

**THERE IS ALWAYS
TIME FOR COURTESY**

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**Make
SAFETY
Your
POLICY**

Indiana Harbor Belt Railroad

TIME TABLE No. 1

FOR EMPLOYEES ONLY

Effective

12:01 a. m. Central Standard Time

Sunday, January 27, 1957

L. T. SCHMIDT
Superintendent.

COMPANY SURGEONS

ARGO, ILL.: S. L. Mann, 6247 Archer Road
Phone—Summit 35

BLUE ISLAND, ILL.: A. B. Snider, 2458 West Walnut Ave.
Phone—FULTon 5-0109

R. W. Vance, 12956 So. Greenwood Ave.
Phone—FULTon 5-0131, if no answer call FULTon 5-0673

CHICAGO, ILL.: E. A. Hamilton, 405 LaSalle St. Station
Phone—WAbash 2-4200, Ext. 402
Residence Phone—SPring 4-2447

L. A. Kitzman, 405 LaSalle St. Station
Phone—WAbash 2-4200, Ext. 402
Residence Phone—MIdway 3-7075

J. A. Kollar, 13750 So. Leyden Ave.
Phone—INteroccean 8-9718
Residence Phone—CEDarcrest 3-0037

EAST CHICAGO, IND.: E. A. Campagna, 3406 Gutherie St.
Phone—East Chicago 125-126-127
Residence Phone—East Chicago 5093

ELMWOOD PARK, ILL.: J. J. Leach, 12½ Elmwood Parkway
Phone—GLadstone 3-1274

GARY, IND.: R. N. Bills, 504 Broadway
Phone—TURNer 5-6106
Residence Phone—TURNer 2-6208

*C. O. Almquist, 504 Broadway
Phone—TURNer 6-9331
Residence Phone—TURNer 2-2425

HAMMOND, IND.: A. C. Remich, 30 Douglas Street
Phone—WESTmore 2-3939
Residence Phone WESTmore 3-7530

MAYWOOD, ILL.: A. E. Joslyn, 1908 St. Charles Rd.
Phone—Maywood 5300. If no answer call Maywood 200.

* To be called when Dr. Bills cannot be contacted.

OCULISTS

CHICAGO, ILL.: G. Henry Mundt, 6306 So. Halsted St.
Phone—WENTworth 6-6223

A. G. Peters, 7856 So. Ashland Ave.
Phone—RADcliffe 3-1800

HAMMOND, IND.: A. H. Hansen, 5252 Hohman Avenue
Phone—WESTmore 3-0197
Residence Phone—WESTmore 2-2766

HOSPITALS

BLUE ISLAND, ILL.: St. Francis, 12948 So. Gregory Ave.
Phone—FULTon 5-7300

CHICAGO, ILL.: Mercy, 2537 So. Prairie Ave.
Phone—VICTory 2-4700

EAST CHICAGO, IND.: St. Catherine's, 4321 Fir Street
Phone—East Chicago 3080

HAMMOND, IND.: St. Margaret's, 25 Douglas Street
Phone—WESTmore 2-2300

HARVEY, ILL.: Ingalls Memorial, 155th and Page Streets
Phone—EDison 3-2300

MELROSE PARK, ILL.: Westlake, 612 North 12th Street
Phone—Melrose Park 6000

SPECIAL INSTRUCTIONS

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

A 1. OTHER RAILROADS.

N. Y. C. R. R. (Northern Dist.) rules and time table govern between Columbia Avenue and Calumet Park.

N. Y. C. R. R. (Western Dist.) rules and time table govern South of Osborn Tower.

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 Dolton tower and 159th. Street, between Calumet Park, Burnham and Hegewisch, and between Indiana Harbor and Whiting.

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.

C. & W. I. rules and time table govern between Hammond tower and South Hammond on Monon tracks.

CALUMET WESTERN RAILWAY:

Penna. rules and time table govern.

B-2 REPORTS:

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

F-TRAIN ACCIDENTS:

Trainmen or Enginemen—Form T-111 will be used when reporting derailments or damage to property and will be made by Conductor and, in addition, by engineman when engine is damaged, derailed or run through switch.

Form T-111 will be prepared in triplicate.

Reports must be made in all cases of train accidents. Form T-111 must be left at first open telephone office, within one hour, if possible, after occurrence. Operators or conductor will phone report to operator, Gibson.

Conductor or Enginemen will mail reports in duplicate to trainmaster as follows: Gibson crews, trainmaster—Gibson, Ind.; Blue Island crews, trainmaster—Blue Island; Argo crews, trainmaster—Norpaul, Ill.; Norpaul crews, trainmaster—Norpaul, Ill.

Train or engineman of foreign trains will make reports in accordance with above instructions.

M-1 ELECTRIC ZONE:

Gibson to Franklin Park:

Bellwood—C. A. & E. third rail on interchange and quarry tracks.

M-2 ELECTRIC ZONE:

Indiana Harbor to Osborn:

Shearson—C. S. S. & S. B. trolley wires.

Grasselli to State Line:

Cudahy Lead—C. S. S. & S. B. trolley wires.

Whiting to Calumet Park:

State Line Tower—C. S. S. & S. B. trolley wires.

Gibson to Franklin Park:

Bellwood—C. A. & E. trolley wires.

1. STANDARD TIME.

Central Standard Time is in use.

3. STANDARD CLOCKS.

Michigan Ave.....	Yard Office.
Gibson.....	{ Dispatchers office. East End yard office. West End yard office. Engine Terminal.
Calumet City.....	{ Agents office. Engine Terminal.
Blue Island.....	{ Yard Offices. Engine Terminal.
Argo.....	Agents office.
Norpaul.....	{ Agents office. Engine Terminal.

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.

Oakley Avenue. Operator-switchtenders will use green signals to signal trains entering North and South Receiving Yards. For movements against the current of traffic, yellow signal will be used in addition.

Blue Island. Hump switchtenders will use white 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.

13. EMERGENCY SIGNALS

Gibson South Yard:

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

Trainmen or 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.

14. ENGINE WHISTLE SIGNALS.

General:

Interlocking Stations.

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

Gibson to Franklin Park:

Gibson Yard (Roundhouse Lead)

Sound	Indication
o o	With current of traffic.
— — —	Against current of traffic.
— o o	To and From Engine Terminal and Westward Receiving yard.
— — — o	To and From Engine Terminal and Eastward yard running track.
o o —	To and From Engine Terminal and Westward yard running track.

19. MARKERS.

Trains will display green instead of yellow light under Rule 19, Rules of the Operating Department, Except NYC (Western Dist. or Northern Dist.) trains between Blue Island and Dune Park and between Indiana Harbor and Osborn will display yellow light.

Trains moving with the current of traffic on Track No. 4 between Dolton and Calumet Park will display Green or Yellow light to rear on the side adjacent to Track No. 2 in the direction of the current of traffic and red on opposite side.

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.

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.

Car men will use metal blue signals attached to hand derails as shown below:

Location	Yard
Argo.	Corn Products Refining Company, Main Lead Track.
Calumet Park.	West End, all tracks. East End, track No. 9.
Calumet City.	Both Ends, track No. 1.
Gibson.	Both ends of tracks A, B, C, and D, West end of extension tracks A, B, C, D and No. 1. Engines moving in on these tracks must stop clear of derails.

83d. CLEARING OF TRAINS.

Trains or engines to enter main tracks will be cleared by telephone, by train dispatcher, train director or signalman.

Indiana Harbor to Osborn:

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

Trains or engines must receive clearance, by telephone, by train director, Grasselli, before entering main tracks at hand-operated switches.

Michigan Avenue:

By telephone, by train director, Grasselli, before entering northward siding through hand-operated crossovers, Agent's Office Michigan Avenue.

Indiana Harbor, Whiting, South Chicago:

Trains or 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.
Riley Road Yard.

East
Chicago.....Sinclair Refining Company.
Northern Indiana Dock Co.
United States Gypsum Co.

Grasselli to State Line:

Trains or 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:

Train or engines will be cleared as follows:

Whiting. All westward movements by telephone, by train director, Grasselli.

Burnham. Westward movements originating east of Burnham, by telephone, by signal indication, State Line interlocking.

Trains or engines moving to South Chicago and Irondale via Pennsylvania R. R., by telephone, by signalman, Calumet Park interlocking, before entering S. C. S. main track, at Wolf Lake Junction.

Trains moving to Burnham via Hammond Branch must report to signalman, Calumet Park interlocking, after train is clear of S. C. S. main track, and switch is closed and locked.

State Line and Calumet City.

Trains or 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 Interlocking. Eastward movements extending beyond Burnham, 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 Monon-Erie connection, train director, Hammond tower, must be notified.

Train or engines moving on Erie-Monon connection track, by telephone, by train director Hammond tower, Westbound trains or engines must report to train director, Hammond tower, when clear of track.

Signalman N. Y. C. Tower, Whiting, and State Line Tower, Hammond, will report movement to train director, Grasselli.

Calumet Park.

Trains or engines moving over Pennsylvania main tracks, by telephone, by signalman, Calumet Park interlocking, before entering S. C. S. main track at Calumet Park.

Gibson to Franklin Park:

Franklin Park. Trains or engines will move from C. M. St. P. & P. to main track by signal indication. When movements extend beyond crossover switches Grand Avenue, Norpaul, by telephone, by train dispatcher.

Norpaul. Westward trains or engines, by telephone, by signalman, Soo Line Tower. Crossover movements, Grand Avenue, by telephone, by signalman, Soo Line Tower.

Rose to McCook.

Trains or engines may enter eastward sidings between Rose and McCook as follows. Rose, Broadview, and Superior by telephone, by train dispatcher. Melrose and La Grange by hand signal from operator-switchtender. McCook by signal indication. Trains or 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. Westward trains or engines moving on eastward siding

	Melrose to Rose must report clear, to train dispatcher, on arrival at Norpaul.	Dolton.	Eastward trains or engines, by signal indication.
Bellwood.	Trains or 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.	Calumet Park. Stock Yards.	Westward trains or engines by signal indication. Eastward trains or engines, by telephone, by train director, Hammond Tower.
Broadview.	By telephone from train dispatcher, before movements are made over I. C. wye track. Westward trains will obtain permission of train dispatcher, by telephone, before pulling in westward siding.	Calumet City.	Eastward trains or engines, by telephone, by train director, Hammond Tower.
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 signal indication.	Calumet Park and Gibson.	Trains starting from Calumet Park or points east, that are to move east of Ivanhoe, by telephone, by signalman, Ivanhoe.
Argo.	Westward trains or engines, moving with or against current of traffic must not foul switches east of Archer Avenue, trains or engines moving on B. R. C. wye track must not foul westward siding, until proceed hand signal is received from operator-switchtender.	Columbia Avenue.	Permission of train director, Hammond Tower, must be obtained before pulling out of west end Gibson Yard. Trains or engines entering, crossing over or making through movements over NYC (Northern Dist.) tracks, will proceed only on 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.
Chicago Ridge.	Westward trains will obtain permission of train dispatcher by telephone, before pulling in westward siding.	Argo, G. M. & O. Tower to Oakley Ave.:	
Wireton.	Eastward trains, except when operator-switchtender is on duty, will obtain permission of train dispatcher, by telephone, before pulling in eastward siding.	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 or engines before moving over G. T. W. main tracks must obtain information as to G. T. W. passenger 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 protected as prescribed by Rule 99, in both directions. G. T. W. main track switches must be restored to normal position and locked.
North Harvey.	Eastward trains or engines moving from Spud House Lead Track, by signal indication. Westward trains or engines moving from Receiving Yard Lead Tracks, by signal indication. Trains or engines moving from C. M. St. P. & P. South, by telephone, by signalman and signal indication. Trains or engines moving to and from B. & O. C. T.-Barr yard by signal indication.	Oakley Avenue.	Trains or engines must stop clear of switches, until proceed hand signal is received from operator-switchtender.
Ashland.	Westward trains when ready to leave or double from Westbound Yard, by telephone, by operator-switchtender, before fouling lead.	Morgan Street.	By telephone, by train director, before leaving Loomis Street. Yard engines working at Morgan Street will get clearance before leaving Elsdon.
Blue Island.	Movements of trains or engines on Highlawn Lead track are controlled by operator-switchtender at Stewart Ave. Trains or engines may enter this track by telephone by operator-switchtender. Movement of trains or engines on Dolton lead track are controlled by operator-switchtender, Stewart Ave. Trains or engines may enter this track, by telephone, by operator-switchtender, or by signal indication.	Gibson to FN:	
		Gibson Transfer.	Trains picking up at Gibson Transfer will pull in siding unless otherwise instructed by signalman, Gibson Tower. Trains or 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.

Ivanhoe Eastward trains or engines by signal indication, and in addition clearance Form A.

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: Soo Line Tower, Franklin Park to Stickney. G. T. W. Tower to Dolton.

Argo, G. M. & O. Tower to Oakley Avenue: Argo and G. M. & O. Tower to Chappell. Elsdon to Morgan St.

Gibson to FN: Gibson to Ivanhoe. Tolleston to FN.

Trainmen of engines, placing cabooses or cars on rear end of trains, must stop movement back a sufficient distance from cars in track; then, before movement is resumed, trainman will proceed, 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:

Enginemen 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, Rule No. 3 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. Conductors of engines humping cars will require a trainman to remain at switches at hump end of receiving yard tracks, to prevent other crews lining switches for another route after hump engine has received proceed signals.

3. 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
	No. 1	No. 2
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, receiving emergency signal, cut off and report to Hump Yardmaster by telephone.

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.

4. The hand-operated derail on Rehump track, Westbound Classification Yard, will 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.

Before a car is permitted to enter a retarder, car retarder operators, after noting weight of car, shall set up car retarder to the position required to properly control the speed of the car.

After car enters retarder, the machine may be released from point to point to maintain proper speed of car leaving retarder.

Yardmaster in charge of hump when cutting off more than five loads in one draft for any track, must know that the skatemen are notified in advance.

Gibson West End:

Color light signal located just west of Columbia Ave. and repeater signal located just east of Howard Ave. will govern movements of engines moving cars to and from tracks No. 23 to No. 33 inclusive. The signal will be operated by Conductor.

Indications shown below:

Red over Red.....	STOP
Yellow over Yellow.....	Move West
Yellow over Red.....	Move West not to exceed 4 MPH
Red over Yellow.....	Move East

The signal when not in use will be extinguished by placing lever in bottom position.

Blue Island:

Color light signals govern movement of Hump engines on both the Hump Lead and North Hump Lead, 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 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, loud speakers have been placed along South Receiving Lead for use in directing engine movements by Hump Yardmasters by engine designation.

Color light signal, designated as a trimmer signal, has been placed at crest of Hump.

The signal governs movements from classification yard tracks to Hump crest, indications shown below:

Aspect	Indication
Red	Stop.
Yellow	Proceed to crest of Hump when switches are lined for movement.

North Hump Lead:

Switchtender, Blue Island Hump, has control of North Hump Lead. Engines when running back-up indication on the North Hump Lead will be permitted to move out onto the North Hump Lead without hand signal from switchtender.

Yardmasters on Hump will make arrangements with switchtenders for permission to use North Hump Lead.

Operator, North Harvey, to contact Switchtender, Blue Island Hump, for permission to head inbound trains up North Hump Lead for the North Receiving Yard.

There are two conductor controller machines at the crest of the Hump. The east machine is for the Hump Lead and the west machine for the North Hump Lead.

When conductor controller machine is not in use, it must be set on stop position at all times.

Switches have circuit controllers and it is necessary to line crossover switches to display white aspect when not in use. These crossover switches are listed below:

- No. 1 Crossover switches out of North onto Hump Lead.
- No. 2. Crossover switches from North Hump Lead onto Hump Lead.

RULES FOR OPERATION OF CAR RETARDERS

No. 1. Before a car is permitted to enter a retarder, car retarder operators, after noting weight of car, shall set up car retarder to the position required to properly control the speed of the car.

After car enters retarder, the machine may be released from point to point to maintain proper speed of car leaving retarder.

Ice House and Re-Top Icing Facilities:

Movements on tracks No. 1 and 2 ice house and track 42 re-top icing facilities will be governed by color light signals located at the east end, middle and west end of platforms, indications shown below:

Aspect	Indication
Green	Indicates platform employes are not working on cars and does not indicate that track is clear.
Red	Stop.

Argo:

Indicator signal will indicate to eastward trains or 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	No. 1 or Westward Main Track.
E	No. 2 or 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 or engines must stop and route to be used ascertained from signalman or operator-switchtender before proceeding.

TRACK SKATES

Track skates will be used as shown below:

Location	Yard	Placed On
Blue Island	Eastbound Classification	South rail
Gibson	Westbound Classification	North rail
	Eastbound Classification	South rail
	Scale Track	North rail

West end of track No. 8 Eastbound Receiving Yard when cars have been shoved thru reump track onto No. 8 North 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.

Skatemen, when going on duty, must check all tracks and see that a skate has been placed on the designated rail of each track; also, skatemen must see that skates are properly placed on the rail.

Skates must be placed on rail with point of skate a sufficient distance from inside of rail to prevent flange of the wheel from striking the point of skate.

A small amount of sand, cinders, or dirt must be placed on the point of the skate and on the rail immediately ahead of the point of the skate.

Trainmen of trains or 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 or 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, unless relieved by yardmaster, South Hump.

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

Gibson North Hump:

Switches governing movement over scale will be operated by Junction Car Retarder Operator, indications shown below:

Aspect	Indication
Red	Movements on live rail for weighing cars.
Yellow	Movement on dead rail.

Locomotives must not be moved over scale on live rail.

D93. YARD LIMITS.

Trains or engines using E. J. & E. tracks in yard limits must provide full protection entering or leaving main tracks, crossing over to a main track or crossing over from one main track to another.

When doing work on E. J. & E. main tracks in yard limits, train must be protected as required by Rule No. 99 when caboose has been set out so that markers are not displayed by rear of train on the main track.

N. Y. C. R. R. (Northern District)

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

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 G. T. W. Tower, Stickney and Soo Line Tower, Franklin Park, under the supervision of train dispatcher.

Lincoln Avenue, Dolton:

Westward movements from No. 4 track to No. 2 track, authority of the train dispatcher, by telephone, except when an operator-switchtender is on duty.

(c) Argo, G. M. & O. Tower and Chappell, Elsdon and Oakley Ave., under supervision of train director, 55th Street.

(d) 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 authorized by train order.

Trains or engines moving against current of traffic must stop clear of switches at Melrose, La Grange, Argo, Stickney, Ashland and Stewart Ave., until proceed hand signal is received from operator-switchtender.

Franklin Park; Westward movements against current of traffic must stop clear of switches, Grand Ave. and call operator, Soo Line Tower for instructions.

Eastward trains or engines moving against current of traffic must stop clear of switch to the Lead Track, east end of Old Yard, Argo, until proceed hand signal is received from operator-switchtender and dwarf signal 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 prepared to stop short of train, obstruction or switch not properly lined, and not exceeding slow speed.

S97. MOVEMENT OF TRAINS.

Ivanhoe: Extra trains may be run without train order between Tolleston and FN.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Indiana Harbor to Osborn:		
B. & O. Tower.....	{ E. J. & E. B. & O. N. Y. C. }	Interlocking
Penna. Tower.....	Penna.....	Interlocking
American Steel Foundries Co. Lead.....	Penna.....	None
Phillips Petroleum Corp.....	Penna.....	None
Whiting Lead (Standard Oil).....	Penna.....	None
Youngstown Sheet & Tube Co., Tin Mill Lead.....	Penna.....	None
Harbison-Walker Lead.....	Penna.....	None

Northern Indiana Dock Co. Lead.....	Penna.....	None
Calumet.....	{ B. & O. C. T. E. J. & E. }	Interlocking
Grasselli.....	{ E. J. & E. B. & O. C. T. *I. H. B. (E. C. Belt) }	Interlocking
E. I. DuPont Co.....	{ B. & O. C. T. *I. H. B. (E. C. Belt) }	None
Gibson.....	{ N. Y. C. (Nor. Dist.) I. H. B. (Gary Br.) }	Interlocking
Gibson Yard.....	{ N. Y. C. & St. L. South 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
Columbia Avenue.....	E. J. & E.....	None
Simplex.....	E. J. & E.....	None
State Line.....	{ C. & W. I. Monon 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. N. Y. C. (Nor. Dist.) 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
G. M. & O. Tower.....	{ G.M.&O. *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. N. Y. C. (Nor. Dist.) }	Interlocking

Argo, G. M. & O. Tower to Oakley Ave.:

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

Gibson to FN:

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

103. PUBLIC CROSSINGS AT GRADE.

Whiting.	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.
Roby.	Indianapolis Boulevard.
Spencer Chemical Crossing.	Trainmen of eastward trains, which stop at Torrence Ave. when home signal, Calumet Park, displays stop, must call signalman, Calumet Park, and determine whether or not crossing at Spencer Chemical Co. must be cut.
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 or 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 train director, Hammond Tower, from telephone at Oakley Ave., when westward home signal of N. Y. C. (Northern Dist.) Hammond interlocking displays stop, and determine whether or not Calumet Avenue crossing must be cut.
Gibson Columbia Avenue.	Trains or 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-L, to indicate to gateman that movement over crossing is to be made.

Trainmen must flag trains or engines over the following crossings:

Indiana Harbor. Phillips Petroleum Corp., fire road opening of not less than two car lengths must be provided between head end of Loading Rack and any cars left on Rack track.

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 employes 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.	North Branch. 141st Street. Chicago Avenue.
North Hammond.	All street and alley crossings south of Grand Calumet River.
Whiting.	121st Street. Indianapolis Boulevard. American Smelting & Refg. Co., driveway courts on north and south sides of building, before coupling tracks or shoving cars over driveways. New York Avenue. White Oak Avenue. Schrage Avenue. Sheffield Avenue.
Franklin Park.	Industrial lead track, all street crossings. Grand Avenue, trains or engines moving on Industrial Lead track (Old No. 5 track) must proceed slowly past sign 50 feet from crossing and not cross highway until gates have been lowered.
Bellwood.	25th Avenue, Canada Dry Ginger Ale Co. lead track.
McCook.	Lawndale Avenue.
Argo.	Corn Products Refining Company. When cars are pushed over roadways, a member of the crew must protect crossing.
Blue Island.	Vermont Street, Equipment Steel Products lead track. Road crossing to City Products Corp. South Receiving Yard, lead track.
Gibson General Office Building.	When movement, in either direction, is to be made beyond the General Office Building, movement must stop, then proceed carefully.
Gary.	Virginia Street, team track and industrial lead track.
Irondale.	114th Street Calumet Western Railway main tracks. All yard tracks, Irondale Yard.
Chicago.	Central Ave., Lawndale Ave. Team tracks. Industrial spur track.

Trainmen must flag trains or engines over the following crossings, when flashing light signals and gates are inoperative.

Indiana Harbor.	Michigan Avenue, Harbison-Walker lead track, Kennedy Avenue, Linde Air Products track.
East Chicago.	151st Street.
Wireton.	127th Street.
Calumet City.	State Line Street. Industrial Lead Track.

Automatic Flashing Light Signals with or without gates:

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains or engines operating on such tracks must proceed slowly past sign located adjacent to track and approximately fifty feet from crossing and not cross the highway until gates are in a horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains or engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing lights not operating), trains or engines must proceed slowly past sign and not cross highway until gates are in a horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating.)

Where highway control boxes are provided, push buttons must be operated in accordance with instructions posted in the control box.

104a. NORMAL POSITION OF SWITCHES.

Indiana Harbor.	Switches of delivery track, Y. S. & T. Co. Tin Mill, is for movement on lead track.
Calumet.	Switches of Baldwin lead track is for movement on that track.
Republic Tower.	All switches leading from running track is for movement on that track.
Norpaul.	Switches from back lead track to engine terminal lead track, west end of yard, is for movement on back lead track. Switches from International Harvester Co. lead to Harbor Lumber & Supply Co. is for movement to International Harvester Co.
Melrose.	Switch to Inbound Connection with C&NW is for movement on Eastward siding.
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. Switch to Steber Mfg. Co. from Wye track to I. C. R. R. is for movement on Wye track.
LaGrange.	Switch from westward siding to west end yard lead track is for movement on siding.
McCook.	The normal position of switches of tracks A and B is for movement on the lead track.
Chicago Ridge.	Switches of crossover from eastward siding to receiving track is for movements on these tracks.
G. T. W. Interlocking.	The normal position of switches in the junction of the G. T. W. and C. R. I. P. leads is for movement from the C. R. I. P. lead track.
Blue Island Old Yard.	Switch from No. 1 yard track to G. T. W. Ry. No. 3 yard track is for movement on No. 3 track.
North Harvey.	Lead switches, west end, eastbound yard, Blue Island, is for movement on south receiving yard lead track.
Blue Island Engine Terminal	Switch from lead track, east end westbound yard, to two storage tracks, is for movement on lead track.

	Switch from lead track to pocket track is for movement on pocket track.						
	Switch from lead track to No. 1 track is for movement on engine terminal lead track.						
Dolton.	Switches from Dolton lead track to Pennsylvania, C. & E. I. and I. C. connections is 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 yard track No. 1 to track No. 2, near Burnham Avenue, is for movement on these tracks.						
Burnham.	Switches of crossover at junction of Hyman-Michaels lead track and Pennsylvania Company track (Hammond Branch) is for movement through crossover.						
Gibson.	Switches of Gibson Eastward and Westward yard running tracks is for movement on these tracks. Switches of crossovers from Track No. 1 to Track No. 2 east end of West Classification Yard is for movement on these tracks. Switches of crossover from track No. 14, westbound receiving yard to south yard lead track, is for movement on track No. 14. East end West switch of NYC (Northern Dist.) Caboose track is for movement on No. Thirty lead track. East switch is for movement on IHB Caboose track. Switch on Nickel Plate lead track to oil storage unloading rack tracks in the south yard is for movement on Nickel Plate lead track.						
Gibson Engine Terminal.	Switches of No. 3 and No. 4 inbound tracks is for movement on these tracks. Switches from lead track to north and south coal dock tracks is for movement on lead track. Switch from lead track to sand track is for movement on lead track. Switches from N. Y. C. (Nor. Dist.) lead track to pocket track is for movement on N. Y. C. (Nor. Dist.) lead track.						
North Hammond.	West switch of crossover between storage track and E. J. & E. main track, adjacent to LaSalle Steel Company, is for movement on storage 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.						
	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.						
	104e. SPRING SWITCHES.						
	<table border="0"> <thead> <tr> <th>Location</th> <th>Normal Position</th> </tr> </thead> <tbody> <tr> <td>Blue Island Engine Terminal</td> <td>For crossover.</td> </tr> <tr> <td>Calumet City State Line St.</td> <td>For crossover.</td> </tr> </tbody> </table>	Location	Normal Position	Blue Island Engine Terminal	For crossover.	Calumet City State Line St.	For crossover.
Location	Normal Position						
Blue Island Engine Terminal	For crossover.						
Calumet City State Line St.	For crossover.						

105. SIDINGS.

Capacity based on 44-foot cars.

Two Tracks.	Westward	Eastward
Rose .....	.....	120
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 Transfer .....	.....	122
	South	North
Elsdon	127	127

Single Track.

Indianapolis Boulevard	71
Whiting	59
Wolf Lake	87
Alco	98
Dixie	49
Dune Park	86

109. BULLETIN BOARDS AND BOOKS.

Lake Front.....	Yardmaster's Office
Michigan Avenue.....	{ Locker Room Engine Terminal
Norpaul.....	{ Locker Room Engine Terminal
Argo.....	Locker Room
Blue Island.....	{ East Yard Office Hump West Yard Office Engine Terminal
Gibson.....	{ East End Locker Room North Hump Locker Room South Hump Locker Room West End Locker Room Engine Terminal
Elsdon.....	Agent's Office
Calumet City.....	{ Locker Room Engine Terminal
Gibson Transfer.....	Locker Room

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Grasselli to State Line.
- Whiting to Burnham.
- Burnham 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: Dolton and Franklin Park.

Argo, G. M. & O. Tower and Oakley Avenue.

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 Tolleston train orders will be issued by authority and over the signature of Superintendent of Western District, N. Y. C. R. R.

221. TRAIN ORDER SIGNALS.

Rule 221 (A) governs at Chappell, Elsdon and Oakley Avenue.

Rule 221 (B) governs at Stickney.

Westward trains passing stop indication of train order signal, Stickney, to do station work or to enter siding without receiving clearance form A, as prescribed by Rule 221 (B), must not enter main track, Argo, without receiving clearance, by telephone, by Operator-Switchtender, Stickney.

Rule 221 (C) governs at the following stations:

Gibson to Franklin Park:	Argo, G. M. & O. Tower to Oakley Ave.:
Calumet Park	55th Street
Stewart Ave.	
Ashland	
North Harvey	
G.T.W. Tower	
Chicago Ridge	
McCook	
LaGrange	
Melrose	

A yellow light displayed as prescribed by Rule 200(B) will, in addition to governing movements on main track, govern movements at the following locations:

Melrose	Eastward trains moving on eastward siding or to No. 2 main track.
LaGrange	Trains moving on eastward siding or from eastward siding or LaGrange Yard to main track.
Ashland	Westward trains moving from westbound or eastbound yard, Blue Island, to main track.
Stewart Ave.	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.

Trains or engines moving against the current of traffic must receive Clearance Form A at each open train order station, except as follows.

McCook	Westward trains or engines moving to eastward siding or quarry track.
G.T.W. Tower	Westward trains or engines moving to eastward siding.

MOVEMENT OF TRAINS BY BLOCK SIGNALS:

Track	Between	Assigned Direction	Operation
1	Indiana Harbor and Osborn	Southward	Rules 251-254 Incl.
2	Indiana Harbor and Osborn	Northward	Rules 251-254 Incl.
1	Soo Line Tower and Superior	Westward	Rules 251-254 Incl.
2	Soo Line Tower and Superior	Eastward	Rules 251-254 Incl.

1	G.T.W. Tower and Calumet Park	Westward	Rules 251-254 Incl.
2	G.T.W. Tower and Calumet Park	Eastward	Rules 251-254 Incl.
4	Dolton and Calumet Park	Eastward	Rules 251-254 Incl.
1	Chappell and Elsdon	Westward	Rules 300-373 Incl.
2	Chappell and Elsdon	Eastward	Rules 300-373 Incl.

295. TEMPORARY SPEED BOARDS.

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	I.H.B. trains C.S.S.&S.B....proceed.
Calumet City..... Fed. Am. Cemt. Tile Co. Prest-O-Lite Co.	Target..... Normal position for main track	Vertical..... Proceed on main track. Horizontal..... Proceed on lead tracks.
Elsdon..... B.R. of C. crossing G.T.W. crossing.	Target..... Gate..... Normal position for IHB	Vertical..... Over B.R. of C. and G.T.W. proceed without stopping.

Chappell: Trains or engines may proceed without stopping at crossing of No. 2 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 G. M. & O. Tower on west leg of wye track. For movements against current of traffic, yellow signal will be used in addition.

300. MANUAL BLOCK SIGNAL SYSTEM.

Manual Block Signal System is in use:

Two Tracks:

Between Chappell and Elsdon.

A signalman may admit a train other than a passenger train to a block, that is wholly or partly within yard limits, under a clear block indication, when it is known that the block is not occupied by a passenger train, or not occupied by a train other than a passenger train outside of 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". 55th Street: Home signals will in addition be used to give manual block indications to trains moving with the current of traffic.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Automatic Block Signal System is in use:

Two Tracks:

Between:

Indiana Harbor and Osborn.
Soo Line Tower and Superior.
G.T.W. Tower and location 1400 feet west of Stewart Ave., Riverdale.
School Street, Riverdale and Dolton.

Three Tracks:

Between:

Dolton and Calumet Park.

Trains or engines receiving indication as prescribed by Rule 292, Fig. 203, 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 permit such movements only on authority of train dispatcher.

Norpaul. Signal 383 located on No. 1 main track, Grand Avenue, controlled by signalman, Soo Line Tower.

Trains or engines receiving indication as prescribed by Rule 292, Fig. 203, displayed at the following automatic block signals, after stop has been made, may pass signal to enter siding or yard tracks or to cross over to another 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 200B) is displayed, Clearance Form A. Trains that pass signal under these instructions must not proceed with the current of traffic beyond the switch to diverging route at the station.

Operator-switchtender will permit such movements only on authority of train dispatcher.

Melrose. Signal 362 located on No. 2 main track.
Signal 357 located on No. 1 main track.
LaGrange. Signal 312 located on No. 2 main track.
Signal 307 located on No. 1 main track.
Ashland. Signal 132 located on No. 2 main track.
Signal 129 located on No. 1 main track.
Stewart Ave. Signal 118 located on No. 2 main track.
Signal 117 located on No. 1 main track.

663a. REMOTE CONTROLLED SWITCHES.

Location	Control Station	Track
.15 Miles East of Dolton	Stewart Ave.	Track No. 2 to Track No. 4

At locations where remote controlled switch may be operated by hand in an emergency, additional instructions are posted in the phone booth at the location.

667. USE OF SAND.

Sand must not be used at locations shown below:

General. Track scales and Automatic rail and flange lubricators.
Argo. West switch westward siding. 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 Gibson Westward Yard Running track south of N. Y. C. (Nor. Dist.) crossing, and on lead track to west-bound receiving yard.

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.

703. MAKE-UP OF FREIGHT TRAINS.

Scale test cars, cranes, hoists, steam shovels, engines and similar equipment, traveling on their own wheels, must not be handled with other cars while being switched, except such cars that may belong to an outfit in which they are traveling, or in doubling over the rear end of train.

They must not be cut off on hump or detached from engine while in motion. They must be brought to rest before engine is detached.

Other cars must not be humped or switched into track containing such equipment.

Snow plows or Jordan spreaders must not be hauled backward when being moved in freight trains.

Shipments of poles or material that will shift over top of open top cars must not be placed next to engines of trains handled by Diesel Electric locomotives.

Lumber loaded on open top cars should be placed near the head end of trains, when practicable, or handled in solid trains or such other precautions taken as might be required by local conditions.

Every care possible should be used in switching of such carloads of lumber in train yards.

Definite information should be furnished to engineers whenever trains include lumber shipments on open top cars, with instructions to give such trains the most careful handling and particularly to avoid heavy slack action when starting or stopping.

705. LEAVING CARS ON SIDE TRACKS.

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

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

726. PERSONAL INJURIES.

Train or enginemen—Form GCA-1 will be used when reporting injury to employes, persons, or crossing accidents.

Form GCA-1 will be prepared in triplicate.

Reports must be made in all cases of personal injury. Form GCA-1 must be left at first open telephone office, within one hour, if possible, after occurrence. Operator or conductor will phone reports to operator, Gibson.

Conductor or Enginemen will mail reports in duplicate to trainmaster as follows: Gibson Crews, Trainmaster—Gibson, Ind.; Blue Island Crews, Trainmaster—Blue Island; Argo Crews, Trainmaster—Norpaul, Ill.; Norpaul Crews, Trainmaster—Norpaul, Ill.

Train or enginemen of foreign trains will make reports in accordance with above instructions.

881. HAND BRAKES.

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.

AIR BRAKES.

Rules for the Operation and Supervision of Air Brake and Train Air signal, govern.

Air brakes must be used on all cars operated over the following side tracks and on all tracks on which the grade is steep.

Gibson to Franklin Park:

Argo. Corn Products Refining Co., on all cars shoved into or pulled from plant.

Bellwood to Norpaul:

Between Harrison Street and 25th Avenue, incline tracks.

Argo, G. M. & O. Tower to Oakley Ave.:

Between Elsdon and Morgan Street, incline tracks.

Indiana Harbor to Osborn:

Indiana Harbor. Harbison-Walker high line.

Gibson to FN:

Tolleston. Team track.
Gary. Gary Screw and Bolt Co., track.
Team tracks.

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.

Passenger Equipment:

Passenger Equipment cars handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

NOTE: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express, Milk and Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

Diesel Equipment:

Engines. Leaving engine unattended outside of Engine House territory (Oil Engine Running).

1. Place automatic brake in running position.
2. Place throttle in idle, selector handles in "Off" and remove reverser handle.
3. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired).
4. Apply hand brakes.
5. If on grade, chain or block wheels.
6. Place independent brake in running position.
7. Close doubleheading cock. (No. 6 B.L. Eqp. Place 3 way cock in position dead).
8. All electric control jumpers must remain connected between units.
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemen taking charge of engines outside of Engine House territory must expect to find them as listed above.

Air Brakes.

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train.

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass" position.
Controlled Emergency Cock "B" unit set in "Pass" position.
Rotair Valve trailing "A" unit set in "Pass Lap" position.

Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016

Cars Operating Under Own Power

Cars must be brought to full stop before movement is made onto turn tables.

Train Dispatcher will arrange for Absolute Block between open signal stations for movement following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with antifreeze solution, must be drained.

Rail detector cars other than N. Y. C. must not be handled in freight or passenger trains.

N. Y. C. Cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car. Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

Brake valve handle must be removed and valves and cocks adjusted as follows:

POSITION

Valves and Cocks: on cars X-8015 and X-8016. Brake pipe cutout cock under both brake valves.....	Closed
3-way cutout cocks in pipe to application valve which are connected by levers.....	Closed
Cutout cock in supplementary reservoir branch pipe.....	Closed
Cock in brake cylinder pipe to safety valve.....	Open
Drain cock in auxiliary reservoir.....	Closed
All other reservoir drain cocks including control air reservoir	Open

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

LUBRICATION AND CARE OF JOURNAL BOXES.

Many road locomotives and new passenger cars, as well as many of the older cars, are equipped with Twinplex Hot-Box Alarm (Friction and Roller Bearings). In the event that any of these bearings become overheated a strong and

somewhat disagreeable odor is released and also a dense white smoke. Train or engine crews, also towermen, crossing watchmen, maintenance of way forces and other employees will be on the look-out for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

When indications of overheating of box on roller bearing equipped cars (passenger or freight) noise, or bearing seizure, car must immediately be set out.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating en route, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

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

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire. Conductor must make prompt report to Superintendent and car foreman of cars treated en route, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars en route in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near Journal box, using Form NYCS RS-74, at time compound is applied.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal, 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.

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Engines, Nos. 8715 to 8739, Nos. 8774 to 8802, Nos. 8811 to 8850, Nos. 8856 to 8879, Nos. 9002 to 9008, with traction motor pinion removed, when hauled dead in train.....	40
Engines, Nos. 8715 to 8739, Nos. 8774 to 8802, Nos. 8811 to 8850, Nos. 8856 to 8879, Nos. 9002 to 9008, with traction motor pinion engaged, when hauled dead in train.....	40
Engines, Nos. 8715 to 8739, Nos. 8774 to 8802, Nos. 8811 to 8850, Nos. 8856 to 8879, Nos. 9002 to 9008, light or with caboose	40
Engines operating through water.....	3

Note: Engines must not be operated through water more than 3 inches over top of rail.

Engines in single unit not coupled to cars or caboose in automatic block system territory and approaching crossing with automatic crossing protection.....	10
Clearance Car X 8016 under its own power or being towed.....	40
Rail detector cars under own power or being towed.....	40

Trains:

Passenger	40
Circus, with freight-equipped cars.....	30
Freight	40
Trains with scale test cars or Jordan spreader.....	25
Trains with dead engines not having all side or main rods.....	20
Work trains with cranes moving on their own wheels.....	30
Revenue freight trains with cranes moving on own wheels.....	25
Freight trains with pushers.....	25
Switches and crossovers, not interlocked, when diverging.....	15
At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	15
Trains having ore cars under 25 feet in length:	
Loaded	30
Empty	35

Local:**Indiana Harbor to Osborn:**

All trains:

Indiana Harbor to Grasselli.....	25
Grasselli to Osborn.....	35
Indiana Harbor. Curve at Passenger Station.....	20
Osborn. North Wye Track.....	5

Grasselli to State Line:

All trains or engines.....	20
Cudahy Branch	15

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.	20
Soo Line Tower—Eastward trains within interlocking limits.....	20

Grand Avenue. Westward trains or engines moving on No. 1 or No. 2 main track, until engine has passed over crossing.....	10
Trains or engines moving on Soo Line lead track until engine has passed over crossing.....	5

Melrose. On inbound connection to C. & N. W. Proviso Yard.....	15
Loaded DI&M ore cars Elgin Road Bridge	15

Bellwood. On interchange track between Mannheim Road and foot of incline.....	10
Loaded DI&M ore cars St. Charles Road Bridge	15

Broadview. Through switches and crossovers when diverging	10
Eastward and westward sidings between Madison Street and Broadview	25

LaGrange. Curve at Gas House.....	20
McCook. Within interlocking limits.....	20

Drainage Canal and Desplaines River Bridges:	
Engines: Diesel Electric Loco.....	20

Argo & G.M.&O. Tower

Within interlocking limits.....	20
Through switches to or from Stock Yards Line	10

Wireton.

127th Street. Westward trains or engines moving through crossovers and until engine has passed over crossing.....	10
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G.T.W. Interlocker. Eastward trains within interlocking limits	20
--	----

Blue Island. Between Vermont Street and Broadway	25
Under C. R. I. & P. overhead bridge.....	20
Old Yard, curve at Albert Miller warehouse	20
Between River Bridge and Ashland.....	20

Stewart Ave. Between School St. and a point 1400 feet west of Stewart Ave.....	15
--	----

Calumet Park. Through interlocking limits, except movements to or from Calumet City Yard	10
--	----

Hammond.	25
---------------	----

Gibson. Gibson eastward and westward yard running tracks between Columbia Ave. and Gibson Tower.....	25
--	----

Argo, G. M. & O. Tower to Oakley Ave.:

Chappell. Through switches	10
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Austin Avenue. Curve	30
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55th Street. Westward trains or engines that stop between Central Avenue and a point 220 feet east of 55th Street, until engine has passed over 55th Street Crossing	5
--	---

Coburn's Spur. Curve one-half mile west.....	30
--	----

Cicero Avenue. Between 55th Street Tower and Elsdon on No. 1 and No. 2 main tracks	20
--	----

Elsdon. Over B. R. of C. and G. T. W. crossing	20
--	----

Oakley Avenue. 49th Street trestle.....	15
---	----

Gibson to FN:

Dune Park. Through crossover to N. Y. C.....	15
--	----

Gary. Taft St. Bridge.....	10
----------------------------	----

ENGINE AND CAR RESTRICTIONS.

Engines and cars must not be operated as shown below:

Note: On sidings with sharp curvature and not shown below, care must be used in operating.

Indiana Harbor to Osborn:

Cars, maximum gross weight, 220,000 lbs.

Indiana Harbor. Standard Forgings Co., over coal hopper on coal track: All engines.

Inland Steel Co. Under overhead hopper: All engines.

George J. Beemsterboer. Under overhead hopper: All engines.

Hoskin Coal and Dock Co., over unloading pit: All engines.

Chicago Briquet Co., under overhead coke shaker: All engines and cars.

East Chicago. Phillips Petroleum Co., beyond engine limit board on rack tracks No. 1 and 2: All engines.

Gibson. Shell Oil Co. Beyond engine limit board at roadway on track No. 1, Protane Track: All engines.

Grasselli to State Line:

Cars, maximum gross weight, 220,000 lbs.

Cudahy Packing Co. Beyond doorway of Paint Shop: All engines. Under overhead traveling crane: All cars and engines.

E. I. DuPont de Nemours. Sinter Loading Shed, Hopper, on System 4 and 5: All cars and engines.
 East Chicago. Continental Roll & Steel Fdry. Co. on Hot Metal Track, new foundry building: All engines Superheater Co. on east end of New Connection beyond engine limit board or on west end of connection off No. 8 track: All engines.
 North Hammond. Camel Company, on west end of two north tracks: All engines.

Whiting to Calumet Park:

Cars, maximum gross weight, 220,000 lbs.
 Hegewisch. Hyman-Michaels Co. Beyond engine limit board: All engines.
 Burnham. Purdy Co. Beyond engine limit board on Lead track to Old Repair track: All engines.
 Calumet City. E. Popper Iron Co. Beyond road crossing on track leading to that yard: All engines and cars.

Gibson to Franklin Park:

Cars, maximum gross weight, 220,000 lbs.
 Franklin Park. Joslyn Mfg. & Supply Co. On tracks 1A, 4, 5 and 7: All engines.
 Bellwood. Consumers Co. Yard No. 336, all tracks except Track No. 1: All engines. Track No. 1, beyond curve at C. A. & E. crossover, west end of yard: All engines. Oakley Steel Co. Building: All engines and cars.
 LaGrange. Electro-Motive Corp. On Testing tracks: All cars and engines.
 McCook. Material Service Co. through turnout: All engines.
 Chicago Ridge. Nor. Amer. Car Co. circle track to engine limit board 350 feet from sub-main lead switch: All engines.
 Blue Island. Public Service Co. beyond engine limit board: All engines. Great Lakes Refining Co. 45 feet south of loading rack on west track: All engines and cars. Arcady Farms Milling Co. beyond end of new building on track No. 2: All engines.

Argo, G. M. & O. Tower to Oakley Ave.:

Cars, maximum gross weight, 220,000 lbs.
 Central Steel and Wire Co. beyond doorway of new building: All engines.

Gibson to FN:

Cars, maximum gross weight, 220,000 lbs.
 Dune Park. Aetna Sand & Gravel Co. beyond engine limit board: All engines.
 Gary. Red Ball Ice & Coal Co. over unloading pit: All engines.
 Trainmen must not make running switches at Tolleston team track, and Consumer's Company tracks, Bellwood.

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 Gibson Tower and Columbia Ave.:

Gibson Yard Running tracks assigned direction as indicated:
 North Track.....Westward
 South Track.....Eastward

Signalman, Roundhouse Lead Tower, will govern movements on Gibson Yard Running tracks between Gibson Tower and Columbia Avenue.

At Roundhouse Lead Interlocking:

Movements on Yard Running tracks in the assigned direction will be made when switches are properly set and proper indication of Home Signal is displayed.

Movements to and from Yard Running tracks, Engine Terminal Lead tracks and Lead track from North Hump and Extension tracks of train yard will be made when switches are set for such movement.

Yellow hand signal will govern movements in reverse of the assigned direction except movements to Yard Running tracks in the assigned direction. For movements approaching Roundhouse Lead Interlocking on Yard Running tracks in reverse of assigned direction that are to cross-over in advance of Home Signal and move in the assigned direction, a white hand signal will be used.

At Columbia Avenue:

Trains or engines entering, crossing over or making through movements over Gibson Yard Running tracks will be governed by operator-switchtender, and will proceed only on hand signal by operator-switchtender. Green hand signal will be used for movements in the assigned direction and yellow hand signal for movements in reverse of the assigned direction on Gibson Yard Running tracks.

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

Northward siding will be used as a southward running track and Michigan Avenue lead track will be used as a northward 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 Michigan Avenue lead track will notify signalman when clear. Trainmen must procure information as to reverse movement on Michigan Avenue lead track before entering this track to make through movement.

TELEPHONES.

Conductor 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.

OVERHEAD CLEARANCES.

Employes are warned of close overhead clearances at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under wires, bridges or structures.

Location	Description
Indiana Harbor to Osborn:	
Chicago Briquet Co.....	Overhead coke shaker screen
Inland Steel Co.....	Overhead hopper
George J. Beemsterboer.....	Overhead hopper
E. I. duPont (Grass. Chem.).....	Sinter Shed, Hopper, System 4 and 5. Overhead storage tank, pipe line, doorway
E. I. duPont (Grass. Chem.).....	Overhead structure
Shell Petroleum Co.	
North track.....	Wires
South track.....	Wires
Midland Struct. Steel.....	Overhead crane
Illiana Warehouse.....	Doorway
Libby, McNeill & Libby.....	Doorway

Location	Description
Allied Structural Steel.....	Doorway
Metals Refining Co.	Canopy, overhead pipe line structure wires
Keys Fibre	Overhead
Grasselli to State Line:	
Cudahy Lead—C. S. S. & S. B.....	Trolley wires
Cudahy Packing Co.....	Doorway, chutes
Continental Foundry & Machine Co.	Doorway, overhead hopper
Gen. Amer. Transp. Corp. No. 2.....	Doorway
Calumet Iron & Supply Co.....	Doorway
Combustion Engineering Co. (Superheater Div.).....	Doorway, overhead crane
Griffin Equipment Co., Inc.....	Overhead crane
LaSalle Steel.....	Doorway
Farm Bureau Milling Co.	Cable and Structure, tracks No. 12 and No. 13
Standard Elevator Co.....	Structure, tracks No. 4 and No. 5
Nowak Warehouses, Inc.....	Canopy
Beatty Machine and Mfg. Co.....	Doorway
American Steel Foundries.....	Doorway, overhead crane
Hammond, Calumet River.....	Bridge
United Boiler Heating and Foundry Co.	Overhead crane and shed, coke bin
Whiting to Calumet Park:	
New York Ave., all tracks.....	Wires
American Maize Prod.	Pipe bridge and corn conveyor over tracks 5 and 6
S. G. Taylor Chain Co.	Overhead crane, south end, west track
W. J. Holliday.....	Overhead cranes and doorway
Standard Steel Specialty.....	Doorway
State Line Tower—C. S. S. & S. B.....	Trolley wires
Riverdale Products Co.	Post and spout between tracks 1 and 2
Central Chemical Co.....	Doorway, overhead pipe line
United Chemical & Organic Products Co.	Canopy, overhead pipe line
Pratt Food Co.....	Structure
Swift Fertilizer Co.....	Doorway, Canopy, overhead pipe line
West Boyd Chemical Co.....	Wires
State Line Coal and Supply Co.....	Wires
C.S.S. & S.B., Burnham.....	Trolley Wires
Gibson to Franklin Park:	
Illinois Brick Co.....	Canopy
Pontarelli Coal & Supply Co.....	Wires
Grand Ave. all tracks.....	Wires
Motorola, Inc.....	Doorway
Grand Sheet Metal Products Co.....	Doorway
C. A. Roberts Co.....	Doorway
Soo Line Conn. track.....	Wires
Petersen Oven Co.....	Doorway
Ben Moore Paint Co.....	Doorway, wires
Ford Motor Co.....	Doorway
Jewell Tea Co.....	Doorway
Gulbransen Co.....	Doorway
Columbia Envelope Co.....	Doorway
John Baumgarth Co.....	Doorway
Chapman & Smith Co.....	Doorway
Northern Metals Co.....	Doorway
Miss. Valley Structural Steel Co.....	Wires
National Malleable Steel Castings Co.....	Wires
International Harvester Co.....	Doorway, track No. 1
	Doorway, overhead crane, track No. 2
	Overhead crane, tracks 8 and 9
	Doorway, track No. 6

Location	Description
Sylvania Electric Co.....	Doorway
Benjamin Wolf & Co.....	Doorway
Imperial Box Co.....	Doorway
Richardson Co.....	Hopper—overhead pipe line
Solar Sturgis.....	Overhead crane, wires
Bellwood, C. A. & E.	Trolley wires, interchange and quarry spur track
Sauerman Bros.....	Doorway
American Can Co.....	Doorway
Jefferson Electric Co.....	Doorway, Overhead crane
Chicago Screw Co.....	Doorway, overhead crane, chutes
Production Steel Co.....	Doorway
Roosevelt Road (12th St.).....	Highway bridge
Broadview, Ill. Cent. R. R.....	Bridge
Broadview, I. C. wye track.....	Wires
LaGrange, C. B. & Q. R. R.....	Bridge
Keller-Heartt Lumber & Fuel Co.....	Wires
LaGrange, east wye track.....	Wires
Keller Material Co.....	Wires
Western United Gas & Electric Co. track.....	Wires
Material Service Corp.....	Overhead hopper
Standard Lime & Stone Co.....	Overhead hopper
Consumers Co. yard 378.....	Doorway, conveyor
McCook—Sanitary District canal.....	Bridge
McCook—Desplaines River.....	Bridge
Chicago Ridge—Crawford Ave.....	Highway bridge
Gilbert & Bennett Co.....	Overhead pipe line
Equipment Steel Prod. Co.....	Doorway, overhead pipe line
Blue Island, C. R. I. & P. R. R.....	Bridge
Libby, McNeil & Libby Co.....	Overhead pipe line, track 4
	Doorway, track 7
	Canopy, track 8
	Wires, all tracks
Rockwell Engr. Co.....	Doorway
Modern Die & Drop Forge Co.....	Overhead crane, wires
Briggs & Turivas Co.....	Doorway
Cop Co. Steel & Engr. Co.....	Wires
B. & O. C. T. wye conn. track.....	Wires
Public Service Co.....	Wires
Blue Island engine terminal, west leg wye track.....	Wires
Blue Island.....	Ice House platform and mechanical icers
Hales & Hunter.....	Structure on all tracks
Arcady Farms Milling Co.....	Conveyor all tracks, wires
Halsted St. main track and Arcady lead track.....	Wires
Riverdale Terminal Co.....	Doorway
Riverdale, Halsted St.....	Highway bridge
Riverdale, School St.....	Highway bridge
Riverdale, Illinois Central R. R.....	Bridge
Calumet City, Burnham Ave.....	Highway bridge
Argo, G. M. & O. Tower to Oakley Ave.:	
Argo—Archer Ave.....	Highway bridge
Argo—74th St.....	Foot bridge
Mojonnier Bros.	Doorway
Johnson Coal & Matl. Co.....	Wires
Eserman Scrap Iron, Metal & Scrap Co.....	Wires
Studebaker Co. track.....	Overhead pipe, chutes
F. W. Woolworth Co.....	Doorway, all tracks
Central Steel and Wire Co. track.....	Doorway
Nikon Tube Co.....	Doorway
Standard Stamping.....	Doorway
International Rolling Mill Co.....	Overhead crane
Universal Sheet & Strip Steel.....	Doorway
Wimp Packing Co.....	Overhead passage
Firecraft & Match Corp.....	Doorway & Overhead crane
Gibson to Fn.	
Manley Sand Co.....	Wires

Location: ... Description: ...
Overhead crane wire
Highway bridge
Chicago Bridge-tactical
L. T. SCHMIDT, Superintendent

L. T. SCHMIDT, Superintendent
A. R. TERRILL, Assistant Superintendent

- F. A. HESS, Actg. Division Engineer
- H. J. VAN DYKE, Asst. Division Engineer
- H. M. JOHNSON } Trainmasters
- DAN BARRETT }
- R. L. WOOD }
- WM. E. JONES }
- T. J. DOWLING }
- C. E. DILGER } Assistant Trainmasters
- E. P. FIKE }
- J. E. COLE }
- L. M. LAWRENCE JR. }
- H. D. MURPHY } Road Foremen-Trainmasters
- L. V. HOLMES }

Location: ... Description: ...
Overhead crane
Highway bridge
Chicago Bridge-tactical
L. T. SCHMIDT, Superintendent

Location: ... Description: ...
Overhead crane
Highway bridge
Chicago Bridge-tactical
L. T. SCHMIDT, Superintendent

W. C. FOX, Chief Train Dispatcher

- R. R. BOYER } Assistant Chief Train Dispatchers
- L. J. PATNO }
- V. E. ILIFF } Train Dispatchers
- J. H. WOLTERS }
- J. J. MCCARTHY }
- C. A. McCANN }
- H. W. WOLSKE }
- H. A. LANGE }
- E. T. SCHULTZ }
- E. R. STEELE }
- G. W. WELSH }

Location: ... Description: ...
Overhead crane
Highway bridge
Chicago Bridge-tactical
L. T. SCHMIDT, Superintendent

BETWEEN INDIANA HARBOR AND OSBORN

SOUTHWARD — FIRST CLASS				Miles from Indiana Harbor	STATIONS		Miles from Osborn	NORTHWARD — FIRST CLASS				
			463		Leave	Arrive		A.M.	462			
			Daily						Daily			
			P.M.				A.M.					
			s10:25		INDIANA HARBOR.....	4.70	s6:10					
			10:29	1.44	MICHIGAN AVE.....	3.26	6:06					
			10:31	1.96	CALUMET.....	2.74	6:04					
			10:33	2.69	GRASELLI.....	2.01	6:02					
			s10:40	3.78	GIBSON.....	0.92	EG5:57					
			10:42	4.70	OSBORN.....		5:55					
			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					
				13.15	BUDD.....	3.78					
				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.

E—Stop on signal, Sundays, to receive or discharge passengers.

G—Stop daily except Sunday.

STATIONS, OFFICE CALLS AND OFFICE HOURS

STATIONS	Miles from	Office Calls	*Train Order Office	*Manual Block Station	*Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from	Office Calls	*Train Order Office	*Manual Block Station	*Manual Block Sta. for movement against Current of Traffic
INDIANA HARBOR TO OSBORN	IND. HAR.					ARGO, GM&O TOWER TO OAKLEY AVE.	ARGO				
Indiana Harbor Open day and night	. 0	BR				Argo Open day and night	. 0	XN			
Penn. R.R. Tower Open day and night	.19	IH				G.M.&O. Tower Open day and night	. 0				
Calumet Open day and night	1.96					Chappell Open day and night	.53		*	*	*
Grasselli Open day and night	2.69	RA				55th Street Open day and night	5.13		*	*	*
Gibson Open day and night	3.78	GB				Elsdon Open day and night	6.48		*	*	*
Osborn Open day and night	4.70	RN				Oakley Ave. Open day and night	8.22		*		
						Morgan Street	9.81				
GIBSON TO FRANKLIN PARK	GIB-SON					WHITING TO CALUMET PARK	WHIT-ING				
Gibson Open day and night	. 0	GB				Whiting	. 0				
Roundhouse Lead Open day and night	.62					Penn. R.R. Tower Open day and night	.37				
Columbia Ave. Open day and night	2.12					Indianapolis Blvd.	.94				
Calumet Park Open day and night	4.86	MG	*			Wolf Lake	2.54				
Dolton Open day and night	8.36					Burnham	4.44				
Stewart Ave. Open day and night	9.53	BI	*			State Line Open day and night	4.75				
Ashland Ave. Open day and night	10.84		*			Calumet City Open day and night	5.90				
North Harvey Open day and night	11.46		*			Calumet Park Open day and night	6.43	MG	*		
G.T.W. Tower Open day and night	13.04	RK	*			GRASSELLI TO STATE LINE	GRAS-SELLI*				
Chicago Ridge Open day and night	18.99	WA	*			Grasselli Open day and night	. 0	RA			
Stickney Open day and night	23.74		*			Republic	1.50				
Argo Open day and night	24.75	XN				Republic Tower 8 AM to 5 PM Dly Except Sunday	1.58				
G.M.&O. Tower Open day and night	25.34					Indianapolis Blvd.	1.07				
McCook Open day and night	26.08	CK	*			Columbia Ave.	2.08				
LaGrange Open day and night	28.80	WG	*			North Hammond	2.59				
Broadview Open day and night	31.72					State Line Open day and night	3.59				
Bellwood Open day and night	32.88					GIBSON TO FN	GIB-SON*				
Melrose Open day and night	33.78		*			Gibson Open day and night	. 0				
Norpaul Open day and night	36.09	NP				Gibson Transfer	1.18				
Franklin Park Soo Line Tower Open day and night	37.07					Ivanhoe Open day and night	2.20		*		
						Budd	3.78				
						Tolleston	5.60				
						Gary	6.70				
						Alco	7.90				
						Dixie	12.10				
						Aetna	15.05				
						Dune Park	16.20				
						FN	16.93				

MEMORANDUM

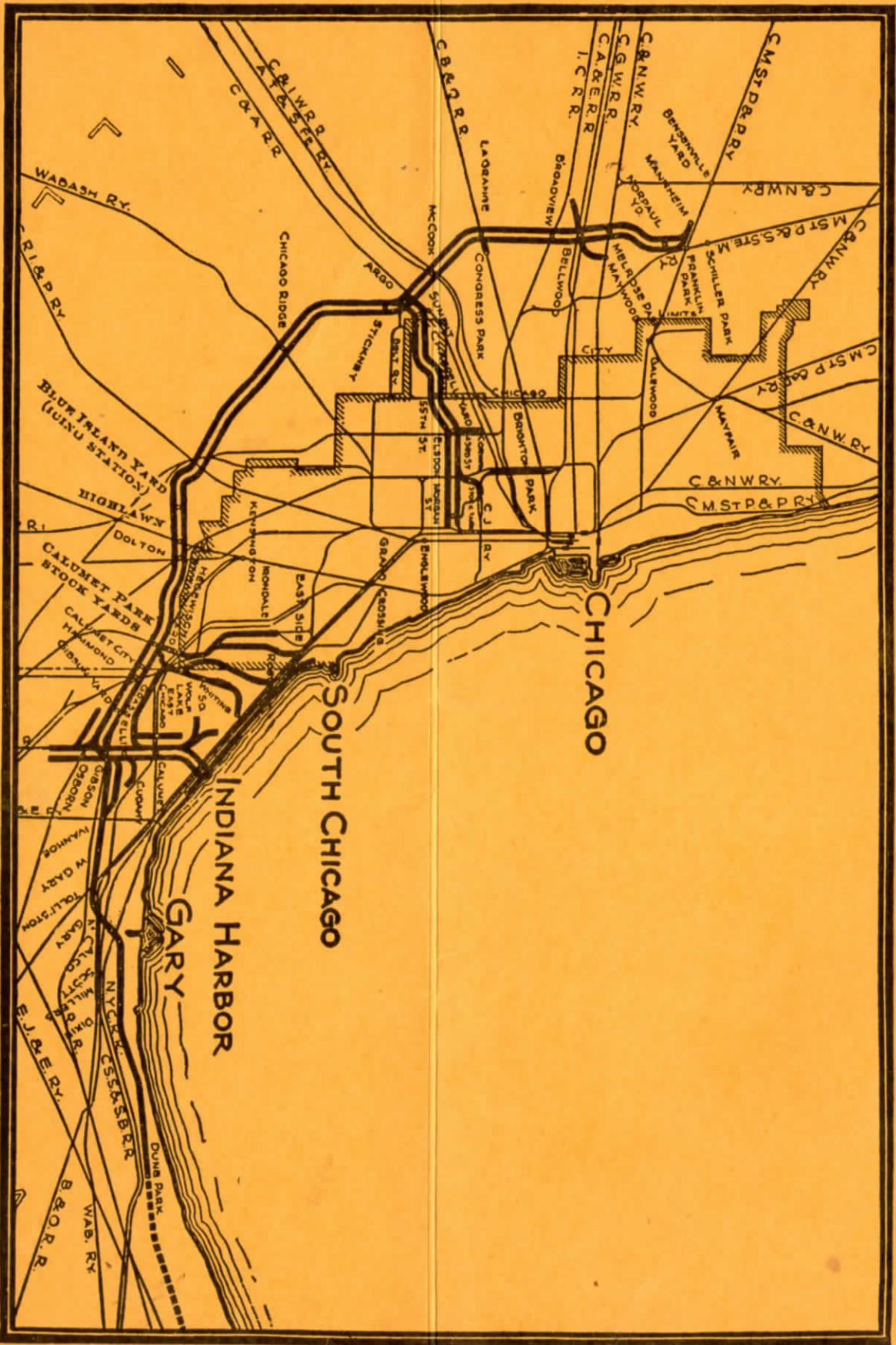
PERIODIC DELIVERIES		DELIVERIES	
DATE	COMMISSION	AMOUNT	TOTAL
1934			
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The probable deliveries and total shown in column 4, above, are based on the assumption that all deliveries will be made on the dates shown in column 1, above.

PERISHABLE DELIVERIES

STATION	CONNECTION	3:00 A. M.	4:30 A. M.	1:30 P. M.	3:00 P. M.
Blue Island, Ill.....	B. & O. R. R.....	9:15 A. M.	4:00 P. M.	8:15 P. M.	11:30 P. M.
	C. C. C. & St. L. Ry.....		11:30 A. M.	8:15 P. M.	
	Grand Trunk Western.....	9:15 A. M.	11:30 A. M.	8:15 P. M.	11:30 P. M.
	I. C. R. R.—South.....		11:30 A. M.	8:15 P. M.	
	M. C. R. R.....	9:15 A. M.	11:30 A. M.	8:15 P. M.	11:30 P. M.
	N. Y. C. R. R.—East.....	9:15 A. M.	11:30 A. M.	8:15 P. M.	11:30 P. M.
Burnham, Ill.....	C. & O. Ry. (Ches. Dist.).....	10:15 A. M.		9:00 P. M.	
Dolton, Ill.....	C. & E. I. R. R.....		11:30 A. M.	8:15 P. M.	
Dolton, Ill.....	Penna. R. R. (Logansport Division)....	9:15 A. M.		8:15 P. M.	11:30 P. M.
Gibson, Ind.....	N. Y. C. R. R.—South.....			8:15 P. M.	11:30 P. M.
Hammond, Ind.....	Monon Ry.....		11:30 A. M.	9:00 P. M.	
Hammond, Ind.....	Erie R. R.....	9:15 A. M.	11:30 A. M.	8:15 P. M.	11:30 P. M.
Indiana Harbor, Ind.....	Penna. R. R. (Ft. Wayne Division)....		12:01 P. M.		11:30 P. M.
Indiana Harbor, Ind.....	C. & O. R. R. (P. M. Dist.).....	10:00 A. M.		8:30 P. M.	11:30 P. M.
Osborn, Ind.....	N. Y. C. & St. L. R. R.....	9:15 A. M.	11:30 A. M.	8:15 P. M.	11:30 P. M.
Tolleston, Ind.....	Wabash R. R.—East.....		11:30 A. M.	9:00 P. M.	

The perishable deliveries and time shown at Stations above is for information only. Conductors of trains delivering perishable freight or live stock to connecting lines will report delivery time to train dispatcher.



CHICAGO

SOUTH CHICAGO

INDIANA HARBOR

GARY

Map labels include: C&N.W.Ry., M.St.P.&N.W.Ry., C.R.R., C.B.&D.Ry., Wabash Ry., Chicago Bridge, Congress Park, Belmont Park, Grand Crossings, East Side, Indiana Harbor, Gary, Duane Park, and various street names like Belmont St, 55th St, and Grand Crossings St.