THERE IS ALWAYS TIME FOR COURTESY

CONTENTS

	Page
Perishable Schedules	Inside Front Cover
Special Instructions	1
Indiana Harbor to Osborn	17
Gibson to FN	17
Stations, Office Calls, Office Hours	18
Surgeons, Oculists and Hospitals	Inside Back Cover

Make SAFETY Your POLICY

Indiana Harbor Belt Railroad

TIME TABLE No. 2

FOR EMPLOYES ONLY

INDIANA HARBOR BELT RAILROAD

Supplement No. 1

to

Time Table No. 2

Effective

12:01 A.M. Central Standard Time

SUNDAY, JANUARY 11, 1959

Supplement No. 1 Effective

12:01 A.M. Central Standard Time

SUNDAY, OCTOBER 25, 1959

W. J. BARRY
Superintendent.

Haywood Pub. Co., LaFayette, Ind.

THE SECURITY OF JOBS COMES FROM THE ORDINARY EVERY DAY PROCESS OF TAKING CARE OF OUR CUSTOMERS' REQUIREMENTS. THE ONLY MONEY WE GET FROM OUR BUSINESS IS WHAT THE CUSTOMER GIVES US.

ON-TIME DELIVERY OF ADVERTISED SCHEDULES IS WHAT THE CUSTOMERS PAY FOR AND EXPECT.

SERVICE IS ALL YOUR RAILROAD HAS TO OFFER, AND IT IS ESSENTIAL THAT ALL EMPLOYEES EXERT EVERY POSSIBLE EFFORT TO AFFORD EXPEDITIOUS HANDLING OF ALL CARS.

PERISHABLE SCHEDULES

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.

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. (Western 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. LAWS AND REGULATIONS.

Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

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 SAFETY

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

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	Yardmasters 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 signal for movements to and from C. R. & I. and white signal for movements to and from Morgan Street, Chicago. 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 gateman, 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.

Illinois Commerce Commission Order No. 176, recently enacted, exempts all railroads from whistling at crossings which are protected with automatic flashing lights.

Enginemen will be governed accordingly in train movements in the State of Illinois.

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.

34. USE OF SIGNALS.

The following signals will be used by flagmen:

Day Signals—	Night Signals—
A Red Flag	A Red Light
Torpedoes	A White Light
Fusees	Torpedoes
	Fusees

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, LaGrange, and Superior by telephone, by train dispatcher. McCook by signal indication. Westward trains or engines moving on eastward siding between McCook and Melrose, except trains or engines for the C. N. W. R. R. at Proviso, must report on arrival at Melrose.

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.
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.
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.
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.
Stickney.	Eastward trains or engines before entering main tracks, by telephone, by train dispatcher.
Chicago Ridge.	Westward trains will obtain permission of train dispatcher by telephone, before pulling in westward siding.
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 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.
Ashland.	Westward trains when ready to leave or double from Westbound Yard, by telephone, by train dispatcher.
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.
	Westward trains or engines originating east of Dolton Interlocking may enter Dolton Lead Track or Highlawn Lead Track by telephone, by operator-switchtender, Stewart Avenue, or by signal indication.
	Trains or engines entering No. 1 or No. 2 main track in the vicinity of Halsted St. Bridge, by telephone, by train dispatcher, from phone booth located west of bridge.
	Westward trains or engines moving westward on No. 1 or No. 2 main track to enter Westbound yard, Blue Island, must report in clear of main track by telephone to train dispatcher from phone booth located west of bridge.
Dolton.	Eastward trains or engines, by signal indication.
Calumet Park. Stock Yards.	Westward trains or engines by signal indication.
	Eastward trains or engines, by telephone, by train director, Hammond Tower.
Calumet City.	Eastward trains or engines, by telephone, by train director, Hammond Tower.
Calumet Park and Gibson.	Trains starting from Calumet Park or points east, that are to move east of Ivanhoe, by telephone, by signalman, Ivanhoe.
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.
Roundhouse Lead Interlocking.	Movements of trains or engines on Eastward and Westward Gibson Yard Running Tracks are controlled by Signalman, East End Tower. Trains or engines may enter these tracks by telephone, by Signalman at East End Tower.
Gibson North Hump and Extension Yard Lead.	Trains or engines before entering Eastward Yard Running Track by telephone, by Signalman, at East End Tower.

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

Chappell.	Trains or engines must receive clearance, by telephone, by train director, 55th Street, before entering main tracks at hand operated switches.
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.
Oakley Avenue.	Trains or engines departing Leavitt Street Yard to enter main tracks at Oakley Avenue, by telephone, by train director, 55th Street Tower.
Morgan Street.	Yard engines working at Morgan Street will get clearance before leaving Elsdon.

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 caboose 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 green 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:

	Number of Blasts		
	Hump Engine	Helper Engine	
Movement		**No. 1**	**No. 2**
To move toward hump from Receiving Yard or Classification Yard Tracks	4	6	8
Reduce to humping speed	2	2	2
Reverse Movement	3	3	3
Stop	1	1	1
Emergency Signal	— o	— o	— o

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. 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.

Conductors 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

When rehumps in Track No. 34 are shoved out into Track No. 8 Eastbound Receiving Yard, track will be coupled, skate removed and sufficient hand brakes set to secure track from running out onto lead at the West End.

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 Yard.

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. (Western 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 westward home signal—Stewart Ave., G. T. W. Tower and eastward home signal—Stewart Ave., Argo and Soo Line Tower, Franklin Park, under the jurisdiction 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, 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 Argo until proceed hand signal is received from operator-switchtender.

Stewart Ave.: Westward movements off of No. 1 main track to move against the current of traffic in the vicinity of School Street Bridge must stop clear of switches until proceed hand signal is received and switches are properly lined by operator-switchtender.

Westward movements against the current of traffic from Dolton on No. 2 main track will proceed by signal indication by dwarf signal in the vicinity of School Street Bridge.

Eastward movement against the current of traffic on the westward yard running track by signal indication.

All movements against the current of traffic must receive Clearance Form A.

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 of switch not properly lined.

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. Lead South Yard Lead	Interlocking
Osborn	N. Y. C. & St. L.	Interlocking
Shearson	C. S. S. & S. B.	Auto. 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	B. & O. C. T.	Automatic 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.:

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
* 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.
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.
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. & N. W. is for movement to C. & N. W.
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. Switch from lead track to sand track is for movement on 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.

Location	Normal Position
Blue Island Engine Terminal	For crossover.
Calumet City State Line St.	For crossover.
Chicago Ridge. 800 ft. west of Central Ave.	For No. 2 main track.

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	.....
	South	**North**
Elsdon	127	127

Single Track.

Indianapolis Boulevard	71
Whiting	59
Wolf Lake	87
Alco	70
Dune Park	58

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 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.
G. M. & O. Tower to Chappell.
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 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.

Rules 221 (A), 221 (B) and 221 (C) will apply at offices as listed under "Station Office Calls and Office Hours."

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.

223. ABBREVIATIONS.

Automatic Block Signal System	ABS
Manual Block Signal System	MBS

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	Chicago Ridge and G. T. W. Tower	Westward	Rules 251-254 Incl.
2	Chicago Ridge and G. T. W. Tower	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	Argo and Elsdon	Westward	Rules 300-373 Incl.
2	Argo 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 C.S.S.&S.B....	I.H.B. 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.
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.	I.H.B. trains proceed without stopping.

300. MANUAL BLOCK SIGNAL SYSTEM.

Manual Block Signal System is in use:

Two Tracks:

Between Argo 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.
Chicago Ridge and G. T. W. Tower.
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.
Ashland.	Signal 129 located on No. 1 main track when signal displays Rule 292 Fig. 203, trains or engines may pass signal after permission has been received from Operator-Switchtender at Stewart Ave. Operator-Switchtender will permit such movements only on authority of train dispatcher.

512. If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

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 westbound 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.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes must give "Proceed" signal.

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.

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.

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.

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.

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 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, all such cars shall be handled at the head end of the train with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed: (a) 150 cars when handling one (1) to four (4) Passenger Equipment Cars: or (b) 100 cars when handling more than four (4) Passenger Equipment Cars.

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 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.

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.

FATALITIES.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears to be foul play. In all cases an employe must be left with the body until arrival of the Coroner.

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

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, Mail, Express or Dead Head Equipment trains....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
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
Austin Avenue. Curve....30
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

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 Briquett 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 submain 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.

Stewart Avenue.

Power operated switches located on Yard and Running Tracks, controlled by Operator-Switchtender, Stewart Avenue are equipped with colorlight switch indicator for indicating position of switches and display the following indications.

Lunar White.....Straight track on lead
Yellow .....Diverging route
Red .....Stop

When switch is not properly set, indicator will display red (STOP). Movements must not be made over switch when indicator displays red (STOP) until permission is given by Operator-Switchtender at Stewart Avenue.

Trains and engines will not exceed 15 miles per hour over power operated switches. restriction applies to entire train.

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 and F. N.

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

Between Gibson Tower and Columbia Ave.:

Gibson Yard Running tracks assigned direction as indicated:

North Track.....Westward
South Track.....Eastward

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

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
Keyes 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
Stickney—79th St.	Highway 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—Torrence Ave.	Highway 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

W. J. BARRY, Superintendent
A. R. TERRILL, Assistant Superintendent
DAN BARRETT, Assistant Superintendent

F. A. HESS, Division Engineer
H. J. VAN DYKE, Asst. Division Engineer

Trainmasters:

H. M. JOHNSON	Gibson
R. L. WOOD	Gibson
J. E. COLE	Gibson
D. H. WATTS	Gibson
G. L. ARMSTRONG	Gibson
F. F. DETZNER	Gibson
H. D. MURPHY	Gibson

Terminal Trainmasters:

M. P. KRIZMANIC	Gibson
E. C. HOFBAUER	Gibson
W. F. HARBERT	Gibson

C. W. HUMMEL, Dist. Signal Engineer

Trainmasters:

T. J. DOWLING	Blue Island
E. P. FIKE	Blue Island
J. E. CALDWELL	Blue Island
L. V. HOLMES	Blue Island
C. E. DILGER	Norpaul
H. W. COLLINS	Argo

Terminal Trainmasters:

W. A. BELLA	Blue Island
J. R. DASCENZI	Blue Island
S. P. CUNDARY	Blue Island

W. C. FOX, Chief Train Dispatcher
R. R. BOYER, L. J. PATNO } Assistant Chief Train Dispatchers

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
JACK ZOLLER

BETWEEN INDIANA HARBOR AND OSBORN

SOUTHWARD	STATIONS	NORTHWARD
Miles from Indiana Harbor		Miles from Osborn
	INDIANA HARBOR	4.70
1.44	MICHIGAN AVE.	3.26
1.96	CALUMET	2.74
2.69	GRASSELLI	2.01
3.78	GIBSON	0.92
4.70	OSBORN	

BETWEEN GIBSON AND FN.

WESTWARD	STATIONS	EASTWARD
Miles from FN		Miles from Gibson
.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.

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	Rule 221
INDIANA HARBOR TO OSBORN	**IND. HAR.**					
Indiana Harbor Open day and night	. 0	BR				
Penn. R.R. Tower Open day and night	.19	IH				
Calumet Open day and night	1.96					
Grasselli Open day and night	2.69	RA				
Gibson Open day and night	3.78	GB				
Osborn Open day and night	4.70	RN				
GIBSON TO FRANKLIN PARK	**GIB-SON**					
Gibson Open day and night	. 0	GB				
Roundhouse Lead Open day and night	.62					
Columbia Ave. Open day and night	2.12					
Calumet Park Open day and night	4.86	MG	*			221C
Dolton Open day and night	8.36					
Stewart Ave. Open day and night	9.53	BI	*			221C
Ashland Ave.	10.84					
North Harvey Open day and night	11.46		*			221C
G.T.W. Tower Open day and night	13.04	RK	*			221C
Chicago Ridge Open day and night	18.99	WA	*			221C
Stickney	23.74					
Argo Open day and night	24.75	XN	*			221B
G.M.&O. Tower Open day and night	25.34					
McCook Open day and night	26.08	CK	*			221C
LaGrange	28.80	WG				
Broadview Open day and night	31.72					
Bellwood Open day and night	32.88					
Melrose	33.78					
Norpaul Open day and night	36.09	NP				
Franklin Park Soo Line Tower Open day and night	37.07					

STATIONS	Miles from	Office Calls	*Train Order Office	*Manual Block Station	*Manual Block Sta. for movement against Current of Traffic	Rule 221
ARGO, GM&O TOWER TO OAKLEY AVE.	**ARGO**					
Argo Open day and night	. 0	XN	*			221C
G.M.&O. Tower Open day and night	0					
Chappell	.53					
55th Street Open day and night	5.13		*	*	*	221C
Elsdon Open day and night	6.48		*	*	*	221A
Oakley Ave.	8.22					
Morgan Street	9.81					
WHITING TO CALUMET PARK	**WHIT-ING**					
Whiting	. 0					
Penn. R.R. Tower Open day and night	.37					
Indianapolis Blvd..	.94					
Wolf Lake	2.54					
Burnham	4.44					
State Line Open day and night	4.75					
Calumet City Open day and night	5.90					
Calumet Park Open day and night	6.43	MG	*			
GRASSELLI TO STATE LINE	**GRAS-SELLI***					
Grasselli Open day and night	. 0	RA				
Republic	1.50					
Republic Tower 8 AM to 5 PM Dly Except Sunday	1.58					
Indianapolis Blvd.	1.07					
Columbia Ave.	2.08					
North Hammond	2.59					
State Line Open day and night	3.59					
GIBSON TO FN	**GIB-SON***					
Gibson Open day and night	. 0					
Gibson Transfer	1.18					
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					

SUPPLEMENT NO. 1

EFFECTIVE 12:01 A. M. CENTRAL STANDARD TIME
SUNDAY, OCTOBER 25, 1959

This supplement to be inserted in present time table following page 18 and contains Rules and Special Instructions formerly carried in the Western Division time table that are not contained in the present I.H.B. time table No. 2.

A 1. OTHER RAILROADS

First paragraph reading as follows is annulled.

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

Western Dist. when entering at Ivanhoe will use I. H. B. tracks between Ivanhoe and Columbia Ave. West End of Gibson Yard, and between Calumet Park and U. S. Yards, via Argo.

83d. CLEARING OF TRAINS

Indiana Harbor to Osborn:

Gibson	Freight trains by telephone by operator Osborn Tower.
Hammond, Columbia Ave.	Westward trains on tracks 3 and 4, by hand signal from switchtender. Eastward trains by interlocking signal from interlocking station.
Calumet Park	Eastward trains from Central Station, Chicago, or Chicago Yard, by interlocking signal. Eastward trains coming off the I. H. B. by interlocking signal. Westward trains using other than track 2 enroute to Kensington or Chicago by interlocking signal.

93. YARD LIMITS

Hammond, between Calumet Park Interlocking and Columbia Ave., tracks 3 and 4.

Calumet Park to Kensington.

98. RAILROAD CROSSING AT GRADE

Location	Railroad	Signals
Ivanhoe	E. J. & E.	Interlocking.
Gibson	I. H. B.	Interlocking.
Hammond	N. Y. C. & St. L. Erie Monon C. & O.	Interlocking.
Calumet Park	I. H. B. B. & O. P. R. R.	Interlocking.
Kensington	I. C. C. S. S. & S. B.	Interlocking.

98a. DRAWBRIDGES

Location	Signals
**Calumet Drawbridge, Little Calumet River	Interlocking.

**Signal indicating "Stop" may be passed after conductor or engineman has inspected track over bridge, and bridge locks and derails at each end, and found all in proper condition.

103. PUBLIC CROSSINGS AT GRADE

Osborn.....165th Street

Trains or engines must not call for signals at Osborn Interlocking until ready to move across highway and must move promptly when signal indicates proceed.

Osborn.....171st Street and 173rd Street

Trains or engines on track No. 1 with cars for Nickel Plate must stop north of sign 300 ft. north of 171st Street. If train consists of more cars than can be held between Nickel Plate switch and sign and movement into Nickel Plate cannot be made immediately, trains must be cut north of sign and head end moved south to clear 173rd Street. North bound trains on Track No. 2 stopping to cut off cars for Gibson must leave train south of sign located 300 ft. south of 173rd Street.

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 and 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 horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed slowly past sign and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

DESIGNATION AND USE OF MAIN TRACKS

Single Track:

Calumet Park to Kensington.

Ivanhoe to Calumet Park (Eastward Only)

D-151

Three Tracks:

Between: West end of Gibson Yard and Calumet Park.
Tracks are numbered from the north and will be used as follows:

No. 2 Eastward.
No. 3 Westward, for westward freight.
No. 4 Eastward, for eastward freight.

Movements on tracks 3 and 4 are controlled by signalman at Hammond Interlocking Station. Eastward trains at Calumet Park Interlocking Station will be governed by interlocking signals. Westward trains at Columbia Ave. will be governed by hand signals from switchtender. Signalman at Calumet Park Interlocking Station and switchtender at Columbia Ave. will obtain authority from Signalman at Hammond Interlocking Station before permitting trains to proceed. Trains must not foul these tracks between Calumet Park Interlocking Station and Columbia Ave. without authority from signalman at Hammond Interlocking Station.

Trains and engines moving against the current of traffic on tracks 3 and 4, when authorized by signalman at Hammond Interlocking Station, will be governed at Columbia Ave. by hand signal from switchtender with yellow flag or yellow light, and at Calumet Park Interlocking by signal indication Rule 290.

Signalman at Hammond Interlocking Station will arrange for a clear block between Columbia Avenue and Calumet Park when passenger train is operated in either direction on Tracks 3 and 4.

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track	Between	Assigned Direction	Operation
2	Calumet Park & Ivanhoe	Eastward	Rules 251 to 254 incl.
3	Hammond & Calumet Park	Westward	Rules 251 to 254 incl.
4	Calumet Park & Hammond	Eastward	Rules 251 to 254 incl.

AUTOMATIC TRAIN STOP

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Engines operated between Ivanhoe and Calumet Park, Main Line must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as a pusher or second engine.

b. In emergency and by specific authority of Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Ivanhoe
Calumet Park
Track 2

Passenger, Mail, Express and Deadhead Equipment trains 60
Freight trains 60
Wrecking cranes handled in wrecking service 45

Local

Hammond, over street crossing between Columbia Ave. and Sohl St., incl. 40
Hammond, over street crossings at Oakley St. and Hohman Ave. 25
Calumet Park to Kensington 15

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 these signal lines, bridges or structures:

Ivanhoe to Kensington

Hammond	Wires, Westward	Yard track
Hammond	Wires, Westward	At signal bridge, Yard track
Kensington	Wires, Eastward	South Shore transfer track and connecting track

IVANHOE—KENSINGTON SUBDIVISION—ABS

Westward: Miles from Ivanhoe	STATIONS	Eastward: Miles from Kensington
	Ivanhoe	11.27
1.27	Gibson	10.00
4.27	Hammond	7.00
6.12	Calumet Park	5.15
	Calumet River Bridge	
11.27	Kensington	

STATIONS, OFFICE CALLS, OFFICE HOURS

IVANHOE — KENSINGTON SUBDIVISION

STATIONS	Miles from Ivanhoe	Office Calls	*Train Order Office	*Manual Block Station	*Manual Block Station for Movement Against Current of Traffic	Rule 221
IVANHOE ..... INT. Open day and night	.....	IH	*		*	221C
GIBSON ..... INT. Open day and night	1.27	GB	*		*	221C
HAMMOND	4.27	MD				
CALUMET PARK ..... INT. Open day and night	6.12	MS	*		*	221B
CALUMET RIVER BRIDGE..	.....					
KENSINGTON ..... INT. Open day and night	11.27	CA				

MEMORANDUM

MEMORANDUM

COMPANY SURGEONS

Argo, Ill.: Dwan Medical Center
7450 West 63rd Street
Phone—GLobe 8-0170

Blue Island, Ill.: A. B. Snider
2458 West Walnut Ave.
Phone—FUlton 5-0109

J. F. Van de Roovaart Jr.
12757 Western Avenue
Phone—FUlton 8-0325

Chicago, Ill.: E. A. Hamilton
607 LaSalle St. Station
Phone—WAbash 2-4200, Ext. 402
Residence Phone—SPring 4-2447

J. F. Hinkamp, 607 LaSalle St. Station
Phone—WAbash 2-4200, Ext. 402

J. L. Keeley, Mercy Hospital
2537 So. Prairie Avenue
Phone—VIctory 2-4700

J. A. Kollar, 68 East 138th St.
Phone—Riverdale 5666

East Chicago, Ind.: E. A. Campagna
3406 Guthrie St.
Phone—EXport 7-0125
Residence Phone—TIlden 4-7130

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 or TUrner 6-9440
Residence Phone—TUrner 2-2425

Hammond, Ind.: A. C. Remich,
30 Douglas Street
Phone—WE 2-3938
Residence Phone—WEstmore 3-7530

Maywood, Ill.: A. E. Joslyn
1908 St. Charles Rd.
Phone—FIlmore 4-5300

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* 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. J. Kuhn, 112 Rimbach Street
Phone—WEstmore 2-0435

HOSPITALS

Blue Island, Ill.: St. Francis
12948 So. Gregory Ave.
Phone—FUlton 5-7300

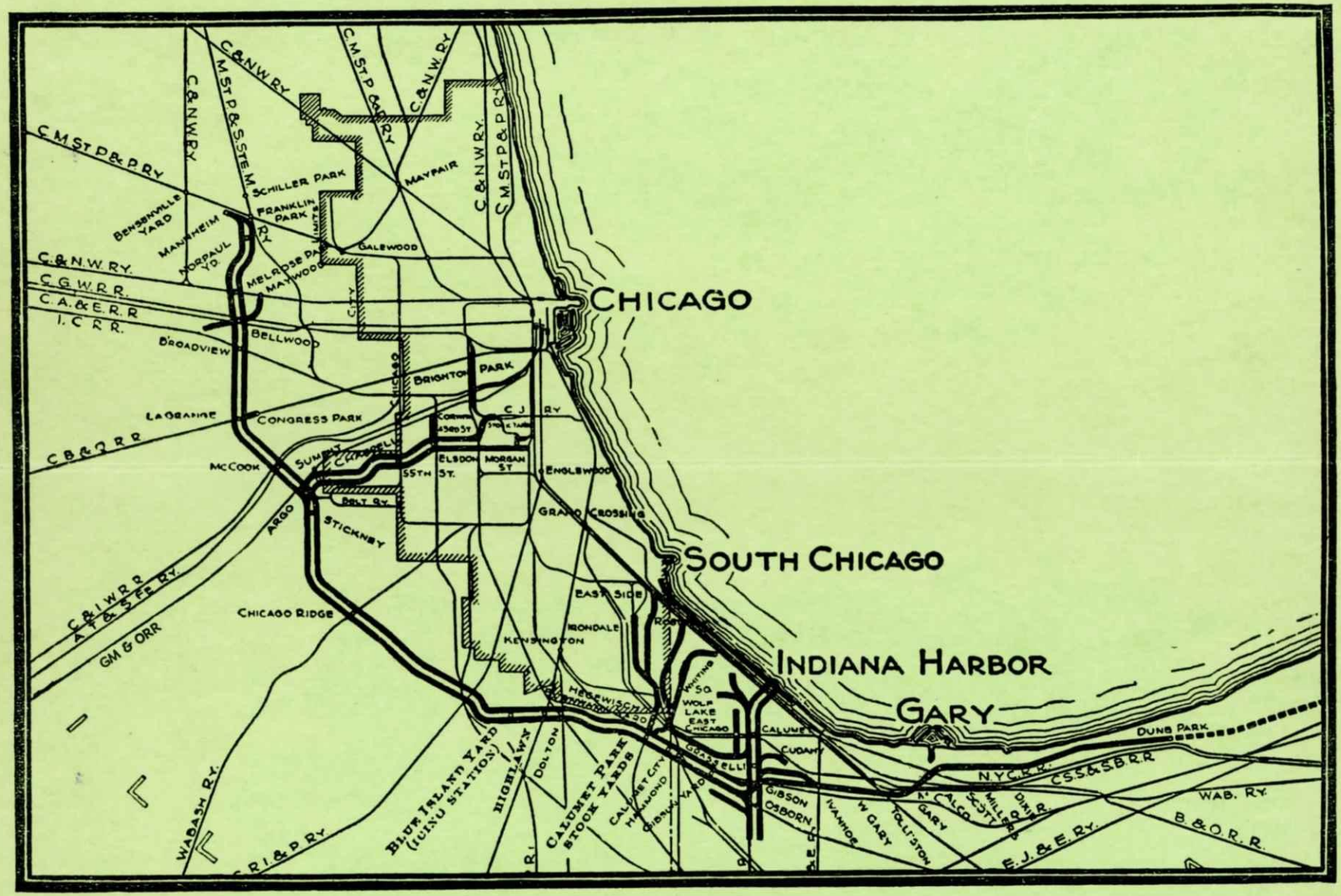
Chicago, Ill.: Mercy, 2537 So. Prairie Ave.
Phone—VIctory 2-4700

East Chicago, Ind.: St. Catherine
4321 Fir Street
Phone—EXport 7-3080

Hammond, Ind.: St. Margaret
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 St.
Phone—FIlmore 4-6000


CHICAGO
SOUTH CHICAGO
INDIANA HARBOR
GARY
C M ST P & P RY
C & N W RY
M ST P & S STEM RY
SCHILLER PARK
FRANKLIN PARK
MAYFAIR
BENSENVILLE YARD
MANNHEIM
MORPAUL YD
GALEWOOD
MELROSE PARK
MAYWOOD
C G W R R
C A & E R R
I C R R
BROADVIEW
BELLWOOD
BRIGHTON PARK
LAGRANGE
CONGRESS PARK
C J RY
C B & Q R R
McCOOK
SUMMIT
ELSDON
55TH ST.
MORGAN ST
ENGLEWOOD
BELT RY
GRADE CROSSING
ARGO
STICKNEY
C & I W R R
A T & S F RY
GM & ORR
CHICAGO RIDGE
EAST SIDE
RONDALE
KENSINGTON
HEGEWISCH
WOLF LAKE
EAST CHICAGO
CALUMET
CUDAHY
GRASSELLI
GIBSON
OSBORN
IVANHOE
W GARY
TOLLESTON
GARY
ALCO
DUNE PARK
N Y C R R
C S S & S B R R
WAB. RY
B & O R. R.
E. J. & E. RY.
WABASH RY.
C R I & P RY
BLUE ISLAND YARD
(ILLINI) STATION
HIGHLAWN
DOLTON
CALUMET PARK STOCK YARDS
CALUMET CITY
HAMMOND
GIBSON YARD