

# Indiana Harbor Belt Railroad

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## TIME TABLE No. 20

FOR THE INFORMATION OF EMPLOYEES  
AND FOREIGN CREWS

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**Effective 12.01 a. m.**  
**Sunday, September 30, 1923**  
Superseding Time Table No. 19, dated April 29, 1923

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**F. G. SWAFFORD,**  
Superintendent.

**INDIANA HARBOR TO OSBORN**  
SOUTHWARD

Miles From Indiana Harbor	STATIONS	FIRST CLASS										SECOND CLASS	
		801	803	11	805	13	807	97					
	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	IND. HARBOR.....	A M \$ 6.25	A M \$ 7.15	A M \$ 7.55	A M \$ 1.05	A M \$ 5.28	A M \$ 6.38	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
1.20	MICHIGAN AVE.....	A M \$ 6.80	A M \$ 7.19	A M \$ 7.59	A M \$ 1.08	A M \$ 5.32	A M \$ 6.42	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
2.00	CALUMET.....D.N	A M \$ 6.84	A M \$ 7.22	A M \$ 8.02	A M \$ 1.12	A M \$ 5.35	A M \$ 6.45	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
2.90	GRASSELL.....D.N	A M \$ 6.88	A M \$ 7.25	A M \$ 8.05	A M \$ 1.15	A M \$ 5.38	A M \$ 6.48	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
4.10	GIBSON.....D.N	A M \$ 6.43	A M \$ 7.30	A M \$ 8.13	A M \$ 1.20	A M \$ 5.47	A M \$ 6.53	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
4.80	OSBORN.....D.N	A M \$ 6.43	A M \$ 7.30	A M \$ 8.13	A M \$ 1.20	A M \$ 5.47	A M \$ 6.53	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00	A M \$ 8.00
	ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

Nos. 11, 801, 803 and 805 will stop on flag at Dickey Place.

**OSBORN TO INDIANA HARBOR**  
NORTHWARD

Miles From Osborn	STATIONS	FIRST CLASS										SECOND CLASS	
		800	12	814	802	804	806	14	96				
	LEAVE	Daily	Daily	Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	OSBORN.....D.N	A M	A M	only	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.70	GIBSON.....D.N	A M \$ 7.00	A M \$ 10.90	A M \$ 12.30	A M \$ 4.10	A M \$ 5.05	A M \$ 7.20	A M \$ 8.32	A M \$ 8.32	A M \$ 8.32	A M \$ 8.32	A M \$ 8.32	A M \$ 8.32
1.00	GRASSELL.....D.N	A M \$ 7.10	A M \$ 10.94	A M \$ 12.34	A M \$ 4.14	A M \$ 5.09	A M \$ 7.24	A M \$ 8.35	A M \$ 8.35	A M \$ 8.35	A M \$ 8.35	A M \$ 8.35	A M \$ 8.35
2.70	CALUMET.....D.N	A M \$ 7.14	A M \$ 10.98	A M \$ 12.38	A M \$ 4.18	A M \$ 5.13	A M \$ 7.28	A M \$ 8.37	A M \$ 8.37	A M \$ 8.37	A M \$ 8.37	A M \$ 8.37	A M \$ 8.37
3.90	MICHIGAN AVE.....	A M \$ 7.16	A M \$ 10.98	A M \$ 12.40	A M \$ 4.20	A M \$ 5.15	A M \$ 7.30	A M \$ 8.39	A M \$ 8.39	A M \$ 8.39	A M \$ 8.39	A M \$ 8.39	A M \$ 8.39
4.80	IND. HARBOR.....	A M \$ 7.22	A M \$ 10.81	A M \$ 12.45	A M \$ 4.25	A M \$ 5.20	A M \$ 7.42	A M \$ 8.48	A M \$ 8.48	A M \$ 8.48	A M \$ 8.48	A M \$ 8.48	A M \$ 8.48
	ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

Nos. 800, 802, 804 and 814 will stop on flag at Dickey Place.

701. The Indiana Harbor Belt Railroad operates the following lines:

New York Central Railroad from Osborn to Indiana Harbor.

Gary Branch (Gary & Western) from Gibson to Dune Park.

East Chicago Belt, from Grasselli to State Line, including branches.

Whiting Line, from Whiting to Calumet Park.

Sheddfield Branch, from Roby to Wolf Lake.

Franklin Park Line, from Calumet Park to Franklin Park.

Stock Yards Line, from Argo to the Union Stock Yards (Morgan Street, Chicago).

702. For convenience in designating train movements, running directions on the Indiana Harbor Belt Railroad will be established as follows:

New York Central Railroad—north and south.

Gary Branch (G. & W.)—east and west.

East Chicago Belt and Branches—east and west.

Whiting Line, including Sheddfield branch—east and west.

Franklin Park Line—east and west.

Stock Yards Line—east and west (movement toward Argo is considered westward).

### DOUBLE TRACK.

703. On New York Central Railroad: from Osborn to Indiana Harbor. (There is a third main track from Grasselli to Dickey Place. The current of traffic on this track is Northward.

There is a fourth main track from North end of Michigan Avenue Yard to Dickey Place. The current of traffic on this track is Southward.)

Tracks between Osborn and Indiana Harbor are numbered from the West.

No. 1, No. 2, No. 3 and No. 4.

Tracks will be used as follows:

No. 1—Southward

No. 2—Northward

No. 3—Northward

No. 4—Southward

Trains with caboose moving Northward on Track No. 3 when night signals are in use, will display green to the rear on the side next to Track No. 2, and red on the opposite side.

On Gary Branch: from Gibson to Ivanhoe.

Calumet Western Railway—entire line.

On Franklin Park Line from Calumet Park to Franklin Park. (There is a third main track from McCook to LaGrange and a fourth main track from Superior to LaGrange).

Tracks between McCook and LaGrange are numbered from the North.

No. 1, No. 2, No. 3 and No. 4.

Tracks will be used as follows:

No. 1—Westward

No. 2—Westward

No. 3—Eastward

No. 4—Eastward

On Stock Yards Line—from Argo to the Union Stock Yards (Morgan Street, Chicago).

### YARD LIMITS.

704. On New York Central Railroad: from Indiana Harbor to a point 1,000 feet south of the south switch at Osborn.

Gary Branch: from Gibson Tower to Ivanhoe; from a point 800 feet west of Tolleston team track switch, to the east end of Alco passing track. From a point 500 feet west of the switch leading to the Brick Yard to the end of the line.

East Chicago Belt: entire line, including branches. Whiting Line: entire line, including Sheddfield branch.

Calumet Western Ry.—entire line.

Franklin Park Line: from 2,160 feet east of east end Dolton passing track to 1,000 feet west of crossover at Wireton; from 200 feet east of the east wye at Stickney to 3328 feet west of Joliet Road at McCook; from 400 feet east of 47th Street at LaGrange to a point 550 feet west of the street car crossing; from 240 feet east of the I. C. overhead bridge Broadview to end of double track Franklin Park.

Stock Yards Line: from a point 500 feet east of the east switch of Argo yard to the Franklin Park Line.

## THE FOLLOWING CROSSINGS AND JUNCTIONS ARE CONTROLLED BY INTERLOCKERS.

705. Osborn: N. Y. C. & St. L.  
Gibson: Michigan Central, Gary Branch (G. & W.).  
Grasselli: E. J. & E., East Chicago Belt, B. & O. C. T.  
Calumet: B. & O. C. T., E. J. & E.  
Indiana Harbor: P. F. W. & C., N. Y. C., B. & O., E. J. & E.  
East Chicago: B. & O. C. T.  
Wolf Lake: P. F. W. & C.  
State Line: C. & W. I., C. I. & L., N. Y. C. & St. L., B. & O. C. T., K. & E.  
Calumet Park: Michigan Central, Penna. Co., B. & O. C. T.  
Dolton: C. & W. I., P. C. C. & St. L.  
West Harvey: B. & O. C. T.  
Blue Island: Grand Trunk, B. & O. C. T.  
Chicago Ridge: Wabash.  
Argo: Chicago & Alton and Stock Yards Line (west wye).  
McCook: A. T. & S. F., C. & I. W.  
Bellwood: C. G. W., C. A. & E.

### Stock Yards Line.

55th Street: Belt Railway of Chicago.  
Elsdon: A. T. & S. F.

### Gary Branch.

Ivanhoe: E. J. & E.

## RAILROAD CROSSINGS AND JUNCTIONS NOT INTERLOCKED.

706. C. L. S. & S. B. (South Shore Line) at Calumet.  
Two crossings of the E. J. & E. at North Hammond, E. J. & E. crossing and junction west of Grasselli, B. & O. C. T. one mile west of Grasselli.  
The switches connecting the east end of the east wyes on the Franklin Park Line at Argo station are

connected up with semaphore signals, but the operation of these signals does not relieve trains moving on the west-bound main track of the Franklin Park Line, and trains moving on the wye track from stopping, in accordance with the law, for the Railroad Crossing at this point.

Chicago River & Indiana R. R. Junction at Oakley Avenue on the Stock Yards Line, switches handled by switchtender. Trains will not proceed until given a clear hand signal by the switchtender.

707. Chicago Junction R. R. Junction at Morgan Street on Stock Yards Line, switches will be handled by switchtender between 8:00 a.m. and 4:00 p.m. Between 4:00 p.m. and 8:00 a.m., trainmen must handle the switches.

### DERAILING SWITCHES.

708. Indiana Harbor: South end spur track, pumping station.  
Michigan Avenue: Harbison & Walker high line.  
Michigan Avenue: North lead to Standard Forgings Co. plant.  
Calumet: Crane Track.  
Gibson: General Office track.  
North Hammond: Champion Potato Machinery Co.  
Blue Island: East End Hale's Elevator Yard.  
Blue Island: Ashland Avenue West End of West Bound Switching lead.  
Blue Island: Track leading to Libby-McNeil & Libby's plant. Deraill is locked with a special lock. Key kept by yard clerks at Posen for use of I. H. B. crews only.  
Blue Island: West end of both interchange tracks west of Grand Trunk crossing.  
Public Service Company's track west of Calumet River.  
Barrett Oil and Gas Company.  
Consumers Mutual Oil Company.  
Trumbles Spur.  
Lanes Siding, east end.  
Browns Spur.  
East and west end of the side tracks east and west of Chicago Ridge tower.  
Wilson's Spur.  
Both ends of siding at Old Stickney.  
Both ends of the new B. & O. C. T. siding east of Stickney.  
Stickney: East and west wye.  
Argo: East end of new eastbound passing track.  
Argo: Both ends of new westbound passing track.  
Both ends No. 1, East end C. T. long.  
McCook: East end C. T. T. side track. East wye of the A. T. & S. F. West end new lead.  
McCook: Track leading to Federal Stone Company.  
LaGrange: West end of westbound passing track.  
Western United Gas & Electric Company's track at new plant.  
East end of storage track east of Archer Road bridge at Argo on Stock Yards Line.

Both ends Krug Sand track—2 miles east of Miller.  
Gary: Track to Dolton Coal Company.  
Tolleston: East end passing track.  
Osborn: On lead at clearance point of N. Y. C. Southbound main.

### AUTOMATIC BLOCK SYSTEM.

709. Tracks between Osborn and Indiana Harbor are connected up with automatic block signals.

#### LOCATION OF SIGNALS (NORTHWARD):

Home signal, Osborn.  
Automatic signal 250 feet north of the street crossing north of Osborn Tower.  
Home signal near Gibson depot.  
Double blade signal immediately adjacent to Gibson Tower.  
Automatic signal about 1200 feet north of M. C. crossing near the Gary & Western north wye. The end of the section for this signal is at the home signal at Grasselli.  
Home signal, Calumet.  
Home signal adjacent to Calumet Tower.  
Automatic home and distant signal located on bracket pole west of main tracks, 2000 feet north of Calumet.  
Automatic signal located on a bracket pole on west side of main tracks, 150 feet north of Michigan Avenue station. The end of the section for this signal is at Dickey Place.  
Automatic block signal located on northward track about 1200 feet north of Gibson Tower, which under Rule No. 504 in the Book of Rules requires trains to stop when in a stop position, is hereby modified to the extent that trains may proceed under slow speed expecting to find a train in the block, trains moving to or from the Gary and Western wye, broken rail, obstructions, or switch not properly set.

#### SOUTHWARD:

Automatic signal on a bracket pole at Dickey Place.  
Automatic signal 1600 feet south of Dickey Place.  
Automatic signal 400 feet south of Michigan Avenue station.  
Automatic signal about 350 feet south of Grasselli depot.  
Home signal at Gibson crossing.  
Automatic signal 750 feet south of Gibson depot.  
The end of the section for this signal is at the home signal at Osborn.

All hand throw switches within this system are equipped with switch indicators.

Trainmen must know the position of the miniature semaphore before opening a switch. If the block is occupied the miniature semaphore should indicate stop. A train desiring to enter the block from a siding or to cross over from one main track to another may do so if the miniature arm indicates proceed.

Trainmen are not relieved from protecting their train as required by the rules.

## HEADLIGHTS.

710. When rules require the headlight to be displayed, electric headlights on engines will be dimmed:
- (a) In yards where yard engines are employed.
  - (b) At meeting points.
  - (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
  - (d) When standing.
  - (e) On two or more tracks when approaching trains running in the opposite direction.
  - (f) When following close behind another train.

## DRAW BRIDGES.

711. Calumet River on Calumet Western Ry.  
Canal at Indiana Harbor.  
Calumet River at West Hammond.  
Calumet River at North Hammond.  
Trains will stop at the Calumet River Bridge on the Calumet Western Railway and proceed on hand signals from bridge tenders.

712. OVERHEAD BRIDGES that will not clear a man standing on top of a box car:

Highlawn: Four bridges.  
Blue Island: C. R. I. & P. Ry.  
Argo: Drainage Canal and Desplaines River.  
LaGrange: C. B. & Q. R. R.  
Broadview: I. C. R. R.  
North Hammond: Calumet River.  
Archer Road (on Stock Yards Line).

The abutment of the Illinois Central overhead bridge at Broadview, Ill., along the new westbound passing track, will not clear a man on the side of a car.

"Narrow Clearance" boards have been placed each side of the bridge.

The abutments of the C. B. & Q. overhead bridge at LaGrange will not clear a man on the side of car on either No. 1 or No. 4 main tracks.

The abutments of the Illinois Central overhead bridge at Highlawn, Illinois, will not clear a man on the side of a car on either main tracks.

## TRACK SCALES.

713. Blue Island (Briggs & Turvis Track).  
Argo.  
Gibson.  
Michigan Avenue Yard.  
Dune Park.

## BULLETIN BOARDS.

714. Gibson Yard: East end, west end, Hump Office, Roundhouse.  
Blue Island: Yard Office and Round House.  
Argo: Agent's Office.  
Norpaal: Agent's Office and Round House.  
Grasselli: General Yardmaster's Office, Grasselli Co.'s Plant.  
Michigan Avenue: Yard Office.  
Indiana Harbor: Inland Steel Company's scale house, Plants 1 and 2.  
Dune Park: Yard Office.  
West Hammond: Agent's Office.

## SPEED RESTRICTIONS.

715. Road engines backing up, twenty-five miles per hour. Switch engines, twenty miles per hour.  
Relief trains handling steam derrick, thirty miles per hour.  
Class L. Engines fifteen miles per hour between Dune Park and Gibson. All other engines and trains, twenty miles per hour between Dune Park and Alco, and twenty five miles per hour between Alco and Gibson.

## ORDINANCE RESTRICTIONS.

715. (a) Hammond: Speed limit twenty (20) miles per hour. Hammond: Whistling prohibited between Columbia Avenue and Indiana-Illinois State Line. East-bound trains on track No. 4 desiring to enter Indiana Harbor Belt Railroad lead to receiving yard at Calumet Avenue, will so indicate to crossing gateman by hand or lamp signal, pointing toward the diverging route.  
Dolton: Whistling prohibited.  
Riverdale: Whistling prohibited.  
West Hammond: Whistling prohibited between Burnham Ave. and Indiana-Illinois State Line.

## STANDARD CLOCKS.

716. Gibson: East End Yard Office, West End Yard Office, Roundhouse.  
West Hammond: Agent's Office.  
Blue Island: Yard Office and Round House.  
Argo: Agent's Office.  
Norpaal: Agent's Office and Roundhouse.  
Dune Park: Agent's Office.
716. (a) TRAIN REGISTERS  
Gibson: East and West End Yard Master's Office. (For trains that stop.)  
Blue Island: Agent's Office. (For trains that stop.)  
Norpaal: Agent's Office. (For trains that stop.)  
Dune Park: Agent's Office.

## SPECIAL INSTRUCTIONS.

717. Trains or engines moving over east connections to C. & N. W. Yard, Proviso, must stop at St. Charles Road, and trainmen flag train over this crossing.
718. Trains without cabooses moving over the main tracks during day must display one red flag and at night must display one red light on the rear end of the rear car.
719. Attention is called to live electric third rail at C. A. & E. crossing Bellewood. Employees working in that vicinity are cautioned not to touch or allow any object that they may be handling to come in contact with the live electric third rail. Failure to observe these instructions may cause death or serious injury.
719. (a) Employees must observe all passing trains and note whether they are complete and in order. Should there be any indication of conditions endangering the train or any other train, they must take such measures for the protection of trains as may be practicable. Trainmen must look for signals from trainmen, trackmen and other employees as they pass.
720. Cars carrying passengers, including construction gangs, must not be shoved ahead of engine unless it is impossible to get the engine on the head end, in which case the speed must not exceed 10 miles per hour. Construction cars and hand derrick must be handled next to cabooses.
721. Employees or others, must not be carried on freight trains without proper authority.
722. Switching with a caboose is prohibited.
723. Trains entering main track at Indiana Harbor: (a) Calumet, Grasselli, Gibson and Osborn, may proceed on clear Interlocking Signal.
- (b) No engine or train from L. C. L. Yard shall follow main track until permission to do so is secured from operator at Gibson Tower.
- (c) Trains or engines moving in either direction through the North wye at Gibson between N. Y. C. and G. & W. tracks must procure clearance from Gibson Tower before fouling either N. Y. C. or G. & W. main tracks. Telephone is located in pole box near Kennedy Avenue.
- (d) Trains or engines entering, crossing over or making through movements over Gibson Yard running tracks where switchtenders are located must not proceed without hand signal from switchtender.
- (e) Gibson: Engines and trains entering yard running tracks at Subway must call switchtender at Round-house Lead for clearance before proceeding.
- (f) At Calumet Park, Michigan Central trains may proceed upon receiving an interlocking signal to proceed.
- (g) At Chicago River and Indiana junction (Oakley Avenue) trains may proceed on receiving signal from switchtender to proceed.
- (h) At the junction with the Chicago Junction at Morgan Street, trains may proceed between the hours of 8:00 a.m. and 4:00 p.m., upon receiving signal from switchtender to proceed. Between 4:00 p.m. and 8:00 a.m., conductors must procure permission from the Train Director before proceeding. A telephone is located in the switchtender's shanty at Morgan Street for this purpose. The

telephone number of the Train Director at 55th Street is Lafayette 6446.

- (i) Trains and Engines moving from Burnham Yard and North Hammond, East over the East Chicago Belt must call Train Director at Grasselli Tower for a clearance before proceeding.
- (j) Trains must not pull out of the west end of Gibson Yard until permission has been secured from the towerman at Hohman Street.
- (k) On the Gary & Western line, train orders are necessary between Ivanhoe and Dune Park.
- (l) At all other points, trains may proceed upon obtaining a verbal clearance from the dispatcher by telephone.)
- (m) Trains or engines entering upon, or moving over foreign roads will be governed by Time Table rules and instructions issued by the Company over whose tracks movements are made. Conductors and engineers will provide themselves with copies of current Time Tables of foreign roads over which movements are to be made.
724. When necessary to set a car out short of destination Conductor will make wire report to Superintendent on form T-1046 from first open office, giving full information.
725. G-5, G-6, G-46 and H-5 engines must not be used on the Pan Handle—C. & E. I. wye at Dolton, or Morgan Street team tracks on the Stock Yards Line. Gary Bolt & Screw Co. at Gary. Inland Steel Co.'s plant No. 1 through P. F. W. & C. interlocking plant.
726. The air must be used on all cars in operating on the following side tracks:  
Gary Bolt & Screw Company, at Gary.  
National Malleable Castings Company, at Melrose Park.  
Morgan Street team track (49th Street), on Stock Yards Line.
- The air must also be used on cars handled on any other tracks where the grade is steep.  
A number of Industries require cars to be spotted on elevated tracks. When this is done, air brakes must be operated when placing cars on such tracks and hand brakes left set on the head cars even though the track may be level at the point where the cars are spotted.
727. All foreign crews on the Stock Yards Line will throw off register slips at Elsdon Tower and C. R. & I. Junction at Oakley Avenue. Michigan Central trains will throw off register slips at Argo. Conductors handling trains over Michigan Central tracks Nos. 3 and 4 between Gibson and Calumet Park will throw off register slips at the Michigan Central passenger station, Hammond, showing date, direction of train, engine number and number of cars.
728. When a first-class train is ten or more minutes late, other trains may proceed, but must keep sharp lookout and clear promptly when overtaken.
729. East-bound trains stopping west of C. & A. interlocking plant at Argo, either to set out or pick up cars, must leave their train at least 50 feet west of the east-bound home signal on west side of New Drainage Canal. East-bound facing point derail at this plant is not equipped with an electric block and all cars must be kept clear of track circuit when not moving. Track circuit extends from C. & A. crossing to 50 feet west of east-bound home signal on west side of Drainage Canal Bridge.

730. The single track over the Canal on the East Chicago Belt at Grasselli is used in common with the E. J. & E. High switch stands have been erected to indicate the position of the switches. When not in use switches must be left set for train movements on I. H. Belt.

731. A LEAVE SIDING signal located at the East end of Chicago Ridge passing track for the purpose of controlling Eastbound movements from the passing track. This signal is located on bracket pole just North of the Westbound main track opposite siding derail. The Eastbound main track switch is electrically locked.

When the semaphore at the switch indicator is in a horizontal position, the switch is locked. When at an angle of 45°, the switch is unlocked and the levers may then be thrown, lever No. 1 must be thrown first and then lever No. 2, which will permit trains to proceed.

If Towerman cannot release the electric lock, the screw release located on the track side of the switch levers must be reversed, which will unlock lever No. 1. After throwing lever No. 1, the screw release must be restored to normal, which will unlock lever No. 2, permitting same to be thrown.

A telephone is located near this switch for the use of trainmen in communicating with Towermen for instructions and the release of the electric lock when movement over the switch is to be made and the screw release must not be used except when the Towerman is unable to release the electric lock.

732. At meeting point on the Gary Branch, eastward trains will take siding.

733. Trains must not pass over a burning fusee. Such fusees must be removed before the train proceeds.

734. In order to call the attention of trainmen to air trouble on trains, engineers will give two short blasts of the whistle repeated three times.

735. The New York Central Manual block rules govern the movement of trains South of Osborn Tower. Rule 920 reads as follows:

"Engines within yard limits must receive permission from signalmen before occupying main track and report to signalmen when clear of main track."

I. H. Belt crews doing work south of Osborn will report to the Towerman at Osborn when clear of the main track, and will get permission from Osborn Tower before entering upon the main line.

Trains must not cross from one main track to another without permission from the block operator.

There is a telephone at the south end of Osborn yard for use of crews in communicating to block operator.

736. Engines or trains must not foul a main line or converging track until the switches are lined for the move that is to be made.

737. Block Signal rules are in effect between 55th Street and Oakley Avenue. Continuous block offices as follows:

55th Street Tower  
Elsdon Tower  
Oakley Avenue

A block telephone is located in pole box at crossover east of Kedzie Ave. Trains leaving the main line at this point must report clear to the Train Director and must not again enter the block without the

permission of the Train Director. When it is necessary for a train to cross over, the Conductor before crossing or returning must notify the Train Director and obtain permission to do so.

Form 309 will be used for movements against the current of traffic.

The Train Director at 55th Street will supervise the handling of trains in the Block Limits. Yellow signal will be used for caution at Block Offices. This does not relieve train crews from protecting their trains within block limits as required by Rule No. 99.

738. On Franklin Park Line, day and night train order offices are located as follows:

Calumet Park Tower.	Argo.
Dolton Tower.	Chicago & Alton Tower.
Halsted.	McCook Tower.
Ashland.	LaGrange.
Grand Trunk Tower.	Bellwood.
Wireton.	Rose.
Chicago Ridge.	
Stickney.	

At these points, movements may be made against the current of traffic on interlocking signal or on hand signal from the Operator-Switchtender when the movement is confined entirely to yard limits. When movements against the current of traffic are to extend beyond yard limits, they may be made on Form 309.

A yellow flag by day and a yellow light by night will be used in giving hand signal to trains making movement against the current of traffic in yard limits, and on entering passing Sidings.

Trains or engines must not come onto a main track, leave a passing siding, or cross from one main track to another without permission of Dispatcher or Operator.

These instructions do not relieve train and engine-men from observing Rules 93 and 99.

739. Passing Sidings (capacity based on 40-foot cars) are located at:

Gary Branch (G. & W.):

Aico.....	75
Dixie.....	53

East Chicago Belt:

Porsythe Avenue.....	75
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Franklin Park Line:

Gibson.....	94
Calumet Park, Eastbound.....	94
Dolton, Westbound.....	89
Blue Island, Westbound.....	90
Lanes Siding, Westbound.....	57
Chicago Ridge.....	110
Argo, Westbound.....	80
Argo, Eastbound.....	115
LaGrange, Eastbound.....	80
Broadview, Westbound.....	108
Bellwood, Westbound.....	50
Bellwood, Eastbound.....	130

Whiting Line:

Whiting, North passing track.....	65
Whiting, South passing track.....	68
Wolf Lake, Upper connection.....	60
Wolf Lake, Lower connection.....	40

740. The train order boards at Halsted and Ashland govern main line movements also movement of trains leaving the yards, but do not effect trains leaving main tracks to enter yards.

741. Head man on all westbound trains pulling out of the westbound yard at Blue Island will, upon receiving a proceed signal from the rear end, secure a clearance from the Train Director at Halsted Street before pulling out of the yard track onto the lead. This clearance can be secured by using telephone in the yardmaster's office at the west end of the yard.

742. The two-lever stand at crossover just west of Desplaines River is electrically locked and controlled from McCook Tower.

The miniature semaphore indicator located at this two-lever stand when in horizontal or stop position indicates that levers are locked and no attempt to throw levers should be made.

When indicator is in vertical or clear position, same indicates that levers are unlocked and may be operated.

The operation of the two lever stand is as follows: With both levers in normal position, crossovers are lined for main tracks. To set switches for crossing over, lever No. 1 must be pulled first. It operates the far switch and unlocks switch at lever stand.

Lever No. 2 must be pulled next. It operates the switch at the lever stand and locks the far switch. The lock at far switch is equipped with a 55-ft. detector bar with switch target and lamp. Crews about to use crossover must pull by the target and make sure that both ends of crossover are reversed before backing across.

When coming out of crossover to back up to train, they must again pull clear of target at far switch and first restore both levers to their original normal position before backing up to train.

No. 1 levers are provided with a switch lock and must be kept locked in normal position, except when crossovers are being used.

## WHISTLE SIGNALS FOR INTERLOCKING PLANTS.

### 743. Osborn Tower.

Main line movements in running direction...2 long  
Reverse movements.....3 long  
Crossover movements.....1 long, 1 short  
To and from main line and Nickel Plate wyes.....4 short  
To and from yard lead and southward main. 1 long, 2 short  
To and from yard lead and Nickel Plate yard.....1 long, 3 short

### Gibson Tower.

Main line movements in running direction...2 long  
Reverse movements.....3 long  
Crossover movements.....1 long, 1 short  
To and from northward main, south yard, or running tracks, and Gary Branch...1 short, 1 long  
To and from southward main, or Gary Branch and westbound receiving yard. 2 short, 1 long  
To and from southward main or Gary Branch to Running track.....2 long, 1 short  
To and from southward main, Gary Branch and south yard.....5 short  
From Gary Branch to south main.....2 long

From northward main to westbound receiving yard.....3 long, 1 short  
From northward main to south yard....3 long, 2 short  
From northward main to running track (Gibson Yard).....2 long, 2 short  
From Gibson Yard to Michigan Central eastward track.....2 long

### Grasselli Tower.

Main line movements in running direction..2 long  
Reverse movements.....3 long  
Crossover movements.....1 long, 1 short  
To and from East Chicago Belt and northward main.....1 long, 4 short  
To or from third track and southward main..2 long, 2 short  
To or from third track and northward main.4 short  
To or from Cudahy lead.....1 short, 1 long

### Calumet Tower.

Main line movements in running direction..2 long  
Reverse movements.....3 long  
Crossover movements.....1 long, 1 short  
Third track movements, both directions..3 long, 1 short  
To or from third track and southward main..1 long, 2 short  
To or from northward main and third track.2 short, 1 long  
To or from northward main and Harbison-Walker lead.....1 short, 1 long  
To or from southward main and H. & W. lead.....4 short  
To or from northward main and Linde Air Products lead.....3 short, 1 long  
To or from southward main and Linde Air Products.....5 short  
To or from H. & W. lead and B. & O. C. T. connection.....2 long, 1 short

### P. F. W. & C.—Indiana Harbor.

Main line movements in running direction..2 long  
(To and from N. Y. C. high speed track)  
Reverse movements.....3 long  
Crossover movements.....1 long, 1 short  
From northward main to Elevator lead....4 long  
From northward main to B. & O.....2 long, 2 short  
From northward main to Lake Front.....2 long, 1 short  
From northward main to Pennsylvania Co.'s wye.....1 short, 1 long  
To and from northward main and Inland (old connection).....1 long, 2 short  
To and from southward main and Inland (old connection).....4 short  
To and from southward main and Inland (new connection).....5 short  
To and from Inland (old connection) and the Lake Front.....2 short, 1 long

### N. Y. C.—Indiana Harbor.

From main tracks to N. Y. C. high speed tracks.....2 long  
To or from main tracks to Elevator lead..4 long  
From Elevator lead to southward main.....2 long

### B. & O.—Indiana Harbor.

To and from Lake Front.....2 long  
To and from B. & O. connection.....4 short  
To and from Inland plant No. 2.....1 long, 2 short

### P. F. W. & C.—Whiting.

To N. Y. C. connection.....3 short  
To B. & O. connection.....4 short  
To E. J. & E. connection.....5 short



### Wolf Lake.

Main line movements.....	2 long
To P. F. W. & C. wye.....	4 short

### State Line.

Main line movements.....	2 long
To and from main line to passing track.....	4 short
From main line to Nickel Plate connection.....	3 long
To and from East Chicago Belt and Whiting Line.....	3 long, 1 short
To and from East Chicago Belt and passing track.....	2 long, 1 short
To and from East Chicago Belt and E. J. & E. yard.....	5 short
To or from Whiting Branch and Monon lead.....	1 long, 2 short
To B. & O. C. T.....	1 long, 3 short

### Calumet Park.

To and from Franklin Park Line and West Hammond Yard.....	2 long
Reverse movement.....	3 long
Crossover movements.....	1 long, 1 short
To or from eastward main to track 5.....	3 short
To or from westward main to track 5.....	3 short, 1 long
To or from Franklin Park Line to M. C. low speed tracks.....	4 short
To or from eastward main and Calumet Park yard.....	5 short
To or from westward main and Calumet Park yard.....	1 long, 2 short
From eastward main to M. C. high speed track.....	1 long, 1 short
From West Hammond Yard to Penna. connection.....	1 long, 5 short

### Dolton.

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
Crossover movements.....	1 long, 1 short
To and from westward main and C. C. & L. connection.....	2 long, 1 short
To and from eastward main and C. C. & L. connection.....	2 long, 2 short
To and from westward main and coal track.....	1 long, 2 short
To and from eastward main and coal track.....	1 short, 1 long
From eastward main to C. & E. I.....	4 long
From eastward main to P. C. C. & St. L.....	3 long
From westward main to C. & E. I.....	4 long, 1 short
From westward main to P. C. C. & St. L.....	3 long, 1 short

### West Harvey (B. & O. C. T.)

Main line movements.....	2 long
Reverse movements.....	3 long

### G. T. Crossing

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
Crossover movements.....	1 long, 1 short
To and from westward main and north side track.....	1 short, 1 long

To or from eastward main and north side track.....	1 short, 2 long
From westward main to C. R. I. & P. connection.....	1 long, 2 short
From westward main to G. T. connection.....	2 long, 2 short
From eastward main to C. R. I. & P. connection.....	2 short, 1 long
From eastward main to G. T. connection.....	2 short, 2 long
To Broadway team track.....	4 short
To gas house.....	3 short, 1 long
From eastward main to B. & O. C. T. connection.....	2 long, 1 short
From westward main to B. & O. C. T. connection.....	3 long, 1 short

### Chicago Ridge.

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
Crossover movement.....	1 long, 1 short
To and from eastward main and passing track.....	2 long, 1 short
To and from passing track to westward main.....	1 long, 2 short
To and from eastward main to Wabash receiving track.....	4 short
To and from Wabash receiving track to wye.....	2 short, 1 long

### Argo Station.

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
To or from the Stock Yards Line.....	4 short

### Argo (C. & A.)

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
Crossover movements.....	1 long, 1 short
To or from eastward main and Stock Yards Line.....	4 short
From westward main to Stock Yards Line.....	2 long, 1 short
From Stock Yards Line to westward main (reverse movement).....	3 short
To or from C. & A. north wye.....	1 long, 4 short
To or from round house lead.....	5 short
From eastward main to westward track on the Stock Yards Line.....	1 long, 2 short
To or from C. & A. south wye and passing track.....	2 short, 1 long
To or from Eastward main and passing track.....	1 short, 1 long

### McCook.

Main line movements in running direction.....	2 long
Reverse movements.....	3 long
Crossover movements.....	1 long, 1 short
To and from westward main and U. S. Crushed Stone Co.'s plant.....	1 long, 2 short
To and from eastward main and U. S. Crushed Stone Co.'s plant.....	2 long, 1 short
To A. T. & S. F. connection.....	4 short
To C. & I. W. connection.....	5 short
To or from eastward main and passing track.....	3 long, 1 short
To or from westward main and passing track.....	3 long, 2 short

### Bellwood.

Main line movements in running direction	.. 2 long
Reverse movements	.. 3 long
Crossover movements	.. 1 long, 1 short
To and from westward main and C. G. W. connection	.. 1 long, 2 short
To and from westward main and C. A. & E. connection	.. 1 long, 4 short
From westward main to eastward passing track	.. 5 short
To and from westward main and C. & N. W. lead	.. 1 long, 3 short
To and from eastward connection and the C. G. W. connection	.. 2 long, 2 short
To and from eastward main and C. A. & E. connection	.. 1 short, 1 long
To and from eastward main and C. & N. W. lead	.. 2 long, 1 short
From eastward main to eastward passing track	.. 4 short
From C. G. W. or C. A. & E. connection to eastward passing track	.. 3 long, 1 short

### 55th Street.

Main line movements in running direction	.. 2 long
Reverse movements	.. 3 long
To C. U. T. connection	.. 4 short
To Belt Ry. of Chicago	.. 5 short
Crossover movements	.. 1 long, 1 short

### Eldson.

Main line movements in running direction	.. 2 long
Reverse movements	.. 3 long
Crossover movements	.. 1 long, 1 short
From eastward main to A. T. & S. F. wye	.. 1 long, 2 short
From westward main to A. T. & S. F. wye	.. 4 short
From westward main to C. R. & I. connection	.. 2 long, 1 short

### Ivanhoe.

Main line movements	.. 2 long
Reverse movements	.. 3 long
Crossover to M. C. main line	.. 1 long, 1 short

### WHISTLE SIGNALS WHERE SWITCH-TENDERS ARE LOCATED.

#### Gibson Yard (Roundhouse Lead).

On yard running tracks with current of traffic	.. 2 long
On yard running tracks reverse movements	.. 3 long
To and from Roundhouse Yard and West-bound Receiving Yard	.. 1 long, 2 short
To and from eastbound running track and Roundhouse Yard	.. 1 long, 1 short
To and from westbound running track and Roundhouse Yard	.. 2 short, 1 long

#### Argo (East End).

Movement to west wye	.. 4 short
Movements to east wye	.. 2 long
Reverse movement, on either track	.. 3 long

### 49th Street and Oakley Avenue.

Main line movements	.. 2 long
Reverse movements	.. 3 short
To and from C. R. & I. tracks	.. 4 short

### Blue Island (West End—East Yard.)

Main line movements	.. 2 long
To yard lead	.. 4 short

### COMPANY SURGEONS.

- Dr. F. E. Pierce, Chief Surgeon, La Salle St. Station, Chicago, Ill. Phone: Office, Wabash 4200; Residence, Oakland 1465.
- Dr. C. C. Robinson, Indiana Harbor, Ind. Phone: Office, Ind. Harbor 126; Residence, Ind. Harbor 226.
- Dr. R. P. Hale, East Chicago, Indiana. Phone: Office, East Chicago 220; Residence, East Chicago 170.
- Dr. H. C. Groman, Hammond, Indiana. Phone: Office and Residence, Hammond 205.
- Dr. E. M. Shanklin, Oculist Hammond, Indiana. Phone: Office, Hammond 517; Residence, Hammond, 569.
- Dr. J. A. Kollar, Riverdale, Ill. Phone: Riverdale 221.
- Dr. J. S. Kaufman, Blue Island, Illinois. Phone: Office, Blue Island 105; Residence, Blue Island 4.
- Dr. Anthony Frisbie, Argo, Illinois. Phone: Summit 60.
- Dr. F. W. Stevens, La Grange, Illinois. Phone: Office, La Grange 75; Residence, La Grange 123.
- Dr. L. B. Joslyn, Bellwood, Illinois. Phone: Office, Bellewood 910; Residence, Maywood 421.
- Dr. H. E. Dodge, Franklin Park, Illinois. Phone: Office Franklin Park 1110 W; Residence, Franklin Park 2

### COMPANY HOSPITALS.

- Mercy Hospital, Chicago, Illinois.
- St. Margaret's Hospital, Hammond, Indiana.
- St. Francis Hospital, Blue Island, Illinois.

### EXCERPTS FROM BOOK OF RULES.

10. Color Signals. VISIBLE SIGNALS.
- | Color           | Indication   |
|-----------------|--|
| (a) Red         | Stop.  |
| (b) Green       | Proceed and for other uses prescribed by the rules.              |
| (c) Yellow      | Proceed with caution and for other uses prescribed by the rules. |
| (e) Blue        | See rule 26.   |
| (f) Lunar white | See rule 104 (b).  |
11. A train or engine approaching a fusee on or near the track burning red must stop, then may proceed with caution. When burning yellow it is a caution signal.
15. The explosion of one torpedo is a signal to stop; the explosion of two not more than two hundred feet apart is a signal to reduce speed, and look out for a stop signal. Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

17. (a) At night road engines running backward or running without a train, under conditions not requiring display of tender markers, will display a white light on the rear of tender.

19. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate the rear of the train. By day the night markers with lights extinguished will be used. By night green lights to the front and side and red lights to the rear, except when train is clear of the main track, when green lights must be displayed to the front, side and rear. The green lights must be changed to red before the train again fouls the main track.

The markers must not be changed to show a green light to the rear until the last car in the train has passed the clearance point of the siding, and the main track switch is closed and locked.

NOTE. Rule 19 has been modified by Bulletin No. 5 of June 30, 1918, authorizing the use of green flags as day markers instead of night markers with lights extinguished.

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

D-93 Within yard limits the main tracks may be used, protecting against first-class trains. Second and inferior class, extra trains and yard engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. While within yard limits, whether upon main tracks or sidings, employees on all trains or engines must obey the orders of General and Assistant Yard Masters.

98. (b) Except where interlocking signals are in use, trains or engines must stop not less than 200 or more than 800 feet before crossing any drawbridge or steam railroad at grade.

In approaching yard limits one mile before reaching and when passing railroad crossings at grade, drawbridges, junctions, stations and other points where the train may be required to stop, also in ascending and descending heavy grades, trainmen must be in proper position on the train and exchange signals with each other.

99. When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when conditions require it.

The front of a train must be protected in the same way when necessary, by the forward brakeman or trainman. If he is unable to go, the fireman must be sent in his place.

102. (a) Trains or cars must not be pushed over public crossings or highways unless a member of the crew is on the leading car or on the ground ahead to see that the crossing is clear. Cars must not be cut loose and run over crossings unless there is a man on the leading car, and in each case only after proper signal has been given. When cars are switched onto a track where trackmen are working they must be warned.

102. (b) In cutting crossings, trainmen must protect against accident from passing trains.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switch tenders are stationed. A switch must not be left open for a following train unless in charge of a trainman of such train.

104 (a) When a train or engine backs in on a siding the engineman, when his engine is clear, must see that the switch is properly set.

Employees must not unlock or stand within twenty feet of main track switches while a train is approaching or passing.

Every main track switch when in proper position must be locked. The person who locks the switch must grasp the chain and pull the lock to see that it is securely fastened and after having done so, must look at the switch rails and know that they are in proper position and not defective.

104 (b) Main track switch targets will show green when the switch is set for main track and red when set for sidings or junction tracks. All other switch targets will show lunar white or yellow.

104. (c) The switch of a crossover leading to a track on which a train is approaching or passing, must not be unlocked or opened until the train has passed.

306. It is the duty of conductors, enginemen, firemen and brakemen in train or yard service to familiarize themselves with the location of all structures of any kind, either at the side or over the tracks, of the portion of the road where they are employed, which will not fully clear a person on the side or on top of a car or engine, and take necessary precaution for their own protection when passing them.

308. When the track is safe for trains to pass at reduced speed track must be protected by yellow signals placed at least 3,600 feet from the point of work which will indicate a speed not to exceed six miles per hour, unless otherwise indicated on slow signals. Green signals must be placed to indicate where full speed may be resumed.

314. Enginemen must know that they have the appliances for hand signaling on their engines, and conductors must know that they have them on their trains, ready for immediate use.
315. Enginemen must not permit unauthorized persons to ride upon their engines.
317. Register stations will be designated by special instructions.  
Trains must be registered at initial and terminal stations by the conductor as prescribed in the train register.  
At intermediate register stations the conductor, unless relieved of the duty must stop his train and register it.
318. Conductors, enginemen, firemen and brakemen, before starting on each trip, must read special instructions in bulletin books.
329. On double track, should air brakes apply suddenly if at night—or when weather conditions obstruct the view—the enginemen must immediately display a red fusee, and if by day, a red flag to trains on the opposite track, sending it forward if necessary for safety, until it is learned whether any accident has occurred which might obstruct the opposite track. If track is found obstructed he must see that protection is given as prescribed by Rule 99.
330. On double track, a fusee burning between the tracks, must be regarded, by a train on either track, the same as if burning on its own. A fusee burning on one of the tracks or to the right of it with the current of traffic, must be regarded, by a train running against the current of traffic on the other track, as a caution signal.
331. Trains and engines must reduce speed to 10 miles per hour in passing through crossovers and entering and leaving sidings or the ends of double track.
332. Trains and engines when on sidings must move prepared to stop unless track is seen or known to be clear.
334. When an engine leaves part or all of its train on the main track it must be protected against the returning engine. At night or when weather conditions require, a red light must be displayed on single and a white light on two, three or more tracks on the forward car and torpedoes placed in advance.
340. In moving through interlocking limits on proceed hand signals, trains must be prepared to stop if derail or switches are found wrong, or tracks obstructed.
344. The side and end doors of all freight cars must be kept securely fastened, either open or closed, in all trains.
670. The clearing of any signal permits only one train or engine to pass that signal.

**R. N. BURWELL,**  
Train Master

**J. B. CLARK,**  
Train Master

**C. N. CARROLL,**  
Train Master

**F. C. OTT,**  
**EMIL KOCH,**  
**E. C. HART,**  
**V. E. ILIFF,** } Train Dispatchers

## STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

LOCATION	Telegraph Calls	Miles from Indiana Harbor	SIGNALS		TELEPHONES		
			Southward	Northward	LOCATION	Side of Track	Line
			INDIANA HARBOR	TO OSBORN			
Indiana Harbor.....	BR	.0			Inland plant 1, near watchman's office in pole box.....	W	Y
					Section foreman's Tool house, near Inland plant 1, main gate.....	W	Y
Penna R. R. Co. Tower.....	IH	.25	INT	INT	Interlocking Signal Station.....	W	Y
Dickey Place.....		.50	H1.1 H1.1A		Watchman's shanty.....	E	Y
Michigan Ave.....		1.20	H2.1	H1.2	Station.....	W	Y-PBX
					North end yard.....	E	Y-PBX
					South end yard.....	E	Y-PBX
					Car dept. office.....	E	Y-PBX
Calumet.....		2.10		H2.2	Station.....	W	PBX
			INT	INT	Interlocking Signal Station.....	E	Y-PBX
Grasselli.....	RA	2.90	INT H3.1	INT	Interlocking Signal Station.....	W	Y-PBX
					Station.....	E	PBX
					Pumping Station.....	W	PBX
Gibson.....	GB	4.10	INT H4.1	H3.2 INT	Interlocking Signal Station.....	E	D-Y-PBX
					Station.....	E	PBX
Osborn.....	RN	4.80	INT	H4.2 INT	Interlocking Signal Station.....	W	D-M-B-PBX
					Station.....	W	PBX
			GIBSON TO FRANKLIN PARK				
			Miles from Gibson	Westward	Eastward		
Gibson.....		.0			Round House.....	N	D-PBX
					East End Yard Office.....	S	D-Y-PBX
					East End Cross Over.....	S	Y
					Round House Lead.....	N	D-Y-PBX
Gibson Hump.....		1.00			Trainmaster's Office.....	S	D-PBX
					Subway.....	S	Y
Gibson West Yd.....		2.00			Yardmaster's Office.....	S	D-M-Y-PBX
					West End Switch Tender.....	S	D-M-PBX
Hammond.....			INT	INT	Hohman St., Interlocking Signal Station.....	S	D-Y
West Hammond.....		4.33			Station.....	N	D-Y-PBX
Calumet Park Tower.....	MG	4.84	INT	INT	Interlocking Signal Station.....	N	D-M-Y-PBX
Brick Yards.....		6.54			Pole Box.....	S	D-M
Dolton Tower.....		7.17	INT	INT	Interlocking Signal Station.....	S	D-Y
Highlawn.....		8.00			Booth.....	N	Y
Hales Elevator.....		8.29			Pole Box.....	N	Y
Blue Island.....	B.I.	8.68	TO	TO	Halsted Office.....	N	D-M-Y-PBX
		8.68			Station.....	S	D-M-Y-PBX
		8.68			General Yardmaster's Office.....	S	D-M-Y-PBX
		8.90			East End, Westbound Yard Office.....	S	D-Y-PBX
		8.90			Train Master's Office.....	S	D-M-PBX
		8.95			Ice House.....	S	D-PBX
		9.20			West End, Eastbound Yard Office.....	S	D-Y-PBX
		9.30			West End, Westbound Yard Office.....	N	PBX
Ashland Office.....		9.49	TO	TO	Pump House.....	S	D-Y-PBX
		9.67				N	PBX
North Harvey Tower.....		10.05	INT	INT	Interlocking Signal Station.....	S	D-Y
North Harvey B. & O. C. T. Office.					On B. & O. C. T., one-half mile from I. H. B. tracks.....	S	D
Posen.....		11.00			Station.....	N	D-M-Y
G. T. Tower.....		11.80	INT	INT	Interlocking Signal Station.....	N	D-M-Y
Wireton.....		13.35			Station.....	S	D-M-Y

## STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

LOCATION	Telegraph Calls	Miles from Gibson	SIGNALS		TELEPHONES		
			Westward	Eastward	LOCATION	Side of Track	Line
	<b>GIB</b>	<b>SON</b>	<b>TO</b>	<b>FRA</b>	<b>NKLIN</b>	<b>PARK—Continued</b>	
Lanes Siding.....		15.14				N	D-M
Chicago Ridge.....		16.70 17.72 17.72	INT	INT	East End Passing Track, pole box. Interlocking Signal Station..... Station.....	N N S	D-M D-M M-PBX
Stickney.....		22.72	TO	TO	Station.....	N	D-M-Y
Argo.....		23.50	SW	SW	Station.....	N	D-M-Y-PBX
C. & A. Tower.....		23.83 23.93	INT	INT	Pole Box, 500 ft. east of signal station..... Interlocking Signal Station.....	N N	Y D-M-Y
Desplaines River.....		24.50 24.60			Pump House..... Pole Box Crossover east of McCook Signal Station.....	S N	PBX Y
McCook Tower.....		24.82	INT	INT	Interlocking Signal Station.....	S	D-M-Y
McCook.....		24.82 25.01			Station..... Scale House.....	N S	D-M-Y-PBX Y
Superior.....		26.11			Station.....	S	D-M
La Grange.....		27.37 27.50 27.72	TO	TO	Pole Box east wye switch leading to C. B. & Q..... C. B. & Q. Office..... Station.....	N N S	D-M D-M D-M-PBX
Broadview Jct.....		30.53			Box Car.....	N	D-M
Broadview.....		30.53			I. C. R. R. Station.....	N	D-PBX
Bellewood.....		31.70			Station.....	S	D-M-PBX
Bellewood Tower.....		31.70	INT	INT	Interlocking Signal Station.....	S	D-M
Melrose Park.....		32.86			Booth.....	N	Y
Rose.....		33.86	TO	TO	Station.....	N	D-M-Y
Norpaul.....		34.00 34.48			East End Yard Office..... Station.....	S S	Y D-M-Y-PBX
Franklin Park.....		36.00 36.20			C. M. & St. P. Ry. Jct..... C. M. & St. P. Depot.....	N N	D-M-Y D-M
			<b>ARGO TO U. S. YARDS</b>				
Chappell.....		.59 .82			Station..... M. C. R. R. Yard Office.....	N S	D-Y-B D-B-PBX
55th Street Tower.....		5.32	INT	INT	Interlocking Signal Station.....	N	D-M-B-PBX
Eldson Tower.....		7.02	INT	INT	Interlocking Signal Station.....	N	D-M-B-PBX
Kedzie Avenue.....		7.51			Pole box, 400 ft. east of Kedzie Ave.	S	B
Oakley Ave. and 49th Street..... (Open 8 a. m. to 4 p. m.)		8.58			Station.....	S	D-M-B
43rd and Leavitt Sts.....		9.08			Station.....	N	D-M

## STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

LOCATION	Telegraph Calls	Miles from Whiting	SIGNALS		TELEPHONES		
			Westward	Eastward	LOCATION	Side of Track	Line
<b>WHITING TO WEST HAMMOND</b>							
Whiting.....		.0 .0 .0			Station..... Penna. R. R. Interlocking Signal Station..... Indianapolis Boulevard.....	S N N	PBX PBX PBX
Wolf Lake Tower.....		3.43	INT	INT	Penna. R. R. Interlocking Signal Station.....	N	Y-PBX
Burnham.....		3.80 4.14 4.14			Box Car, East End Yard..... Station..... Yard Master's Office.....	N N N	Y-PBX Y-M-PBX D-M-Y-PBX
State Line Tower.....		4.77	INT	INT	Interlocking Signal Station.....	S	Y-PBX
West Hammond.....		5.10 5.43			Box Car, east end yard..... Station.....	N N	Y D-M-Y-PBX
<b>GRASSELLI TO STATE LINE</b>							
Grasselli.....	RA	.0	INT	INT	Interlocking Signal Station..... Interchange Track.....	N N	Y-PBX PBX
Republic.....		1.39			Scale House.....	N	PBX
Columbia Ave.....		2.08			Pole box.....	N	PBX
North Hammond.....		2.57			Station.....	N	PBX
State Line Tower.....		3.69	INT	INT	Interlocking Signal Station.....	S	Y-PBX
<b>GIBSON TO DUNE PARK</b>							
Gibson.....	GB	.0 .20	INT	INT	Interlocking Signal Station..... East Wye switch, pole box.....	N N	D-Y-PBX PBX
L. C. L. Yards.....		1.06 1.70			Station..... Pole box, east end of yard.....	S S	PBX PBX
Ivanhoe Tower.....		2.18	INT	INT	Interlocking Signal Station.....	S	D-PBX
Tolleston.....		5.15 5.53			Station..... Wabash R. R. Station.....	S N	D-PBX PBX
Gary.....		7.22			Station.....	N	D-PBX
Alco.....		7.63			Booth.....	N	D
Dixie.....		12.45			Booth.....	S	D-PBX
Brick Yards.....		13.43			Brick Yard Office.....	N	PBX
Dune Park.....		16.87			Station.....	S	D-PBX

### ABBREVIATIONS

**Telephone Lines**  
 Dispatcher..... D  
 Message..... M  
 Block..... B  
 Yard..... Y  
 Switch Board..... PBX

**Signals**  
 Train Order..... TO  
 Manual Block..... MB  
 Interlocking..... INT  
 Switch..... SW  
 Distant..... DS

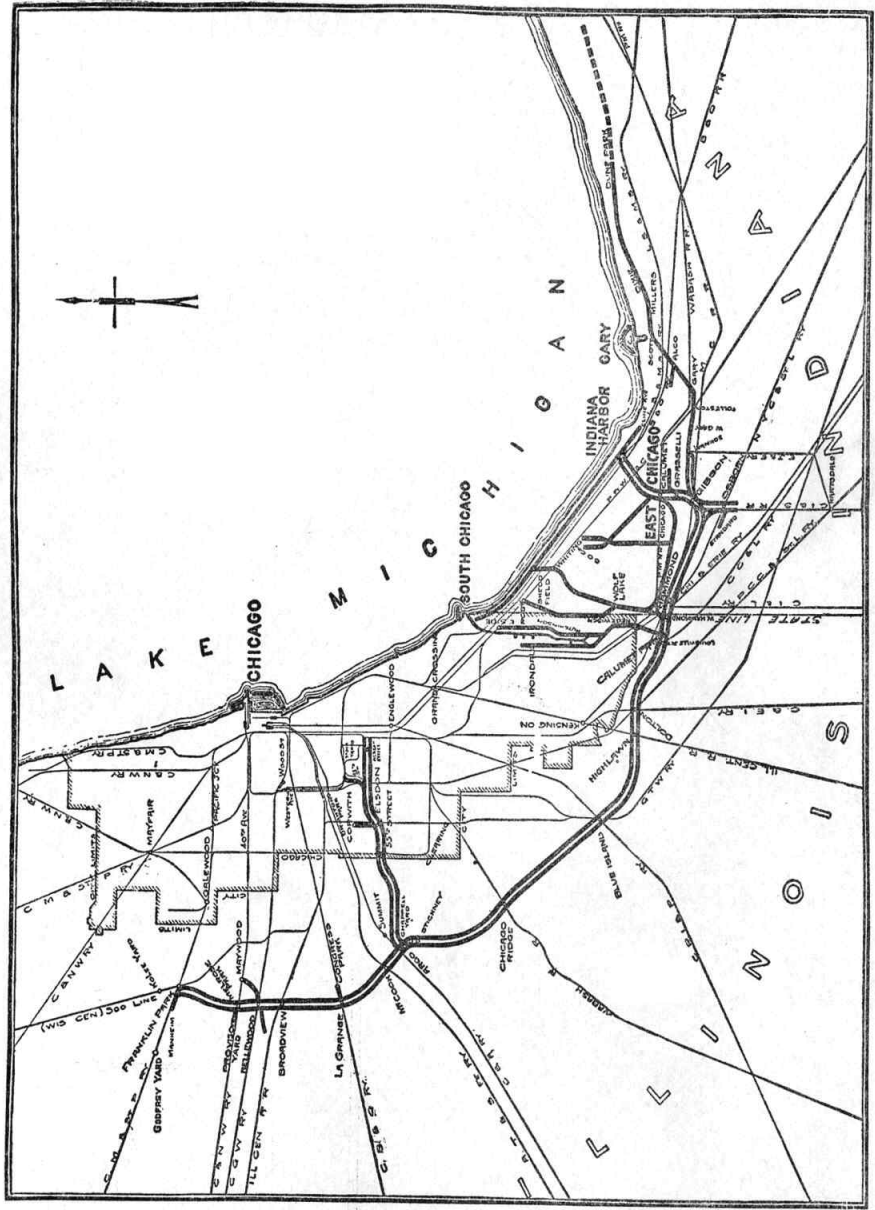
**Side of Track**  
 North..... N  
 South..... S  
 East..... E  
 West..... W

# SPEED TABLE

Note.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 1 "	14.90
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 2 "	14.80
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	4 " 3 "	14.70
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 0 "	14.60
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	5 " 1 "	14.50
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 0 "	14.40
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	6 " 1 "	14.30
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	7 " 0 "	14.20
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	7 " 1 "	14.10
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	8 " 0 "	14.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27	8 " 1 "	13.90





# Indiana Harbor Belt Railroad

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SUPPLEMENT No. 1 TO

# TIME TABLE No. 20

FOR THE INFORMATION OF EMPLOYEES  
AND FOREIGN CREWS

Effective 12.01 a. m.  
Sunday, December 2, 1923

Changing Schedules for Trains Nos. 801, 800 and  
802.

Supplement No. 1 consists of page 1.



F. G. SWAFFORD,  
Superintendent.

SUPPLEMENT NO. 1, IN EFFECT 12:01 A. M., SUNDAY, DECEMBER 2, 1923  
**INDIANA HARBOR TO OSBORN**  
 SOUTHWARD

STATIONS	FIRST CLASS						SECOND CLASS						
	801	803	805	11	805	13	807	807	13	805	807	807	97
Miles from Indiana Harbor	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
LEAVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
IND. HARBOR	\$ 6.20	\$ 7.15	\$ 7.65	\$ 1.05	\$ 5.28	\$ 0.88							8.00
MICHIGAN AVE.	\$ 6.25	\$ 7.19	\$ 7.59	\$ 1.09	\$ 5.32	\$ 0.42							
CALUMET	D N	\$ 6.39	\$ 7.23	\$ 8.02	\$ 1.12	\$ 5.35	\$ 6.45						
GRASSELL	D N	\$ 6.53	\$ 7.25	\$ 8.06	\$ 1.15	\$ 5.38	\$ 6.48						
GIBSON	D N	\$ 6.88	\$ 7.30	\$ 8.13	\$ 1.20	\$ 5.47	\$ 6.53						
OSBORN	D N					\$ 5.50							9.20
ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Nos. 11, 801, 803 and 805 will stop on flag at Dickey Place.

**OSBORN TO INDIANA HARBOR**  
 NORTHWARD

STATIONS	FIRST CLASS						SECOND CLASS						
	800	12	814	802	804	806	14	806	804	802	806	96	98
Miles from Osborn	Daily Ex. Sun.	Daily Ex. Sun.	Saturday only	Daily Ex. Sat. & Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
LEAVE	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
OSBORN	10.18											9.00	1.30
GIBSON	\$ 6.55	\$ 10.20	\$ 12.80	\$ 4.20	\$ 6.05	\$ 7.20	\$ 8.32						
GRASSELL	D N	\$ 7.05	\$ 10.24	\$ 12.84	\$ 4.24	\$ 6.09	\$ 7.24	\$ 8.35					
CALUMET	D N	\$ 7.09	\$ 10.28	\$ 12.38	\$ 4.28	\$ 6.13	\$ 7.28	\$ 8.37					
MICHIGAN AVE.	\$ 7.11	\$ 10.28	\$ 12.40	\$ 4.30	\$ 6.15	\$ 7.30	\$ 8.39						
IND. HARBOR	\$ 7.16	\$ 10.31	\$ 12.45	\$ 4.35	\$ 6.20	\$ 7.42	\$ 8.48					10.30	2.60
ARRIVE	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Nos. 800, 802, 804 and 814 will stop on flag at Dickey Place.