled. Proceed hand signal must be given by trainman stationed at West End of Westbound Receiving Yard and at East End of Eastbound Receiving Yard in addition to proceed color light indication. In foggy or stormy weather, rules No. 6 and 7 will apply.

After initial movement is made out of Receiving Yard onto Hump, subsequent movements will be governed by color light signal indication, except when necessary, hand stop signals will be given, after which movement will only be resumed after receiving proper hand signal corresponding to color light signal indication displayed.

2. When doubling up cuts off tracks 1, 2, 3, and 4 in Westbound Receiving Yard, cars must not be cut off from engine while in motion.

3. Cars must not be shoved over crest of humps to exceed five miles per hour.

4. When cuts are shoved off tracks 1, 2, 3, and 4, Westbound Receiving Yard, a trainman must protect lead, from tracks 5 to 14 inclusive and must prevent engines from moving to enginehouse via No. 4 lead.

5. Conductors of engines in Hump service will be held responsible for observance of these rules by their trainmen.

6. When weather or other conditions obscure signals, fog whistle signals will be used in addition to color light signals to control movement of Hump engines.

Fog whistle signals are shown below:

Movement	Number of Blasts	
	Hump Engine	Helper Engine
To move toward hump from Receiving Yard or Classification Yard Tracks	4	6
Reduce to humping speed	2	2
Reverse Movement	3	3
Stop	1	1
Emergency signal	— 0	— 0

Crew of engine humping cars, cut off and report to Hump Yardmaster by telephone.

7. When humps are being operated under conditions outlined in Rule 6, a trainman must protect lead switches until cut occupies lead.

Color light signals govern movement of Hump Engines, indications shown below:

Aspect	Indication
Green over Red	Proceed fast for fast humping.
Yellow over Red	Proceed at a speed of 2 miles per hour.
Yellow over Yellow	Proceed at a speed of 3 miles per hour.
Red over Red	Stop.
Red over Yellow	Reverse movement.

When conditions on North Hump prevent clear view of color light signals at crest of Hump, Engineman will observe signal indication of color light signals located on West side of distant signal pole.

8. When cars are left on occupied Receiving Yard tracks they must be coupled to cars in track.

The hand-operated derail at West End, track No. 32, Westbound Classification Yard, must be replaced after movements are made over it.

When air pressure on gauges located in Junction Towers registers less than 50 pounds pressure, Retarder Operator will immediately set Hump Signals at Stop, and notify Yardmaster.

Humping must not be resumed until air pressure gauge registers 50 pounds pressure.

#### South Yard:

Klaxon horn located on South Yard lead is operated by Signalman, East End Tower.

Train and Enginemen of engines switching on South Yard Lead will clear signal governing crossing with Nickel Plate connection immediately after one long blast of Klaxon horn has been sounded.

After engine has cleared signal, Engineman must not accept a proceed indication of signal until stop indication has been displayed.

#### Blue Island:

Color light signals govern movement of Hump engines, indications shown below:

Aspect	Indication
Green	Proceed fast for fast humping.
Yellow	Proceed at a speed of 2 miles per hour.
Yellow over Yellow	Proceed at a speed of 3 miles per hour.
Red	Stop.
Red over Yellow	Reverse movement.

When conditions prevent view of color light signals at crest of Hump, Enginemen will observe signal indication of color light signals located on east side of distant signal pole.

When more than one engine is handling cars on hump lead, color light signal indications will govern movement of last engine entering hump lead and hand signals will be used to govern movement of the engine humping cars.

When weather or other conditions obscure signals, fog horn signals will be used in addition to color light signals to control movement of hump engines.

When electric power failure necessitates the use of storage batteries for power to operate car retarders, humping speed must be reduced to one mile per hour.

Fog horn signals are shown below:

Movement	Number of Blasts
Stop	1
Proceed at a speed of 2 miles per hour	2
Reverse	3

#### Ice House:

Movements on tracks No. 1 and 2 will be governed by color light signals located at East End and West End of Icehouse platform, indications shown below:

Aspect	Indication
Green	Proceed (does not indicate that track is clear).
Red	Stop.

A trainman of perishable trains pulling into Receiving Yard must be in position to make and ride cut to Ice House.

#### North Harvey:

Indicator signal will indicate to eastward trains and engines moving with current of traffic, route that must be used beyond North Harvey.

Aspect Letter	Indication
M	Eastward main track.
N	North Receiving Yard lead track.
S	South Receiving Yard lead track.

#### Argo:

Indicator signal will indicate to eastward trains and engines moving against current of traffic route that must be used east of Argo.

Aspect Letter	Indication
P	I. H. B. trains, Westward Siding. B. R. of C. trains, B. R. of C. New Wye Track.
W	Westward Main Track.
E	Eastward Main Track.

Aspects displayed by indicator signals do not authorize any movement and proper authority must be received before a movement is made.

When aspects are imperfectly displayed, or there is no indication shown on the indicator, trains and engines must stop and route to be used ascertained from Signalman or Operator-Switchtender before proceeding.

### TRACK SKATES

Track skates must be used as shown below:

Location	Yard	Placed On
Blue Island	Eastbound Classification	South rail.
Gibson	Westbound Classification	North rail.
	Eastbound Classification	South rail.
	Receiving Tracks Nos. 1 to 5	South rail.
	South Yard	South rail.
	West End Coal Dock Tracks	South rail.

Cudahy Packing Co. Repair Tracks:

When engines are handling cars in tracks where bad order cars are on jacks or trestles Both rails.

#### General:

Skatemen must place track skates on tracks and in addition set hand brakes on a sufficient number of cars to prevent cars from running through tracks and onto leads.

Trainmen of trains and engines moving over or pulling cars from tracks where track skates are used must remove them, keeping sharp lookout for track skates which may be under other than head car.

Track skates when not in use must be placed on their side along outside rail.

Trains and engines moving on or shoving cars through tracks where track skates are used will stop clear of frog and a trainman will see that no track skate is under car or engine, before moving onto lead.

#### Gibson:

Eastbound Classification Yard.

Trainmen will replace track skate after movement has been made or cars have been pulled from tracks.

Westbound Classification Yard.

Trainmen will replace track skate after movement has been made or cars have been pulled from tracks, unless relieved by Yardmaster, West End.

### TRACK SCALES

Train and Enginemen must not move cuts of cars, nor permit engine to move, onto live rails of track scales where dead rails are provided.

Cars must not be moved over track scales with one truck occupying the live rails.

Trainmen must see that live rails line up properly with track when moving cars onto or off track scales.

If cars or engine become derailed while moving over either the live rail or dead rail of track scales, immediate stop must be made and reported by telephone, to the proper officer.

Train and Enginemen must not make any attempt to rerail cars or engine, nor pull them from track scale, until properly authorized.

### D93a. MOVEMENTS AGAINST CURRENT OF TRAFFIC.

May be made between:

(a) Indiana Harbor and Osborn, by signal indication, under supervision of Train Director, Grasselli.

(b) Dolton and North Harvey, Stickney and McCook, Broadview and Soo Line Tower, Franklin Park, under supervision of Train Dispatcher.

(c) Argo, C. & A. Tower and Chappell, Elsdon and Morgan Street, Chicago, under supervision of Train Director, 55th Street.

(d) Columbia Avenue and Gibson Interlocking, under supervision of Signalman, Roundhouse Lead Tower.

(e) Gibson Interlocking and Ivanhoe, on signal indication, under supervision of Signalman, Gibson Tower.

Movements must not be authorized until control of block has been secured.

Movements extending beyond yard limits must be made only on train order.

Trains and engines moving against current of traffic must stop clear of switches at Melrose, La Grange, Ashland and Halsted, until proceed hand signal is received from Operator-Switchtender.

Westward trains and engines moving against current of traffic must stop clear of switch to Eastbound Receiving Yard, Blue Island, until dwarf signal, North Harvey interlocking, displays proceed indication.

Westward trains moving against current of traffic between Ivanhoe and Gibson Interlocking must stop clear of west switch of siding, Gibson Transfer, and call Signalman, Gibson Tower, for instructions.

All movements against the current of traffic within yard limits must be made at Restricted Speed.

### 98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
<b>Indiana Harbor to Osborn:</b>		
B. & O. Tower.....	{ E. J. & E. B. & O. N. Y. C. }	....Interlocking
Penna. Tower .....	Penna. ....	Interlocking
American Steel Foundries Co. Lead.....	Penna. ....	None
Harbison-Walker Lead .....	Penna. ....	None
Northern Indiana Dock Co. Lead.....	Penna. ....	None
Calumet .....	{ B. & O. C. T. E. J. & E. }	....Interlocking
Calumet .....	C. S. S. & S. B. ....	None
Grasselli .....	{ E. J. & E. B. & O. C. T. *I.H.B. (E.C. Belt) }	....Interlocking
Gibson .....	{ M. C. I.H.B. (Gary Br.) }	....Interlocking
Gibson Yard .....	{ N. Y. C. & St. L. Lead South Yard Lead }	....Interlocking
Osborn .....	N. Y. C. & St. L. ....	Interlocking

#### Grasselli to State Line:

Cudahy Lead.....	C. S. S. & S. B. ....	Gate
Grasselli .....	{ E. J. & E. B. & O. C. T. *I.H.B. (Ind. Hr. to Osborn Subdivision) }	....Interlocking
Grasselli .....	E. J. & E. ....	None
Republic Tower .....	B. & O. C. T. ....	Interlocking
Republic .....	C. S. S. & S. B. ....	Target
Columbia Avenue .....	E. J. & E. ....	None
Simplex .....	{ E. J. & E. C. I. & L. }	....None
Consumers Co. Lead...	C. I. & L. ....	None
State Line .....	{ C. & W. I. C. I. & L. N. Y. C. & St. L. B. & O. C. T. Erie C. S. S. & S. B. *I.H.B. (Whiting Line) }	....Interlocking



**Whiting to Calumet Park:**

Prest-O-Lite Co. ....	{ *I.H.B. (Whiting Line) }	.....Target
Federal American Cement Tile Co. ....	{ I.H.B. (Whiting Line) }	.....Target
Calumet Park .....	{ Penna. M. C. B. & O. C. T. }	....Interlocking

**Gibson to Franklin Park:**

Franklin Park .....	{ *C. M. St. P. & P. Soo Line }	....Interlocking
Bellwood .....	{ C.A.&E. (Quarry Spur) }	....Interlocking
McCook .....	{ A. T. & S. F. C. & I. W. }	....Interlocking
C. & A. Tower .....	{ Alton *I.H.B. (Stock Yards Line West Leg Wye Track) }	....Interlocking
Argo .....	{ I. H. B. (Stock Yards Line East Leg Wye Track) }	....Interlocking
Chicago Ridge .....	Wabash .....	Interlocking
Blue Island .....	{ G. T. W. B. & O. C. T. }	....Interlocking
North Harvey .....	B. & O. C. T. ....	Interlocking
Dolton .....	{ Penna. C. & W. I. B. & O. C. T. }	....Interlocking
Calumet Park .....	{ Penna. B. & O. C. T. *M. C. }	....Interlocking

**Argo, C. & A. Tower to Morgan Street:**

Chappell .....	{ I. H. B. (East Leg Wye Track) }	.....None
55th Street .....	B. R. of C. ....	Interlocking
Elsdon .....	{ B. R. of C. G. T. W. }	Target and Gate
Oakley Avenue .....	C. R. & I. ....	None

**Gibson to FN:**

Ivanhoe .....	E. J. & E. ....	Interlocking
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\*Connection only.

**99. PROTECTION OF TRAINS.**

When cars for Pennsylvania delivery are set out on main track at Indiana Harbor, full protection by flagman is required until relieved by Pennsylvania trainman or cars are clear of main track.

Entering or leaving the E. J. & E. main track at cross-over to Harbison-Walker Lead track, full protection is required.

**Michigan Central Railroad:**

On main tracks between Columbia Avenue and Calumet Park, full protection is required.

**103. PUBLIC CROSSINGS AT GRADE.**

Cars must not be left standing on track circuit operating flashing light signals, except in emergency. Marker posts will designate limits of track circuits.

Cars must not be left standing on tracks less than four car lengths from a public highway crossing, and when possible, left a greater distance from crossing.

Trainmen must arrange to be in position to promptly make cut, should train stop on a public highway crossing.

Trainmen must flag trains and engines over following crossings:

**General.**

When cars are pushed over public crossings at grade not protected by watchman or by gates.

When an engine has been coupled to the rear end of a train that has stopped after passing a public crossing at grade protected by flashing light signals and a reverse movement is made over crossing on the same track.

Indiana Harbor. Dickey Road, Tin Mill lead track. Michigan Avenue, Harbison-Walker lead track, when flashing light signals and gates are inoperative.

Whiting. 129th Street, Standard Oil Co., when flashing light signals are inoperative. When flashing light signals are operative, trains and engines must stop before movement is made over crossing, unless signals have been operated in advance, by Manual Control.

Grasselli. Kennedy Avenue, entering or leaving E. I. Du Pont de Nemours & Co.

E. I. Du Pont de Nemours & Co., roadways and walkways in plant, as indicated by signs, unless a trainman rides at head end of car to warn employees and others of approaching cars. Cars must not be left standing on road crossings.

When fire whistle is sounded all road and hose cart crossings should be cleared immediately, then engine should proceed to location of fire. Trainmen will, if possible, remove any cars endangered.

East Chicago. 151st Street, McCook Ave. Between 6:00 P. M. and 8:00 A. M.

North Branch { 151st Street.  
Chicago Avenue.  
141st Street.

North Hammond. All street and alley crossings south of Grand Calumet River.

Whiting. 121st Street. Indianapolis Boulevard.

Eastward trains must call Pennsylvania tower when ready to proceed over Indianapolis Boulevard, and must not proceed until color light signal, located East of New York Avenue, displays proceed indication. American Smelting & Refg. Co., driveway courts on north and south sides of building, before coupling tracks or shoving cars over driveways.

Wolf Lake. Calumet Avenue. Sheffield Avenue.

Roby. Indianapolis Boulevard, when highway traffic signal is inoperative. When signal is operative movement must not be made across crossing until green indication is displayed and highway traffic stopped.

Franklin Park. Industrial lead track, all street crossings.

Bellwood. 25th Avenue, Canada Dry Ginger Ale Co. lead track.

McCook. Lawndale Avenue.

Blue Island. Vermont Street, Union Asbestos and Rubber Co. lead track.  
Road crossing to Federal Ice Co., South Receiving Yard, lead track.

Dolton. Indiana Avenue. To stop operation of flashing light signals, Eastward trains and engines moving on Eastward main track or Dolton lead track must stop at marker post 100 feet West of crossing, when interlocking home signal indicates Stop.

Torrence Avenue. Trainmen of Eastward trains must call Signalman, Calumet Park, when home signal Calumet Park interlocking displays Stop, and determine whether or not highway crossing must be cut.

Calumet City. Trains must not block Wentworth Avenue to exceed five minutes. Trains picking up will stop to clear, a sufficient distance, to insure clearing crossing, after pickup is made. Trains and engines stopping near State Line Street will, when possible, clear crossing at least four car lengths.

Hammond. Calumet Avenue. Trainmen of Westward trains must call M. C. Train Director, Hammond, from telephone at Oakley Avenue, when Westward home signal of M. C. Hammond interlocking displays stop, and determine whether or not Calumet Avenue crossing must be cut.

Gibson. Columbia Avenue. Trains and engines stopping near Columbia Avenue must clear crossing at least two car lengths. Trains or engines, standing in vicinity of Columbia Avenue, must sound signal 14 1, to indicate to Gateman that movement over crossing is to be made.

General Office Building. When movement, in either direction, is to be made beyond the General Office Building, movement must stop, then proceed carefully.

Chicago. Central Ave. Team tracks and industrial spur track.  
Long Avenue. Industrial Spur track.  
55th Street. To stop operation of flashing light signals and raise automatic gates, trains having work to do at Crane Coal Co. and Coburn Spur tracks must leave rear end of train East of sign reading "Trains stopping to do work must leave cars East of this sign."

Gary. Virginia Street, team track and industrial lead track.

#### MANUAL CONTROL OF HIGHWAY CROSSING SIGNALS.

Indiana Harbor. Michigan Avenue, Harbison-Walker Lead track.  
Trains and engines must stop before reaching crossing and Trainman operate Flashing Light Signals and Gates. Trainmen must lock control boxes after use.

Whiting. 129th Street.  
Trains and engines may move over crossing without stopping after Flashing Light Signals have been operated by Trainman.  
When movement over crossing is completed, Trainman must immediately extinguish signals.

East Chicago. Indianapolis Boulevard, Sinclair Refining Company.  
Trains and engines must stop before reaching crossing and Trainman operate Flashing Light Signals.  
When movement over crossing is completed, Trainman must immediately extinguish signals.

#### 104. SWITCHES.

Melrose. Trainmen of trains moving on Eastward Siding will handle switches, unless Operator-Switchtender is at switch.

LaGrange. Trainmen will handle switches between 4:01 P.M. and 12:01 A. M., unless Operator-Switchtender is at switch.

Hammond. M. C. Gateman, Calumet Avenue, will operate by lever, lead track switch to Eastbound Receiving Yard, Gibson.

#### ELECTRICALLY LOCKED SWITCHES.

Controlled from Signal Station	Location.
Calumet.	Southward Main Track: Team, House and Industrial Track switches.
Gibson.	Both switches, Crossover between Northward and Southward Main Track. Northward Main Track: North switch, Wye Track to Gibson-FN sub-division.
Osborn.	General Office Building Track switch.
North Harvey.	Both switches, Crossover between Eastward and Westward Main Track. Both switches, crossover between Eastward Main track and Spud House Lead track. Switch, Spud House Lead track to Wye track. Switch, Spud House Lead track to Eastward Main track.

Electrically locked outlying switches are controlled from a signal station and an unlock must be obtained from the Signalman.

After using switch, apparatus must be restored to normal position and Signalman advised.

If the apparatus does not work properly, instructions must be obtained from the Signalman.

The unlocking of electrically locked outlying switches does not relieve enginemen and trainmen from protecting their trains as prescribed by rules.

#### SPRING SWITCHES.

Norpaul Enginehouse: At junction of well track and No. 2 Pit track.

Engines moving from Well track to No. 2 Pit track will trail switch.

For switching movements the switch must be operated by hand. It must be left in normal position.

Engines stopped while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined.

#### 104a. NORMAL POSITION OF SWITCHES.

Indiana Harbor. South switch of crossover from Northward Passing track to Michigan Avenue Lead track is for movement through crossover.

Switches of delivery track, Y. S. & T. Co. Tin Mill, are for movement on lead track.

Michigan Avenue Engine-house.	Switch from No. 15 track to Pit Lead track is for movement on Pit Lead track. Switches from Pit Lead track to Repair tracks are for movement on Pit Lead track.
Republic Tower.	All switches leading from new running track are for movement on that track.
Norpaul Engine-house.	Switch from Well track to Spur track is for movement on Well track. Switch from Well track to No. 3 track is for movement on Well track. Switch from No. 2 Pit track to No. 1 track is for movement on No. 2 Pit track. Switch from No. 2 Pit track to Cinder Pit track is for movement on No. 2 Pit track. Switch from No. 1 track to Coal Dock track is for movement on No. 1 track. Switch from No. 2 Pit track to Yard Running track is for movement on Running track.
Melrose.	Switch to inbound connection with C. & N. W. is for movement on that track.
Bellwood.	Switch from C. G. W. back track to C. A. & E. interchange track is for movement on back track.
Broadview.	Switch from Westward siding to I. C. wye track is for movement on wye track.
LaGrange.	Switch from Westward siding to west end yard lead track is for movement on siding.
North Harvey.	Switch from Eastward main track to lead track to North and South Receiving Yards, Blue Island, is for movement on lead track. Lead switches, west end, Eastbound Yard, Blue Island, are for movement on South Receiving Yard lead track.
Blue Island Enginehouse.	Switch from lead track, east end Westbound Yard, to two coal storage tracks, is for movement on lead track. Switch from lead track to Coal Dock pocket track is for movement on pocket track. Switches of wye track, from Engine-house lead track, are for movement on running track and old passing track.
Dolton.	Switches from Dolton lead track to Pennsylvania, C. & E. I. and I. C. connections are for movement on Dolton lead track. Junction switch to C. & E. I. and Penna. Lead tracks is for movement on C. & E. I. Lead track.
Calumet City.	Switches of crossover from track No. 1 to track No. 2, near Burnham Avenue, are for movement on those tracks.
Gibson.	Switches of crossover from track No. 14, Westbound Receiving Yard to South Yard lead track, are for movement on those tracks.
Gibson Engine-house.	Switches from Lead track to North and South Coal Dock tracks are for movement on Lead track. Switch from Lead track to Sand track is for movement on Lead track. Switches from M. C. Lead track to Cinder track and Pocket track are for movement on M. C. Lead track.
Elsdon.	*Switch to Wholesale Coal Co. is for movement on lead track. *Switch to H. Stern Sons Co. is for movement on Track No. 8.

\*Switches must be locked.  
Switches must be restored to normal position.

#### 104d. CARS CLEAR OF FOULING POINT.

Adjoining tracks must not be fouled until it is known that switches are properly lined and route is clear.

Trains or cars standing on sidings must clear the main track. Cars on other tracks must not be left standing to foul adjoining track.

Trains pulling into sidings to pick up must stop back a sufficient distance to clear main track after pick-up is made.

When coupling cars in yards, brakes must be set on last cars to prevent pushing them by fouling point.

#### Gibson Yard.

When yard engines or rear ends of trains pulling into Westbound Receiving Yard, do not clear adjacent tracks, Enginemen or Trainmen will notify Switchtender, East End Tower.

#### 105. SIDINGS.

Capacity based on 44-foot cars.

##### Two Tracks.

	Westward	Eastward
Norpaul .....	...	161
Melrose .....	...	98
Bellwood .....	...	119
Broadview .....	116	328
LaGrange .....	133	146
Superior .....	...	172
Argo .....	94	...
Chicago Ridge .....	101	109
Wireton .....	...	111
G. T. W. Tower.....	34	...
Gibson .....	91	...
Gibson Transfer .....	...	178
	South	North
Elsdon .....	127	127

##### Single Track.

Indianapolis Boulevard .....	71
Whiting .....	59
Wolf Lake .....	87
Alco .....	98
Dixie .....	49
Dune Park .....	121

When a train or engine takes siding or otherwise clears the main track at hand-operated switches, where no Operator-Switchtender is on duty, report to Train Dispatcher or Train Director must be made when train or engine is clear and the switch closed.

When a train has work to do at a station where passing siding is located, or a train will be delayed account engine or car failures or other causes, the train must clear main track or arrange for following trains to pass without delay.

#### 109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard Service employees.

Michigan Avenue .....	{ Yard office. Enginehouse.
Norpaul .....	Yardmasters office.
Argo .....	Agents office.
Blue Island .....	{ East Yard office. Hump. West Yard office. Enginehouse.
Gibson .....	{ East End Yard office. Hump. West End Yard office. Enginehouse.
Elsdon.....	Agents office.
Calumet City .....	{ Yardmasters office. Enginehouse.
Gibson Transfer .....	Agents office.

**DESIGNATION AND USE OF MAIN TRACKS.****Single Track:**

Grasselli to State Line.  
Whiting to Calumet City.  
Sheddfield Branch.  
Ivanhoe to FN.

**D-151.****Two Tracks:**

Between: Indiana Harbor and Osborn.

Tracks will be numbered from the West and will be used as follows:

No. 1, Southward.  
No. 2, Northward.

Between: Gibson Interlocking and Columbia Avenue.  
Dolton and Franklin Park.  
Argo, C. & A. Tower, and Morgan Street.  
Gibson Interlocking and Ivanhoe.

Tracks are numbered from the South and will be used as follows:

No. 2, Eastward.  
No. 1, Westward.

**Three Tracks:**

Between: Calumet Park and Dolton.

Tracks are numbered from the South and will be used as follows:

No. 4, Eastward.  
No. 2, Eastward.  
No. 1, Westward.

**201. MOVEMENT BY TRAIN ORDERS.**

Between Ivanhoe and FN, train orders will be issued over the signature of Superintendent of Western Division, N. Y. C.

**221(A), 221(B), 221(C). TRAIN ORDER SIGNALS.**

Rule 221 (A) governs between Chappell and Oakley Avenue.

Rule 221 (B) governs at Stickney.

Rule 221 (C) governs at Melrose, La Grange, Ashland and Halsted.

A yellow light displayed as provided by Rule 221 (C) will, in addition to governing movements on Main track, govern movements at following locations:

Melrose.	Eastward trains moving from Eastward Siding to Eastward Main track.
La Grange.	Trains moving from Eastward Siding or La Grange Yard to Main track.
Ashland.	Westward trains moving from Westbound or Eastbound Yard, Blue Island, to Main track.
Halsted.	Eastward trains moving from Eastbound or Westbound Yard, Blue Island, to Main track, and Eastward trains moving on Dolton Lead track to enter Main track at Dolton.

Clearance Form A is not required as follows:

McCook.	Westward trains and engines moving to Eastward Siding or Quarry Track.
G. T. W. Tower.	Westward trains and engines moving to Eastward Siding.

**D-251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

Rule D-251 governs:

Between:

Indiana Harbor and Osborn.  
Soo Line Tower and Superior.  
G. T. W. Tower and Calumet Park.

**SIGNAL ASPECTS, INDICATIONS AND RULES.**

Special signal aspects, signal indications and signal rules will be found in back of the time table.

**293. SWITCH TARGETS.**

Lights on Main track switches are not in use:  
Between: East switch, Alco, and FN.

**295. REDUCE SPEED BOARD.**

Reduce speed board will be located upon the right and adjoining the track to which it refers, approximately 3600 feet from point to be protected.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
East Chicago .. Cudahy Lead.	Gate ..... Over CSS&SB	IHB trains ... proceed.
Republic.....	Target..... Normal position for CSS&SB	Yellow..... IHB trains proceed.
Calumet City.. Fed. Am. Cemt. Tile Co. Prest-O-Lite Co.	Target .... Normal position for main track	Vertical ..... Horizontal .. Proceed on main track. Proceed on lead tracks.
Hammond.... C. I. & L. Crossing.	Target ..... Gate ..... Normal position for C.I.L.	Horizontal .. Over CI&L.. Proceed on Erie or C. I. & L. connection.
Elsdon ..... BRofC crossing. G. T. W. crossing.	Target .... Gate ..... Normal position for IHB	Vertical ..... Over B. R. of C. and G.T.W. I.H.B. trains proceed without stopping.

Hammond, CI&L Crossing: Trains and engines moving to or from CI&L and Erie must set gate and target against CI&L trains before fouling CI&L main track.

Chappell: Trains and engines may proceed without stopping at crossing of eastward main track and east leg of wye track when proceed hand signal is received from Operator-Switchtender.

Operator-Switchtender will use green signal for movements between Chappell and Argo on east leg of wye track, and white signal for movements between Chappell and C. & A. Tower on west leg of wye track. For movements against current of traffic, yellow signal will be used in addition.

Oakley Avenue: Trains and engines may proceed without stopping at the crossing of westward main track and C. R. & I. when proceed hand signal is received from Operator-Switchtender.

Operator-Switchtender will use green signal for movements to and from C. R. & I. and white signal for movements to and from Morgan Street, Chicago. For movements against current of traffic, yellow signal will be used in addition.

### 305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

#### Two Tracks:

Between Chappell and Elsdon.

Rules 318-A and 331-A for absolute block for following movements only, govern movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only, govern the movement of trains other than passenger trains.

Rules 318-B and 331-B do not govern within yard limits.

Indications of manual block signals will convey to trains, other than passenger trains, information as to condition of that portion of the block that is not within yard limits. Trains other than passenger trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Where an automatic signal is in use in Manual Block territory it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block".

### 373. BLOCK STATIONS.

Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

### 505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

#### Two Tracks:

Between:

Indiana Harbor and Osborn.  
Soo Line Tower and Superior.  
G. T. W. Tower and Dolton.

#### Three Tracks:

Between:

Dolton and Calumet Park.

Trains and engines receiving indication as prescribed by Rule 292, Fig. 201, displayed at following Automatic Block Signal, after stop has been made, may pass signal to enter or set out, Norpaul Yard, after permission has been received from Signalman.

Signalman will authorize such movements only on authority of Train Dispatcher.

Norpaul. Signal 383 located on Westward Main track, Grand Avenue, controlled by Signalman, Soo Line Tower.

Trains and engines receiving indication as prescribed by Rule 292, Fig. 201, displayed at following Automatic Block Signals, after Stop has been made, may pass signal to enter a siding or yard track after proper understanding with Operator-Switchtender, switches are properly lined, proper proceed hand signal received from Operator-Switchtender and, in addition, when train order signal (Rule 221 (C)) is displayed, Clearance Form A.

Operator-Switchtender will authorize such movements only on authority of Train Dispatcher.

Melrose. Signal 362 located on Eastward Main track.  
Signal 357 located on Westward Main track.

La Grange. Signal 312 located on Eastward Main track.  
Signal 307 located on Westward Main track.

Ashland. Signal 132 located on Eastward Main track.  
Signal 129 located on Westward Main track.

Halsted. Signal 118 located on Eastward Main track.  
Signal 117 located on Westward Main track.

### 605. REMOTE CONTROLLED SWITCHES.

Remote controlled switches are located at:

Location	Signal Station	Release	Track
.15 Miles East of	Dolton	Dual Control	Track No. 2 to Track No. 4

Enginemen or trainmen finding signal governing movement over switch, displaying Stop indication, will call Signalman at signal station for instructions. Additional instructions are located in telephone box.

Trainman operating switch by Dual Control Mechanism must remain at switch and restore power mechanism.

### 606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by letters "INT-MB" in list of stations, office calls, signals and telephones.

### 667. USE OF SAND.

Sand must not be used excessively on rails within the limits of track circuits governing automatic signaling or interlocking devices.

Sand must not be used at locations shown below:

General.	*All Track Scales.
Argo.	West switch Westward passing track. West switch of B. R. of C. west wye track.
Blue Island.	*Car Retarding devices.
Gibson.	*Car Retarding devices. Automatic rail and flange lubricator on Southward main track, South of M. C. crossing, and on lead track to Westbound Receiving Yard.

\*Injectors must not be permitted to overflow.

### 701. OBSERVANCE OF PASSING TRAINS.

Trainmen of trains approaching or passing highway crossings at grade must observe carefully for wrecked vehicles on adjacent tracks, and when necessary must protect trains moving on obstructed tracks.

The forward trainman of freight trains will ride on the engine, except at such times as the rules require him to be elsewhere in performance of other duties, and, in addition to keeping a watchful lookout ahead for signal indications and obstructions on track, he must look back from each side of engine and observe the general condition of his train approaching stations and railroad crossings, and immediately after passing them, also on curves from the inside of curve and frequently at other points.

The rear trainman of freight trains from the rear platform of caboose shall in like manner observe the general condition of his train.

When unsafe conditions are observed by either the forward or rear trainman, they must take prompt action for the Safety of their train and other trains.

Enginemen of trains approaching or moving on curves, or where view of track is obstructed, will communicate to each other the condition of track ahead and proper response must be made, promptly, to such communications.

### 705. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

**881. HAND BRAKES.**

Trainmen setting cars on incline tracks at Coal Docks must bunch slack and set sufficient hand brakes to hold cut.

**Gibson Transfer:**

Trainmen spotting cars in tracks No. 6 and 7 must see that hand brakes are set on the first two cars on each side of opening made for loading and unloading of trucks and trailers. No truck or trailer must be closer than 15 feet to end of car when coupling onto cars and they must be removed before cars are shoved through these tracks.

Tracks 8 and 9 have been stubbed at West End, near roadway to platform.

**932. AIR BRAKES.**

Rules for the Operation and Supervision of Air Brake and Train Air signal, effective February 1, 1930, govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., effective February 1, 1930, is modified as follows:

NOTE: It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

Air brakes must be used on all cars operated over the following side tracks:

Melrose Park.	National Malleable Steel Castings Co.
Broadview.	J. P. Madsen Company, incline track.
Morgan Street.	M. S. Kaplan Company. Team Tracks.
Gary.	Gary Screw and Bolt Co.
Tolleston.	Tolleston Team Track.

In leaving cars on the above tracks, or any other track where the grade is steep, the air brakes must be set, and the hand brakes then set immediately. Trainmen, before leaving cars, must see that hand brakes hold properly after air brakes are released.

In all yards, except Blue Island Westbound Yard, the forward and rear trainmen of each train will accompany air man while coupling air hose, after which, signal will be given engineman to set brakes. The forward and rear trainmen will then inspect each car to determine if all brakes have set. They will then give release signal and conductor will watch as train pulls out to see that brakes released.

**ENGINE AND CAR RESTRICTIONS.**

Engines must not be operated as shown below:

	Locations	Classes
<b>Indiana Harbor to Osborn:</b>		
Indiana Harbor.	Inland Steel Co. Plant No. 1, Receiving Track	H, U4A.
	Standard Forgings Co. No engines over coal hopper on coal track.	
	Youngstown Sheet & Tube Co., Tin Mill	H, U4A.
	No engine on West Lead track, "A" Yard.	
	Slab Unloading track	U.
	Fence track, on curve from a point 60 feet east of road crossing at east end of Pickler Building	U.
	All tracks, "B" Yard, no engine on curves east of Pickler Building.	
	No engine beyond first R. R. crossing on Shipping track, 54 Inch Mill.	
	East Chicago Dock Terminal Company	H, U.
	No U Engine on any track beyond scale.	
East Chicago.	Phillips Petroleum Co.	H, U4A.
	No U1 or U2 engine on No. 1 Rack track.	
	Linde Air Products Co.	H, U.
	Harbison-Walker Refractories, High Line Track	H, U.

Whiting.	Standard Oil Co., Old Yard, except Nos. 3 and 4	H, U4A.
Gibson.	Shell Oil Co.	
	No engine beyond engine limit board at roadway on track No. 1.	
Gibson.	No engine beyond engine limit board on both Coal Storage tracks.	
	No loaded cars on South Coal Storage track.	
Osborn.	West of road crossing on North Wye track	H7, H10, L.
	Osborn Refining Company.	
	No engine beyond limit board.	
	Osborn Yard.	
	West End Yard tracks through turnouts and over switches	U4A.

**Grasselli to State Line:**

Cudahy Lead.	No engine 1000 feet beyond switch to C. S. S. & S. B. new connection.
Cudahy Packing Co.	No engine beyond doorway of Paint Shop. No engine or cars under overhead traveling crane.
E. I. Du Pont de Nemours.	No engine or cars on Tracks E6 and E9.
East Chicago.	Continental Roll & Steel Fdry. Co. No engine on sand track beyond fence line. Calumet Iron and Supply Co....H, U.
North Hammond.	Camel Company. No engine on two north tracks or on curves West end of any track.

**Whiting to Calumet Park:**

Burnham.	Ryan Car Co., South Works	H, U.
	and no engine on scale track beyond point necessary to weigh cars, on crossover between scale track and lead track, or beyond clearance point of any track off lead track.	
	W. J. Holliday Co.	H, U.
Calumet City.	E. Popper Iron Company.	
	No engine or cars beyond road crossing, on track leading to that yard.	
	Riverdale Products Co.	
	No engine beyond engine limit board located at north end of coal bin.	
	Class H engine, with more than 25 cars, on Erie connection track, must stop at Marker 150 feet West of J. J. Brehm track, until switches and gate are set for movement.	

**Gibson to Franklin Park:**

Franklin Park.	Joslyn Mfg. & Supply Company.	
	No engine on Tracks 1A, 4, 5 and 7.	
Norpaul.	Kirchoff Lumber Company.	
	No engine or cars 200 feet beyond frog.	
Bellwood.	Consumers Co., Yard No. 336.	
	No engine on any track except Track No. 1.	
	Track No. 1.	
	No engine beyond curve at C. A. & E. crossover, West End of Yard.	
LaGrange.	Consumers Co., Yard 437.	
	No engine, box car or high load beyond structure.	

**McCook.**

Wye track, Consumers Quarry to C. & I. W. Main.....H.  
 National Retarder Company .....H.  
 No engine, beyond engine limit board, 60 feet West of Joliet Road.  
 Chicago Refuse Disposal Co.....H.  
 No engine 420 feet beyond switch on new track.  
 Page Engineering Company.  
 No engine 15 car lengths beyond switch on dump track.  
 Consumers Quarry.  
 No engine or cars on field track.  
 Chicago Crushed Stone Company.  
 No engine 30 feet beyond frog.  
 Federal Quarry.  
 No engine beyond clearance point of switch.

Drainage Canal and Desplaines River Bridges .....H7, L3A-B.

More than two engines, coupled, must not be moved over bridges. Two engines, heavier than H-6, coupled, must not be moved over bridges. Two C. M. St. P. & P. Class L-3 engines coupled may be moved over bridges, provided steam is not worked on second engine.

Class H10, L1-2 engines must not be operated over bridges while occupied by other engines.

**Argo.**

C. C. Wagner .....H.  
 No. 5 Repair track.

No engine 500 feet beyond switch.  
 New stub, cleanout track.  
 No engine beyond road crossing.

**Chicago Ridge.**

Mather Stock Car Company, beyond first switch on main lead track .....H.

Class U engines may only be operated on following tracks:

Main lead to a point 600 feet from West End of track.

Sub-main lead track, entire track.  
 Circle track to engine limit board, 350 feet from sub-main lead switch.

**Blue Island.**

Public Service Company.  
 No engine or cars beyond first northerly switch.  
 Worth Refining Co.  
 No engine or cars, 45 feet South of loading rack, on west track.  
 Libby, McNeil and Libby.....  
 .....H, U 1, 2 and 4A.

Calumet River Bridges.  
 More than two engines, coupled, must not be moved over bridges.  
 Ice House platform.

No cars containing shipments wider at a height of or greater than a box car, or double or single loads extending beyond length of car.

Conductors must report such cars to Train Dispatcher before arrival, Blue Island.

Arcady Farms Milling Co.  
 No engine beyond end of new building on track No. 2.

**Riverdale.**

Hammond Lumber Company.  
 Cars may be set in new building but must not be moved beyond door to old building.

**Argo, C. & A. Tower to Morgan Street:**

Chappell to Morgan Street.....L3-AB.  
 Morgan Street team tracks.....H.  
 Loomis Street Yard, over tracks at West End .....H.

Central Steel and Wire Co.  
 No engine beyond doorway, new building.

**Gibson to FN:**

Dune Park.

Aetna Sand & Gravel Co.....H.  
 Constructions Aggregates Corp.....H.  
 No engine beyond engine limit board located 500 feet from switch.

**Calumet Western:**

No engine or cars beyond 20 car lengths North of Carondelet Avenue team track on Southward passing track.

Class U4A engines will only be operated on Interchange tracks, Osborn, in Gibson Yard, on main tracks Indiana Harbor to Osborn, East of Calumet River bridges, Blue Island, and between Grasselli and Burnham.

Trainmen must not make running switches over C. S. S. & S. B. interchange track, Cudahy Packing Company, Tolleston team track, and Consumer's Company tracks, Bellwood.

**FREIGHT AND YARD TRAINMEN.**

Form G. C. A. 1 will be used when reporting injury to persons, or crossing accidents.

Form T-111 will be used when reporting derailments or damage to property and will be made in duplicate by Conductor and, in addition, by Engineman when engine is damaged or derailed.

Crews operating West of Calumet Park will mail reports to Trainmaster, Blue Island and East of Calumet Park to Trainmaster, Gibson.

Reports must be made in all cases of personal injury and all train accidents. Forms G. C. A.-1 and T-111 must be left at first open telephone office, within one hour, if possible, after occurrence. Operators or Conductors will phone reports to Operator Gibson.

Train and Enginemen of foreign trains will make reports in accordance with above instructions.

Conductors delivering perishable freight or live stock to connecting lines will report delivery time to Train Dispatcher.

**HAULING ENGINES AND TENDERS IN TRAINS.**

Rules for the Operation and Supervision of Air Brake and Train Air Signal, effective February 1, 1930, govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

Delivering line will be held responsible for flat spots on driving tires, trailer tires and tender truck wheels.

**HOT JOURNALS.**

Instructions for the Lubrication and care of Journal Boxes, effective December 1, 1929, govern.

Water or snow should not be used for cooling hot journals, except in emergency and when possible, brass should first be removed and journal cooled as slowly as conditions will permit.

Reports must be made at first Division Terminal or other point where car is cut out, that journal has been cooled by water or snow to insure that examination will be made.

**COOLING COMPOUND.****When to Be Used:**

An approved hot box cooling compound shall be used for emergency treatment of overheated journals on cars en route in trains in order that by such treatment they may be brought to train terminal yards with a minimum of delay to train or without cutting cars out before reaching train terminal yards.

Treatment should be given before journals become red. Journals with broken brasses shall not be treated with hot box cooling compound.

**Method of Application:**

Packing in journal box shall be loosened by use of standard packing iron after which hot box cooling compound shall be applied along the full length of rising side of journal, particular attention to be given to getting compound at the back or inside end of journal.

**Reporting of Cars:**

Cars having journals treated with hot box cooling compound shall be properly tagged in a prominent place as near as possible to the journal box, using form N. Y. C. S. RS-74 (superseding form GSRs 230), furnished with the material, at the time the compound is applied to insure such cars being set out at the first train terminal yard.

In addition, conductors shall furnish message reports giving numbers and initials of cars on which cooling compound has been used to the Car Foreman at the terminal where cars have been set out.

Conductors will be held personally responsible for the proper tagging and reporting of cars on which journals have been treated with cooling compound.

Car Department forces at terminals shall card to repair track, all cars arriving which have been treated with hot box cooling compound en route, for removal of packing and removal of wheels to examine the journals. Journal box packing which has been saturated with hot box cooling compound must be destroyed.

**Supply:**

A supply of hot box cooling compound may be procured by train crews from the Stores Department at points where train supplies are disbursed.

When trouble is experienced with journal, train must be stopped immediately and journal examined to determine whether the train is in proper condition to move to a convenient point for cutting car out or whether the car should be given immediate attention.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is in such condition that car will not be damaged by fire.

**SNOW PLOW EQUIPMENT.**

When snow plows or flangers are being operated, a member of the train crew must, unless otherwise instructed, remain in the snow plow or flanger to protect movement of train and in case of emergency assist in operating snow plow or flanger.

Wings on snow plows must be closed when meeting or passing trains, or being passed by trains on adjacent tracks. In addition to flangers being raised at flanger signs, they must be raised when meeting or passing, or being passed, by trains on adjacent tracks where snow is being thrown.

Snow plows must not be hauled backward when being moved in freight train.

The steps at forward end of running boards are removed from engines equipped with snow plows and sill steps are applied on both sides of engine back of pilot. Enginemen operating such engines will notify Fireman and Trainmen of these conditions.

Train and Enginemen must not attempt to get down from running board to pilot beam.

**SPECIAL USE OF TRACKS.****Between Calumet Park and East End Calumet City Yard:**

Track No. 1 will be used as an Eastward Running track. Reverse movements will be made only on authority of Signalman, Calumet Park. Trainmen of trains or engines, making reverse movement to Burnham Avenue, will notify Signalman when clear of track. Trainmen must procure information regarding reverse movements before entering Track No. 1 at Burnham Avenue.

**Between crossover, north end Michigan Avenue Yard and Penn. Tower, Indiana Harbor:**

Northward Passing track will be used as a Northward Running track and Michigan Avenue Lead track will be used as a Southward Running track.

Reverse movements between these points will be made only on authority of Signalman, Penna. Tower. Trainmen of trains or engines making reverse movement on Northward Running track will notify Signalman when clear. Trainmen must procure information as to reverse movement on Northward Running track before entering this track to make through movement.

**SPEED RESTRICTIONS.**

Speed Restrictions are shown in miles per hour and apply to entire train.

**General:****Engines:**

Class B and U under steam or being towed.....	20
Class H .....	40
Class H running backward.....	25

Note: General speed restrictions govern, except when further restricted by local speed restrictions.

**Trains:**

Passenger .....	40
Circus, with freight-equipped cars.....	30
Freight .....	40
Freight, with pushers .....	25
Freight, with cranes moving on own wheels.....	30
Freight, with scale test cars.....	25
With dead engines not having all side or main rods....	20
Over all hand-operated switches when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	10
Switches and crossovers, not interlocked, when diverging .....	15

**Local:****Indiana Harbor to Osborn:**

All trains .....	35
<b>Engines:</b>	
Class G, H5, H6.....	35
Class H7, H10, J, K, L, M, NE, NU.....	25
Indiana Harbor. Curve at Passenger Station.....	20
Through switch Penna. R. R. Wye track to Canal track.....	10
Calumet. Through switch to Linde Air Products Co. ....	10
Through switch to Green Engineering Co. ....	10
Gibson. Through switches to or from Gibson Yard Main tracks and through switches to or from Gary Branch....	15
<b>Grasselli to State Line:</b>	
All trains and engines.....	20

**Whiting to Calumet Park:**

Entire line, except Sheddfield Branch.....	30
Sheddfield Branch. North End Burnham Yard to North Shore Wolf Lake.....	25
North Shore Wolf Lake to end of line .....	10

**Gibson to Franklin Park:**

Franklin Park. Curves at Junction C. M. St. P. & P. ....	10
Grand Avenue. Westward trains on eastward main track, until engine has passed over crossing .....	15
Melrose. On inbound connection to C. & N. W. Proviso Yard.....	15
Elgin Road Bridge. More than two engines, coupled....	5
Class H10, L1-2 .....	15



Bellwood.	On interchange track between Mannheim Road and foot of incline.....10	Halsted.	Between crossover switches.....20
	St. Charles Road Bridge.	Calumet Park.	Through interlocking limits, except movements to or from Calumet City Yard .....10
	More than two engines, coupled.... 5		
	Class H10, L1-2 .....15	Hammond.	.....25
	On Eastward siding between Washington Blvd. and Harrison Street...25		Between Columbia Avenue and Gibson interlocking .....30
Broadview.	Through switches and crossovers when diverging .....10		
LaGrange.	Chicago and West Towns Railway crossing .....25	Argo, C. & A. Tower to Morgan Street:	
	Curve at Gas House.....20	Chappell.	Through switches .....10
Drainage Canal and Desplaines River Bridges:		Coburn's Spur.	Curve one-half mile West.....30
Engines:	Except C. M. St. P. & P. Class L-3; B. R. of C. Class C-2; until engine has passed over bridge.....15		Curve .....30
	B. R. of C. Class C-2..... 8	Cicero Avenue.	Until engine has passed over crossing .....15
	C. M. St. P. & P. Class L-3.....10	Elsdon.	Over B. R. of C. and G. T. W. crossing .....20
	C. M. St. P. & P. Class L-3 double-heading .....10	Oakley Avenue.	49th Street trestle .....15
	(Steam must not be worked on second engine passing over bridge.)	Gibson to FN:	
Argo and C. & A. Tower.	Through switches to or from Stock Yards Line .....10	Dune Park.	Through crossover to N. Y. C.....15
Between Argo and Blue Island.	Over bridges and trestles, Engines Class H-7b, H10, L.....15		
	Between Vermont Street and Broadway .....25	TELEPHONES.	
	Under C. R. I. & P. overhead bridge .....20	Conductors or enginemen must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of employes exchanged to avoid misunderstanding. Pole boxes, booths and other structures must be locked after instruments have been used.	
	Old Yard, curve at Albert Miller warehouse .....20		
	Between River Bridge and Ashland.20	WATER STATIONS.	
	Engines: Class U1-3, through crossovers West End Eastbound Receiving Yard to hump lead .....15	Indiana Harbor	Michigan Avenue
		Republic	North Hammond
		Gibson	Calumet City
		Argo	LaGrange
			Blue Island
			Norpaul

W. P. LAMB, Superintendent

L. W. PAYNE, Assistant Superintendent

#### TRAINMASTERS

R. E. PFEIFER

C. A. DEPPEN

L. T. SCHMIDT

F. C. OTT, Chief Dispatcher

#### TRAIN DISPATCHERS

E. C. HART

V. E. ILIFF

C. O. BEACH

JACOB WAGNER

C. B. HAWKER

W. C. FOX

M. W. AMOSS

# BETWEEN INDIANA HARBOR AND OSBORN

SOUTHWARD—FIRST CLASS				Miles from Indiana Harbor	STATIONS		Miles from Osborn	NORTHWARD—FIRST CLASS			
			31					46			
			Daily					Daily			
			P.M.		Leave	Arrive		A.M.			
.....	.....	.....	10.46	.....	INDIANA HARBOR.....		4.70	6.17	.....	.....	.....
.....	.....	.....	10.49	1.44	MICHIGAN AVE.....		3.26	6.13	.....	.....	.....
.....	.....	.....	10.50	1.96	CALUMET.....		2.74	6.12	.....	.....	.....
.....	.....	.....	10.53	2.69	GRASSELLI.....		2.01	6.10	.....	.....	.....
.....	.....	.....	10.57	3.78	GIBSON.....		0.92	6.08	.....	.....	.....
.....	.....	.....	10.59	4.70	OSBORN.....		.....	6.06	.....	.....	.....
			P.M.		Arrive	Leave		A.M.			

# BETWEEN GIBSON AND FN.

WESTWARD				Miles from FN	STATIONS		Miles from Gibson	EASTWARD			
.....	.....	.....	.....	.00	FN.....		16.93	.....	.....	.....	.....
.....	.....	.....	.....	.19	N. Y. C. CONNECTION.....		16.74	.....	.....	.....	.....
.....	.....	.....	.....	.73	DUNE PARK.....		16.20	.....	.....	.....	.....
.....	.....	.....	.....	2.63	AETNA.....		14.30	.....	.....	.....	.....
.....	.....	.....	.....	4.83	DIXIE.....		12.10	.....	.....	.....	.....
.....	.....	.....	.....	9.03	ALCO.....		7.90	.....	.....	.....	.....
.....	.....	.....	.....	10.23	GARY.....		6.70	.....	.....	.....	.....
.....	.....	.....	.....	11.33	TOLLESTON.....		5.60	.....	.....	.....	.....
.....	.....	.....	.....	14.73	IVANHOE.....		2.20	.....	.....	.....	.....
.....	.....	.....	.....	16.93	GIBSON.....		.00	.....	.....	.....	.....

On single track, westward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## INDIANA HARBOR TO OSBORN

STATIONS		Office Calls	Miles from Indiana Harbor	SIGNALS		TELEPHONES		
				Track No. 2	Track No. 1	LOCATION	Side of Track	LINE
Indiana Harbor.....	C.S.	BR	.0			Pole Box, East End, Lake Front... Lake Front..... B. & O. Tower..... Station..... Inland Plant 1, Pole Box near Watchman's Office..... Section House, near Main Gate...	E E W E W W	Y.-P.B.X. Y.-P.B.X. T.D.-Y.-P.B.X. Y. P.B.X. P.B.X.
Penna. R. R. Tower..	C.S.	IH	.19	INT	INT	Interlocking Signal Station.....	W	T.D.-P.B.X.
Dickey Place.....	C.S.		.43		26201	Watchman's Cabin.....	E	P.B.X.
Michigan Ave.....	C.S.		1.44	26212	26211	Pole Box, American Steel Foundry. Pole Box, E. J. & E. Connection... Yard Office, North End..... Station..... Yard Office, South End..... Car Dept. Office..... Pole Box, Harbison-Walker Switch.	W E E W E E W	T.D. P.B.X. T.D.-Y.-P.B.X. Y.-P.B.X. P.B.X. P.B.X. P.B.X.
Calumet.....	C.S.		1.96	26222 INT	INT	Interlocking Signal Station..... Freight Station.....	E W	T.D.-Y.-P.B.X. P.B.X.
Grasselli.....	C.S.	RA	2.69	INT	INT 26231	Interlocking Signal Station..... Station..... Pole Box, Calumet River.....	W E W	T.D.-Y.-P.B.X. P.B.X. T.D.
Gibson.....	C.S.	GB	3.78	INT	INT	Pole Box, North Crossover..... Interlocking Signal Station.....	W E	T.D. T.D.-D.-Y.-P.B.X.
Gibson Junction.....	C.S.		4.20	INT	INT	Pole Box.....	E	Y.
Osborn.....	C.S.	RN	4.70	INT	INT	Interlocking Signal Station..... Station..... Pole Box, Wye Switch..... Pole Box, South End Yard.....	W W W W	T.D.-D.-M.-B.-Y.- P.B.X. P.B.X. B. B.

## GIBSON TO FRANKLIN PARK

STATIONS		Office Calls	Miles from Gibson	SIGNALS			TELEPHONES		
				Track No. 1	Track No. 2	Track No. 4	LOCATION	Side of Track	LINE
Gibson.....	C.S.	GB	.0	INT	INT		Interlocking Signal Station..... Enginehouse Office..... East End, Yard Office.....	S N S	T.D.-D.-Y.-P.B.X. C.D.-P.B.X. T.D.-D.-C.D.-Y.-P.B.X.
Roundhouse Lead....	C.S.		.62	INT	INT		Signal Station.....	N	T.D.-D.-M.-Y.-P.B.X.
Gibson Hump.....	C.S.		1.22				Pole Box, Crossover Subway..... Trainmaster's Office.....	S S	Y.-P.B.X. C.D.-D.-P.B.X.
Columbia Avenue....	C.S.		2.12				Yardmaster's Office..... Switchtender's Cabin..... Watchman's Cabin..... Watchman's Cabin, Howard Ave.....	S S S N	C.D.-D.-M.-Y.-P.B.X. D.-M.-Y.-P.B.X. Y.-P.B.X. D.-M.-Y.-P.B.X.
Hammond.....	C.S.		3.23	INT	INT		Interlocking Signal Station.....	S	C.D.-D.-M.-Y.-P.B.X.

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GIBSON TO FRANKLIN PARK—Continued

STATIONS		Office Calls	Miles from Gibson	SIGNALS			TELEPHONES		
				Track No. 1	Track No. 2	Track No. 4	LOCATION	Side of Track	LINE
Calumet City.....	C.S.	FO	4.34				Pole Box, No. 1 Pocket Switch..... East End Office..... Station..... Calumet Park, Stock Yards.....	N N N S	Y. Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X. Y.-P.B.X.
Calumet Park..... Open day and night.	C.S.	MG	4.86	INT	INT	INT	Interlocking Signal Station..... Pole Box, Torrence Avenue.....	N S	D.-M.-Y. D.-M.
				83 93	82 92	84 94			
Dolton.....	C.S.		8.36	INT	INT	INT	Pole Box, Lincoln Avenue..... Interlocking Signal Station..... Pole Box, C. & E. I. Switch..... Booth, Highlawn..... Booth, I. C., Highlawn.....	S S S S S	D.-M.-Y. D.-Y. D.-M.-Y. D.-M.-Y. Y.
Halsted..... Open day and night.	C.S.	BI	9.53	{117} INT	{INT} 118		Switchtender's Cabin.....	S	D.-M.-Y.-P.B.X.
Blue Island.....	C.S.		9.89				Pole Box, Viaduct..... Pole Box, Viaduct, East Yard..... Station..... General Yardmaster's Office..... Trainmaster's Office..... Asst. General Yardmaster's Office..... Yard Office, East End, Westbound..... Ice House..... Enginehouse..... Hump Office..... Hump Switchtender..... Yard Office, West End, Westbound.....	N S S S S S N S N S S N	Y.-P.B.X. D.-M.-Y. C.D.-D.-M.-Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X. C.D.-D.-P.B.X. C.D.-P.B.X. C.D.-D.-M.-Y.-P.B.X. D.-M.-Y.-P.B.X. Y.-P.B.X.
Ashland..... Open day and night.	C.S.		10.84	{129} INT	{INT} 132		Switchtender's Cabin.....	N	C.D.-D.-M.-Y.-P.B.X.
North Harvey..... Open day and night.	C.S.		11.46	INT	INT		Interlocking Signal Station..... C. M. St. P. & P. Yard Office..... Pole Box, Briggs & Turvis..... Pole Box, Western Avenue..... B. & O. C. T. Office.....	S S N S N	D.-M.-Y. D.-M.-Y. Y. Y. D.-M.
Posen.....	C.S.		12.50	141 145	144		Pole Box, Crossover, Old Yard..... Yard Office, Old Yard.....	N S	D.-M.-Y. D.-M.-Y.
G. T. W. Tower..... Open day and night.	C.S.	RK	13.04	INT	INT		Interlocking Signal Station..... Pole Box, Union Asbestos & Rubber Co.	N N	D.-M.-Y. D.-M.
Wireton.....	C.S.		14.21				Station.....	S	D.-M.

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GIBSON TO FRANKLIN PARK—Continued

STATIONS	Office Calls	Miles from Gibson	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	Track No. 4	LOCATION	Side of Track	LINE
Lane's Siding.....	C.S.	15.77				Pole Box, Switch.....	N	D.-M.
Chicago Ridge..... Open day and night.	C.S. WA	18.99	INT	INT		Pole Box, East End Siding..... Interlocking Signal Station..... Station..... Pole Box, Mather's Stock Car Co.....	N N S N	D.-M. C.D.-D.-M. D.-M.-P.B.X. D.-M.
Stickney..... Open day and night.	C.S.	23.74	TO	TO		Station.....	N	D.-M.-Y.
Argo.....	C.S. XN	24.75	SW	INT		Pole Box, B. R. C. Wye Switch..... Station.....	N N	D.-M. C.D.-D.-M.-Y.-P.B.X.-B.
C. & A. Tower.....	C.S.	25.34	INT	INT		Booth, North Wye Switch..... Interlocking Signal Station.....	N N	Y. C.D.-D.-M.-Y.-B.
Desplaines River.....	C.S.	25.82				Pole Box, Crossover.....	N	Y.
McCook..... Open day and night.	C.S. CK	26.08	INT	INT		Interlocking Signal Station..... Station..... Scale House.....	S N S	C.D.-D.-M.-Y. C.D.-D.-M.-P.B.X. P.B.X.
Superior.....	C.S.	27.69	297	302		Pole Box, Electro-Motive Switch..... Pole Box, Crossover.....	N S	D.-M. D.-M.
LaGrange..... Open day and night.	C.S. WG	28.80	{ 307 } INT 315	{ INT } 312 318		Pole Box, East Wye Switch..... C. B. & Q. Tower..... Station..... Pole Box, 31st Street.....	N N S N	D.-M. C.D.-D.-M. C.D.-D.-M.-P.B.X. D.-M.
			327	328				
Broadview.....	C.S.	31.72	337	338		Booth, I. C. Wye Switch..... I. C. R. R. Station..... Pole Box, West Side, Viaduct.....	N N N	D.-M. C.D.-D.-M.-P.B.X. C.D.-D.-M.
Bellwood.....	C.S.	32.88	347	348		Pole Box, Harrison Street..... Station..... 25th Avenue..... Pole Box, Washington Blvd.....	N S N N	D.-M. C.D.-D.-M.-P.B.X. D.-M. D.-M.
Melrose..... Open day and night.	C.S.	33.78	{ 357 } INT	{ INT } 362		Station..... G. Y. M.'s Office, Proviso..... Y. M.'s Office, East End, Yard No. 5..	S S S	C.D.-D.-M.-Y. C.D. C.D.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GIBSON TO FRANKLIN PARK—Continued

STATIONS	Office Calls	Miles from Gibson	SIGNALS			TELEPHONES		
			Track No. 1	Track No. 2	Track No. 4	LOCATION	Side of Track	LINE
Rose.....	C.S.	34.78	367	372		Pole Box, Crossover Switch.....	N	D.-M.-Y.
Norpaul.....	C.S. FN	36.09	375 { 383 INT }	378 384		Yard Office, East End..... Station..... Enginehouse..... Pole Box, Crossover, Grand Ave..... Pole Box, Old No. 5 Switch.....	S S S N N	D.-Y. C.D.-D.-M.-Y.-P.B.X. C.D.-Y.-P.B.X. D.-M.-Y. Y.
Franklin Park (Soo Line Tower)...	C.S.	37.07	INT	INT		Interlocking Signal Station.....	N	D.-M.-Y.

## ARGO, C. & A. TOWER TO MORGAN STREET.

STATIONS	Office Calls	Miles from Argo	SIGNALS		TELEPHONES		
			Track No. 1	Track No. 2	LOCATION	Side of Track	LINE
Argo.....	C.S. XN	.0	INT	SW	Station.....	S	C.D.-D.-M.-Y.-P.B.X.-B.
C. & A. Tower.....	C.S.	.0	INT	INT	Interlocking Signal Station.....	N	C.D.-D.-M.-Y.-B.
Chappell..... Open day and night.	C.S.	.53	MB	MB	Station..... Enginehouse.....	S N	D.-M.-B. P.B.X.
Coburn's Spur.....	C.S.	3.80			Pole Box.....	N	B.
55th Street..... Open day and night.	C.S.	5.13	50471 INT.- MB.	INT.- MB. 50442	Interlocking Signal Station.....	N	D.-M.-B.-P.B.X.
Elsdon..... Open day and night.	C.S.	6.48	MB	MB	Switchtender's Cabin..... Pole Box, Crossover..... Station.....	N N N	D.-M.-B. B. D.-M.-B.-P.B.X.
California Avenue...	C.S.	7.55			Pole Box.....	N	B.
Western Avenue.....	C.S.	8.03			Pole Box.....	N	B.
Oakley Avenue..... Open day and night.	C.S.	8.22	TO	TO	Switchtender's Cabin.....	N	D.-B.
Morgan Street.....		9.81					

## WHITING TO CALUMET PARK

STATIONS	Office Calls	Miles from Whiting	SINGLE TRACK		TELEPHONES		
			SIGNALS		LOCATION	Side of Track	LINE
			Westward	Eastward			
Whiting.....	C.S.	.0	INT	INT	Interlocking Signal Station.....	N	P.B.X.
Penna. R. R. Tower..	C.S.	.37	INT	INT	Interlocking Signal Station..... Pole Box, Crossover.....	N S	P.B.X. P.B.X.
Indianapolis Blvd....	C.S.	.94			Pole Box.....	S	P.B.X.
Wolf Lake.....		2.54					
Burnham.....	C.S.	4.44			Booth, East End..... Station, West End.....	N N	Y.-P.B.X. Y.-P.B.X.
State Line.....	C.S.	4.75	INT D	D INT	Interlocking Signal Station.....	S	Y.-P.B.X.
Calumet City.....	C.S.	5.90			Pole Box, No. 1 Pocket Switch.... Box Car, East End..... Station.....	S N N	Y. Y.-P.B.X. C.D.-D.-M.-Y.-P.B.X.
Calumet Park.....	C.S.	6.43	INT	INT	Interlocking Signal Station.....	N	D.-M.-Y.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GRASSELLI TO STATE LINE

STATIONS		Office Calls	Miles from Grasselli	SINGLE TRACK		TELEPHONES		
				SIGNALS		LOCATION	Side of Track	LINE
				Westward	Eastward			
Grasselli.....	C.S.	RA	.0	INT	INT	Interlocking Signal Station.....	N	T.D.-Y.-P.B.X.
Interchange.....	C.S.					Box Car.....	N	P.B.X.
Republic.....	C.S.		1.50			Polebox, 151st Street.....	S	P.B.X.
Republic Tower.....	C.S.		1.58	INT	INT	Interlocking Signal Station.....	S	P.B.X.
Indianapolis Blvd....	C.S.		1.07			Pole Box.....	N	P.B.X.
Columbia Avenue.....	C.S.		2.08			Pole Box.....	N	P.B.X.
North Hammond.....	C.S.		2.59			Station.....	S	P.B.X.
Simplex.....			2.78					
State Line.....	C.S.		3.59	INT	INT	Interlocking Signal Station.....	S	Y.-P.B.X.

## GIBSON TO FN

STATIONS		Office Calls	Miles from Gibson	SIGNALS		TELEPHONES		
				Track No. 1	Track No. 2	LOCATION	Side of Track	LINE
Gibson.....	C.S.	GB	.0	INT	INT	Interlocking Signal Station..... Booth, Wye Switch.....	S N	D.-Y.-P.B.X. P.B.X.
Gibson Transfer.....	C.S.		1.18		D	Pole Box, West Switch, Siding..... Station..... Pole Box, East Switch, Siding.....	N S N	P.B.X. P.B.X. P.B.X.
Ivanhoe..... Open day and night.	C.S.		2.20		INT D	Interlocking Signal Station.....	S	D.-P.B.X.
Tolleston.....	C.S.		5.60			Station..... Wabash Station..... Pole Box, East Switch, Siding.....	S N S	D.-P.B.X. P.B.X. D.-P.B.X.
Gary.....	C.S.		6.70			Station..... Booth, Virginia Street.....	S N	D.-P.B.X. D.-P.B.X.
Alco.....	C.S.		7.90			Booth..... Pole Box, East Switch, Siding.....	N S	D.-P.B.X. D.-P.B.X.
Dixie.....	C.S.		12.10			Booth.....	S	D.-P.B.X.
Aetna.....	C.S.		14.30			Booth, Consumers Switch..... Pole Box.....	S N	D.-P.B.X. D.-P.B.X.
Dune Park.....	C.S.		16.20			Pole Box, West Switch, Siding..... Station.....	N S	D.-P.B.X. D.-P.B.X.
FN.....	C.S.	FN	16.93			Pole Box, Junction.....	N	D.-P.B.X.

## ABBREVIATIONS

Chief Dispatcher.....C.D.  
 Train Dispatcher.....D.  
 Train Director.....T.D.  
 Message.....M.  
 Block.....B.  
 Yard.....Y.  
 Switch Board.....P.B.X.  
 North.....N.  
 South.....S.

East.....E.  
 West.....W.  
 Automatic.....Number  
 Train Order.....T.O.  
 Manual Block.....M.B.  
 Interlocking.....INT.  
 Distant.....D.  
 Switch.....S.W.  
 Communicating Station.....C.S.

**SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.**  
**THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS**  
**AND SIGNAL RULES ARE IN EFFECT**



FIG. 46

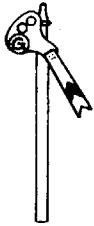


FIG. 49A

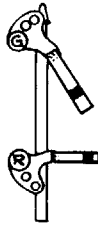


FIG. 53

**RULE 281**  
**PROCEED**



FIG. 54C



FIG. 54D

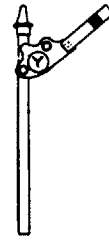


FIG. 96

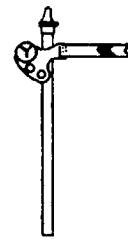


FIG. 102

**RULE 285**  
**PROCEED PREPARING TO STOP AT NEXT**  
**SIGNAL. TRAIN EXCEEDING MEDIUM SPEED**  
**MUST AT ONCE REDUCE TO THAT SPEED**  
**REDUCTION TO MEDIUM SPEED MUST**  
**COMMENCE BEFORE PASSING SIGNAL**  
**AND BE COMPLETED BEFORE ACCEPTING**  
**A MORE FAVORABLE INDICATION**

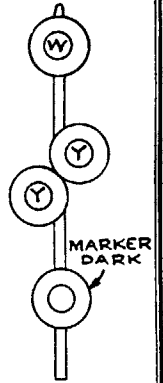


FIG. 103D

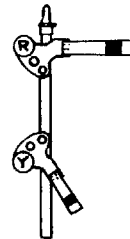


FIG. 188



FIG. 189

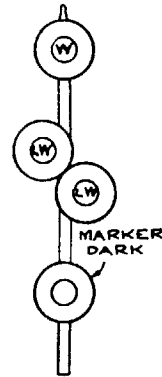


FIG. 189D



FIG. 179A

**RULE 290**  
**PROCEED AT RESTRICTED SPEED**

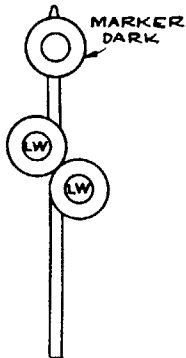


FIG. 187

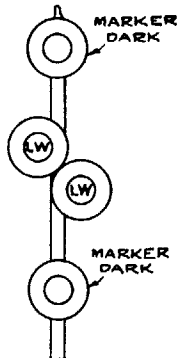


FIG. 187A

**RULE 290A**  
**PROCEED AT RESTRICTED SPEED, DIVERGING ROUTE.**

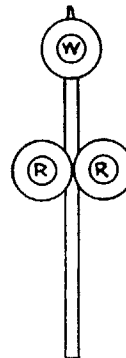


FIG. 199

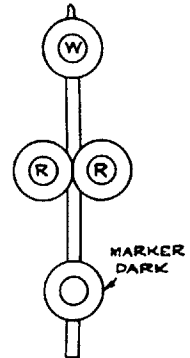


FIG. 199A

**RULE 291**  
**STOP, THEN PROCEED AT RESTRICTED SPEED.**

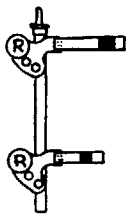


FIG. 216

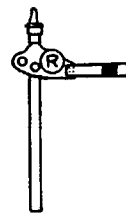


FIG. 211



FIG. 219

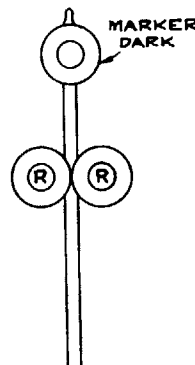


FIG. 220A

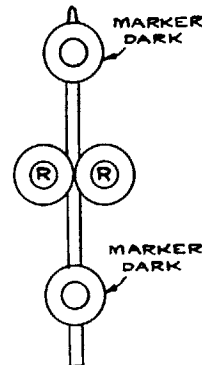


FIG. 220B

**RULE 292**  
**STOP**



FIG. 204A



### PERISHABLE DELIVERIES

		Advance Morning	Morning	Noon	Advance Evening	Evening
		A. M.	A. M.	P. M.	P. M.	P. M.
Blue Island . . . . .	G. T. W. . . . .			1:00		7:45
	I. C. South . . . . .		9:30			8:00
	C. C. C. & St. L. . . . .		9:00			7:00
Dolton . . . . .	Pennsylvania . . . . .	7:00	9:15		5:45	7:15
	C. & E. I. . . . .				6:00	8:00
Hammond . . . . .	Erie . . . . .	7:45	9:15	1:00	6:00	8:00
	C. I. & L. . . . .		11:00			8:30
Osborn . . . . .	N. Y.C. & St. L. . . . .	7:45	9:15	1:00	6:30	8:15
East Chicago . . . . .	B. & O. . . . .		9:45	2:00	6:45	9:00
Burnham . . . . .	C. & O. . . . .		10:30	4:00		8:15
Indiana Harbor . . . . .	Pennsylvania . . . . .			1:00		9:00
	P. M. . . . .		9:30			8:15
Tolleston . . . . .	Wabash . . . . .		9:15	2:00		8:15

The perishable deliveries and time shown at stations above is for information only.

