

## DIVISION OFFICERS

G. M. Biscan	Superintendent	Markham
K. P. Bonner	Terminal Supt.	Glenn
S. R. Mills	Terminal Supt.	Markham
R. S. Purkhiser	Asst. Term. Supt.	Markham
J. J. Kroll	Asst. Supt.-Safety	Chicago
M. F. Dwelis	Asst. to Supt.	Harvey
T. R. McClarty	Trainmaster	Glenn
G. B. Willey	Trainmaster	Markham
W. I. Lucas	Trainmaster	Markham
T. Dancy, Jr.	Trainmaster	Markham
D. E. Austin	Trainmaster	Markham
M. L. Driver, Jr.	Asst. Trainmaster	Joliet
B. Ivey	Asst. Trainmaster	Glenn
E. M. Enzenauer	Trav. Engineer	Markham
D. L. Wood	Trainmaster-Trav.Engineer	C.U.S.
H. E. Toon	Master Mechanic	Markham
J. H. Stroud	Division Engineer	Markham

**DON'T LET THEM DOWN. . .**



**BE ALERT—DON'T GET HURT**

## SPEED TABLES

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
46	79	80	45
48	75	90	40
52	70	103	35
55	65	120	30
60	60	144	25
65	55	180	20
72	50	240	15

# Illinois Central Gulf Railroad



## CHICAGO DIVISION TIMETABLE No.

# 13

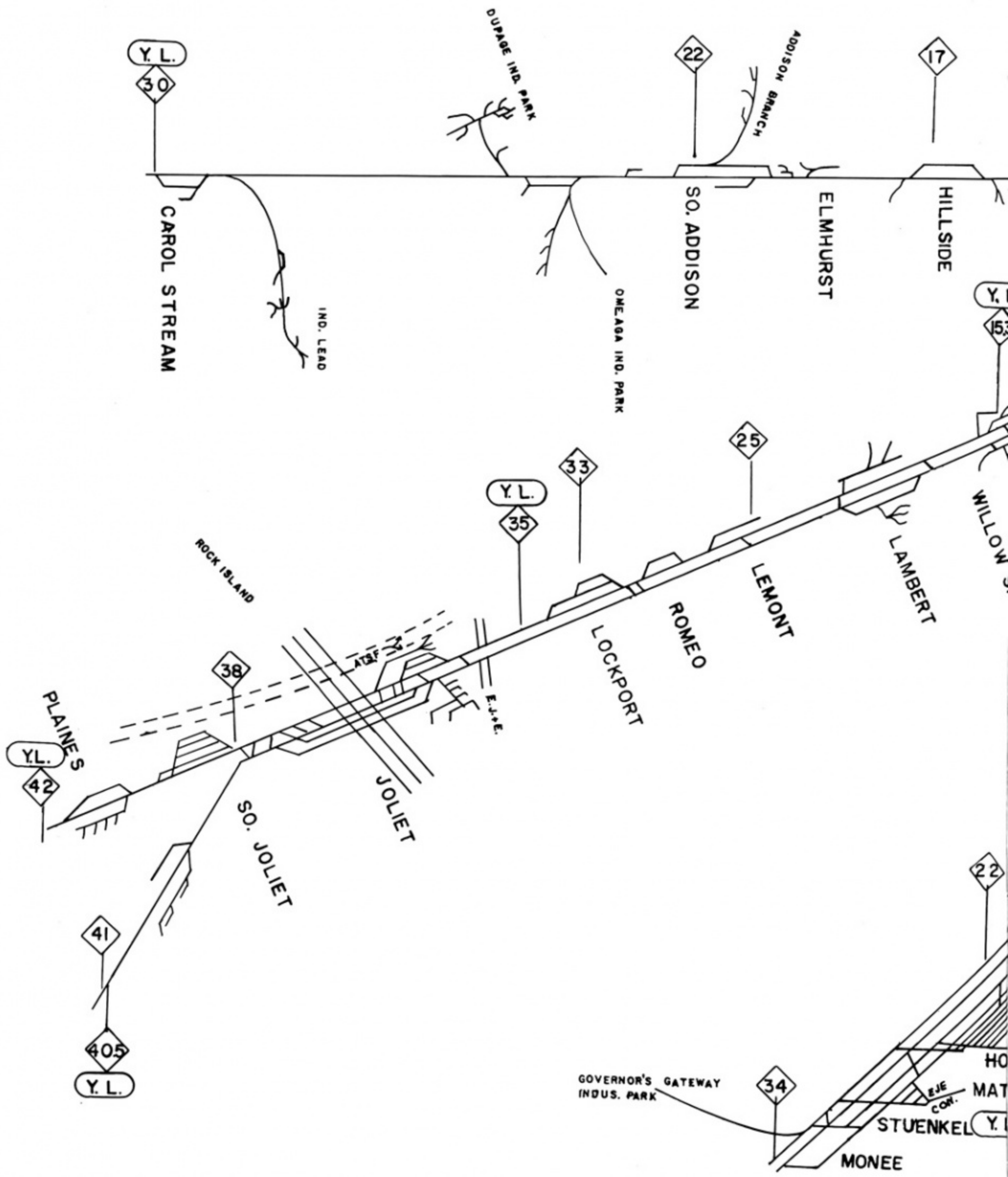
Effective 12:01 AM  
MONDAY, AUGUST 6, 1979

Superseding  
Chicago Division Timetable

No. 12  
Dated April 29, 1979

FOR THE GOVERNMENT OF EMPLOYES ONLY

I. B. HALL, Vice President and Chief Transportation Officer  
R. K. OSTERDOCK, General Manager-Transportation  
J. E. MOSS, Superintendent-Transportation



Southward

RICHTON DISTRICT

Northward

FIRST CLASS				Mile Posts	TIMETABLE NO. 13 Effective August 6, 1979 STATIONS	Miles from Stuenkel	FIRST CLASS				
	381 The Illini Daily	59 Panama Limited Daily	391 Shawnee Daily				380 The Illini	58 Panama Limited	392 Shawnee		
	L 6 10PM	L 4 20PM	L 8 40AM		UNION STATION..... C.....CHICAGO.....	33.0	A 9 00AM	A 10 45AM	A 9 35PM		
					VIA BROADVIEW DIST. & BN & CUSC RR						
	L 6 25PM	L 4 35PM	L 8 55AM	2.2	So. Wye Jct.—18th St. ... 5.9	29.4	A 8 29AM	A 10 10AM	A 9 05PM		
				8.1	67 STREET..... 6.4	23.5					
				14.5	KENSINGTON..... 5.5	17.1					
				20.0	HARVEY.....	11.6					
	S 6 52	S 5 02	S 9 22	23.5	3.5 HOMEWOOD.....	8.1	Ls 8 03	As 9 45	Ls 8 35		
				28.2	4.7 MATTESON.....	3.4					
				29.3	1.1 RICHTON.....	2.3					
	A 7 00PM	A 5 10PM	A 9 30AM	31.6	2.3 STUENKEL.....	0.0	L 7 55AM	L 9 30AM	L 8 25PM		
							Daily	Daily	Daily		

Westward

BROADVIEW DISTRICT

Eastward

FIRST CLASS				Mile Posts	TIMETABLE NO. 13 Effective August 6, 1979 STATIONS	Miles From Broadview	FIRST CLASS			
			371 Blackhawk Daily				370 Blackhawk	372 Blackhawk		
			L 5 45PM		UNION STATION..... C.....CHICAGO.....	15.3	A 10 15AM	A 11 50AM		
				1.2	So. Wye Jct.—18th St. ... 0.8	13.3				
				2.0	CLARK STREET..... 0.6	12.5				
				2.6	CR-C&WI CROSSING... VIA JOLIET DISTRICT & CUSC RR	11.9				
			L 5 51PM	4.4	1.8 BRIDGEPORT.....	10.1	A 9 50AM	A 11 25AM		
				5.5	1.1 IMX.....	9.0				
				5.6	0.1 ASH STREET.....	8.9				
				7.1	2.3 I.N. CROSSING.....	6.6				
				8.3	0.4 BELT CROSSING.....	6.2				
				9.0	0.7 C.....HAWTHORNE.....	5.5				
				11.1	2.1 BERWYN.....	3.4				
			A 6 15PM	14.5	3.4 BROADVIEW.....	0.0	L 9 35AM	L 11 10AM		
							Except Sat. & Sun.	Saturday Sunday Only		



## FIRST CLASS

TIMETABLE  
NO. 13  
Effective  
August 6, 1979

## FIRST CLASS

FIRST CLASS					Mile Posts	STATIONS	Miles from South Joliet	FIRST CLASS					
19	303	17	21	301				16	18	300	308	22	304
Subn.	State House	Subn.	Inter-American	Ann Rutledge				Subn.	Subn.	State House	State House	Inter-American	Ann Rutledge
Except Sat. & Sun.	Daily	Except Sat. & Sun.	Daily	Daily									
L 5 25 PM	L 5 20 PM	L 4 50 PM	L 11 15 AM	L 8 00 AM		UNION STATION CHICAGO	38.5	A 7 30 AM	A 8 10 AM	A 10 05 AM	A 12 15 PM	A 2 15 PM	A 9 15 PM
						VIA CUSC RR.							
L 5 31 PM	L 5 25 PM	L 4 56 PM	L 11 20 AM	L 8 05 AM	1.8	FT. WAYNE JUNCTION	36.7	A 7 22 AM	A 8 02 AM	A 9 32 AM	A 11 42 AM	A 1 41 PM	A 8 41 PM
s 5 33		s 4 58			2.6	HALSTED STREET	35.9	s 7 18	s 7 58				
					3.5	BRIDGEPORT	35.0						
s 5 40		s 5 05			5.2	BRIGHTON PARK	33.3	s 7 12	s 7 52				
					6.6	CORWITH	31.9						
					7.9	LE MOYNE	30.6						
s 5 45	5 37	s 5 10	11 32	8 17	10.3	GLENN	28.2	s 7 04	s 7 44	9 19	11 29	1 28	8 28
s 5 50		s 5 15			11.9	SUMMIT	26.6	s 7 00	s 7 40				
5 54		5 19			13.1	ARGO	25.4	6 56	7 36				
s 5 58		s 5 23			17.5	WILLOW SPRINGS	21.0	s 6 51	s 7 31				
s 6 08		s 5 33			25.3	LEMONT	13.2	s 6 41	s 7 21				
					28.5	ROMEO	10.0						
s 6 18		s 5 43			32.9	LOCKPORT	5.6	s 6 31	s 7 11				
s 6 30	s 6 03	s 5 55	s 11 58	s 8 43	37.2	JOLIET	1.3	s 6 25	s 7 05	s 8 58	s 11 08	s 1 07	s 8 07
A 6 37 PM	A 6 08 PM	A 6 02 PM	A 12 03 PM	A 8 48 AM	38.5	SOUTH JOLIET	0.0	L 6 00 AM	L 6 40 AM	L 8 53 AM	L 11 03 AM	L 1 02 PM	L 8 02 PM
								Except Sat. & Sun.	Except Sat. & Sun.	Except Sunday	Sunday Only	Daily	Daily

## SPECIAL INSTRUCTIONS (Continued on page 5)

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a person to ride on side of cars and they must familiarize themselves with location of such structures.

Unqualified employes must not work near overhead wires or apparatus unless a qualified employe is assigned to protect them against personal injury.

N. Employes operating on the Freeport District between Broadview and MP 30 are under the jurisdiction of Officers of the Chicago Division.

Employes operating on the Chicago District between Stuenkel and MP 34 are under the jurisdiction of Officers of the Chicago Division.

That portion of the Pequot District between Plaines and South Joliet, and that portion of the Normal District between Mile 40.5 and South Joliet, are under the jurisdiction of officers of the Chicago Division.

## 2. Standard Clocks:

Brighton Park	Amtrak Locker Room
Glenn	{ Roundhouse
	{ Yard Office
South Joliet	{ Roundhouse
	{ Yard Office
Hawthorne	{ Agent's Office
	{ Enginemen's Room
Randolph Street	{ Trainmen's Room
	{ Power Supervisor's Office
Woodcrest	"F" Building
Markham	{ Yard Office—Harvey
	{ Yard Office—Homewood
Union Station	G. B. Office

4. That portion of the Chicago Division extending from Broadview to MP 30 on the Freeport District will be governed by the applicable portions of the current Iowa Division Timetable.

That portion of the Chicago Division extending from Stuenkel to MP 34 on the Chicago District will be governed by the applicable portions of the current Illinois Division Timetable.

First Class trains operated via ATSF between Plaines and Joliet may leave Joliet without clearance and will assume schedule without train order authority.

8. Switchtenders will use yellow flag by day and yellow light by night.

**17(c).** The use of white oscillating light on the Richton and Broadview Districts will be restricted to emergencies only.

**19 and 19(a).** Electrified cabooses equipped with a Star Flasher Model 845F marking device are required to be displayed as follows:

The markers are to be illuminated from one (1) hour before sunset to one (1) hour after sunrise and any other time where the normal daylight visibility of the caboose is obscured by darkness, snow, rainfall, smoke, etc.

Switches to operate the flasher model marking device are located in the vicinity of the front and rear door of the caboose. The lead marker light should not be displayed at any time.

**21.** On the Richton and Broadview Districts white lights will be omitted on all extras, except passenger trains running as extras.

**30.** When necessary to operate multiple diesel units in reverse direction for any great distance, arrange to operate engine from the leading cab. Where this is impractical, a member of the crew must ride leading cab to operate horn and bell and be in position to operate emergency brake valve if necessary to avoid an accident.

On South Chicago and Blue Island Districts, engineers will operate engine bell at least five (5) seconds in advance of passing over street crossing at grade and bell should continue to be operated until lead car or engine has passed crossing. Whistle signal 14(1) will not be sounded except in case of emergency.

When approaching Harlem Avenue and Riverside Drive in Berwyn, Illinois, whistle signal 14(1) will not be sounded, except in case of emergency.

**S-71.** Northward and eastward regular trains are superior to regular trains of the same class in the opposite direction.

**83. Train Registers:**

- Hawthorne (Trains may register by Register Ticket)
- Chicago, Union Station
- Glenn (Originating and terminating trains only)
- South Joliet (Originating and terminating trains only)

**93. Yard Limits:**

- Ft. Wayne Junction to Mile 15.3 on Joliet District.
- Between MP 35 on Joliet District and Mile 40.5 on Normal District and MP 42 on Pequot District.
- Randolph Street to 11th Place.....Tracks 1, 2, & 3
- South Wye Junction-18th Street to Broadview, including Harlem Branch, and to MP 30 on Freeport District.
- South Wye Junction-18th Street to 67th Street
- Interlocking.....Tracks 5 & 6
- 67th Street Interlocking to Kensington
- Interlocking.....Tracks 5, 6, 7 & 8
- Kensington Interlocking to Richton.....Tracks 3, 4, 5 & 6
- Between Richton and Stuenkel.....Tracks 1, 2, 3 & 4
- Between Highlawn and Harvey.....Track 7

Train movements in the following areas will come under the jurisdiction of the Train Director located at Kensington Tower:

- Richton District—South Wye Junction-18th Street to Stuenkel
- Broadview District—South Wye Junction-18th Street to Broadview

Joliet District—South Branch Bridge to Corwith (Yardmasters at Glenn will handle movements between Corwith and Argo with Control Operator at these points.)

Control Operators and Switchtenders will abide by Train Director's instructions.

Since all tracks designated above except suburban main tracks are within yard limits, utilization of these tracks in either direction may be made without train orders, provided proper manual blocking is accomplished as prescribed above.

Maintenance of Way Track Supervisors will secure permission from the Train Director before taking a track out of service and inform him immediately when track is returned to service. Signal Department will provide the Train Director with information concerning signal problems or changes that may affect

train operations and secure his permission before commencing work on track or signals.

Train and Enginemen will continue to communicate directly with Control Operators and Switchtenders covering normal movements of trains and engines, contacting Train Directors about any unusual delay or derailment, reporting directly to him any signal malfunction, broken rails, etc.

Permission from Power Supervisor will still be required before operating over suburban tracks.

**98.** Trains must stop at junction and railroad crossing as follows:

11th Place.....I.C.G.R.R. junction and crossing  
Switchtenders are on duty between 7 AM and 11 PM, Monday through Friday, except on holidays.

Authority for Electric Suburban trains to proceed over crossing will be governed by colorlight home signals displaying aspects in accordance with Rules 285, 290 and 292.

Trains and engines must stop before reaching crossings in vicinity of 11th Place when fixed signal displays STOP indication.

During the hours Switchtender is on duty, freight movements over the crossing may only be made after train has come to a full stop at the STOP sign, the dwarf signal displays aspects in accordance with Rule 290; proper hand signal is received from Switchtender; and the way is known to be clear.

During hours Switchtender is on duty, in the event of failure of any colorlight home signal, freight movements may proceed over crossing only after verbal understanding with Switchtender. Electrified trains may proceed over crossing after verbal understanding with Switchtender or upon receipt of proper hand signal from Switchtender.

When Switchtender is off duty, in the event of failure of any colorlight home signal, Electric Suburban trains may proceed over the crossing after stopping, calling the Power Supervisor's Office and determining the route is lined and the way is clear. Conductor will station himself at head end of train for this purpose.

When Switchtender is off duty, freight trains will stop at STOP sign; call the Power Supervisor's Office for permission after determining the way is clear and no Electric Suburban train movement over the crossing is imminent, then may proceed over the crossing.

Northward trains leaving Roosevelt Road will not enter main Track No. 3 until it is believed that entire train will clear the freight railroad crossing at 11th Place account of overhead catenary air gap at this location."

Panhandle-Brighton Park.....CJ,CR,B&OCT crossing

**99.** Crews of trains making an unscheduled stop or an unusual slowdown in Automatic Block Signal territory and Centralized Traffic Control territory will communicate with any following train entering or moving in the same block, directly or through the Train Dispatcher or other qualified and responsible railroad employe, advising as to presence and location of their train ahead.

When communication with such following trains is not established as outlined, a crew member will station himself at the rear of the stopped or slowing train and maintain a vigilant lookout to flag against any following train entering or moving within the same block.

These instructions will not apply within interlocking and yard limits.

**100.** Due to their height above the top of rail, the ALCO Class C636 Locomotives Numbered ICG (IC) 1100-1105 are restricted from the following electrified suburban tracks:

- Main tracks north of Kensington Yard
- South Chicago District via tunnel
- Blue Island District

The following listed classes of locomotives are restricted from the electrified suburban tracks on main track north of Kensington only:



<i>Locomotive Numbers</i>	<i>Class</i>
5050-5059	G.E. class U33C
(GM&O) 800 (A or B)-885 (A or B)	EMD F3, F7 and FP3

There are no restrictions on Amtrak SDP 40 class 612 thru 619.

On Richton District, the following restrictions are in effect over tracks adjacent to suburban tracks during rush hours Monday through Friday:

1. Movements on Track 5 between 23rd Street and Kensington from 7:00 A.M. until 8:45 A.M., trains and engines will not exceed 25 MPH.
2. Movements on Track 3 between Kensington and Richton Park from 6:45 A.M. until 8:30 A.M., trains and engines will not exceed 25 MPH.
3. Movements on Track 3 between Kensington and Richton Park from 4:30 P.M. until 6:15 P.M., trains and engines will not exceed 25 MPH.

There will be no restrictions on passenger operation.

There will be no restrictions on freight operation between 23rd Street and Kensington during the evening rush hours.

Tri-level automobile cars loaded or empty will not be moved north of Wildwood Yard or east of Hawthorne or north of Glenn, except: Empties moving in interchange between Markham and south leg of the Rock Island Wye at 95th Street and Calumet Harbor when all bridge plates and hand rails are down on top deck. All tri-level automobile cars loaded or with bridge plates and/or hand rails up are prohibited under L&N Bridge on Tracks 3, 4, 5 and 6. Such cars must be moved via TRACK 14 LEAD only at Wildwood Yard.

The following equipment is prohibited from moving on suburban tracks:

1. Trains handling TOFC (piggyback) trailers.
2. Dome cars.
3. High roof cars. This would include cars over 15' 9" high and cars stencilled "Excess height car". Also cars stencilled "Plate F" or "Exceeds Plate F" should be checked as to extreme height.
4. IC series 54500 thru 765299 (covered hoppers) and TLDX series 2018 thru 2027, 2500 thru 3236, 3500 thru 3501, 3800 thru 3815 and TLDX 4000.

Dump cars in series X-7838 to X-7853 inclusive are prohibited from movement over the following locations account close clearance:

St. Charles Air Line to Broadview, South Chicago District, Blue Island District and by Van Buren Street Suburban platform.

Pile drivers will not be handled north of Jackson Street, Congress Yard, Chicago.

All engines are prohibited from moving over Bridge 9.8E at 78th Street, owned and maintained by Nashua Corp.

Maximum height above top of rail for a freight shipment that can be handled.

Hawthorne to Markham is 17'0" ATR  
 Glenn to Markham is 17'0" ATR  
 Art Institute Extension Track No. 7 is 16'9" ATR Track. No. 9 is 16'10" ATR

ConRail Interchange at 79th Street is 16'3" ATR  
 Old Northward Freight Main at 94th Street is 16'11" ATR  
 Suburban Tracks:

Randolph to Riverdale 15'10" ATR  
 South Chicago District 16'0" ATR  
 Blue Island District 16'1" ATR  
 Thorton Lead is 15'7" ATR

The foot bridge at the north end of 12th Street has maximum height above top of rail as follows:

Track No. 10—17 feet, no inches  
 Track No. 9—16 feet, 5 inches  
 Track No. 8—16 feet, 2½ inches  
 Track No. 7—15 feet, 6¼ inches  
 Track No. 6—15 feet, 5 inches

Any car for the C&NW or ICG exceeding 15 feet, 5 inches and not exceeding 17 feet, no inches, can be interchanged at 12th Street providing it is near the south end of the block, if it is necessary to move any cars north of the 12th St. foot bridge, a member of the crew must drop off at the foot bridge to observe the train moving underneath.

High load detectors are in service at Bridgeport Bridge for both Main tracks, on Track No. 4 near the north end of Homewood through passenger platform, and at north end of "C" Yard Harvey. All concerned will be governed as follows:

Bridgeport Bridge—When high load detector alarm indicates the presence of a high load, the Control Operator will immediately inform the train crew. Upon such notification, train will be stopped immediately and entire train inspected by a member of the train crew. If a high load is found, arrangements must be made with the Control Operator as to disposal of the car before proceeding.

Homewood—When detector detects a high load automatic block signal 4-20.56 near Harvey will indicate Restricted Proceed. When this signal indicates Restricted Proceed and lunar white light is displayed trains may proceed in accordance with Rule 291. When signal indicates Restricted Proceed and lunar white light is not displayed, passenger trains and trains consisting entirely of Tri-level automobile cars loaded or empty for Wildwood Yard may proceed in accordance with Rule 291. Freight trains must stop and entire train inspected for high loads. After train has been inspected a trainman must operate key release located on east structure of Bridge 20.56 in accordance with instructions posted nearby. After key release has been operated if signal continues to indicate Restricted Proceed and lunar white light does not light, train may proceed in accordance with Rule 291. Trainmaster at Markham, Phone 250, should be notified of condition before proceeding. If high load is detected, car or cars will be set out at Harvey.

Harvey "C" Yard—All trains departing Markham Yard at Harvey moving north of 67th Street will use the high load detector. Before the train to be detected is allowed to pass through the high load detector, a member of the train crew will determine the device is operating properly by moving the "ON-OFF" switch to the "ON" position and observing the green "Power On" light on the control box. If the "Power On" light does not light, special authority to proceed will be obtained from the Office of Terminal Superintendent or General Yardmaster. After it has been determined the device is operating properly, the departing train may proceed through this detector. The trainman operating the high load detector will position himself in the vicinity of the control box. A car that exceeds maximum permissible height will cause the alarm to be activated. The alarm consists of a bell in addition to a red light mounted on the pole immediately above the control box. When a high load has been detected, arrangements will be made to set the car out of the train at Harvey, advising the Yardmaster that it is a high load. After a high load has been detected, the detector will be reset and the remainder of the train tested for other high loads before departing. When entire train has been detected, trainmen will turn detector off. Instructions for operation of this detector are posted on the side of the control box.

**SPECIAL INSTRUCTIONS** (Continued on Page 8)

**101. Speed Restrictions:** Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

**101(a). Lower Speeds.**

Territory or Location	Pas- senger Trains	Freight Trains and Transfer Movements	Territory or Location	Pas- senger Trains	Freight Trains and Transfer Movements
	Miles Per Hour			Miles Per Hour	
Between 11th Place and Kensington Tracks 1, 2, 3, 4.....	40	20	<b>Broadview District</b>		
Between South Wye Junction-18th Street and Kensington Tracks 5, 6.....	65	40	St. Charles Air Line South Wye Junction- 18th Street.....	10	10
Between 67th Street and Kensington Tracks 7, 8.....	10	10	Between Clark Street and ConRail— C&WI Crossing.....	15	10
Between Kensington and Richton Tracks 1, 2.....	40	25	Bridgeport Interlocking.....	10	10
Tracks 3, 4.....	65	40	Ash Street Interlocking.....	20	20
Tracks 5, 6.....	30	30	Crawford Avenue Grade Crossing—engine or lead car.....	10	10
Between Highlawn and Harvey Track 7.....	10	10	<b>Joliet District</b>		
Between Richton and Stuenkel Tracks 1, 2.....	65	40	Trains passing through villages and towns against the current of traffic.....	30	30
Tracks 3, 4.....	30	30	South Branch Bridge.....	10	10
Between 67th Street and South Chicago.....		25	Halsted Street curves.....	25	25
Between Kensington and Blue Island.....		25	Bridgeport Bridge, through interlocking.....	20	10
Between South Wye Junction-18th Street and Broadview.....	30	30	Panhandle-Brighton Park (CJ, CR, B&OCT) ..	10	10
Between Ft. Wayne Junction and Corwith Interlocking.....	40	30	Homan Ave. crossing, running against current of traffic.....	15	10
Between Corwith Interlocking and South Joliet.....	79	40	Belt Crossing—Lemoyne.....	60	40
Moving against the current of traffic.....	55	40	Willow Springs curve.....	70	40
<b>Diverging routes, through crossovers, junction and siding switches:</b>			Rock Island, Interlocking.....	20	10
Through turn outs at spring switches unless otherwise authorized.....	25	25	Between Rock Island Interlocking and Train Order Signal at South Joliet.....	35	10
All crossovers and turn outs including those in interlockings unless otherwise shown in 101(a).....	15	10			
<b>101(a). Lower Speeds.</b>			<b>Freight trains will not be continuously operated at speeds between 13 MPH and 19 MPH. Such speeds will be permissible only in acceleration or deceleration of movement.</b>		
<b>Richton District</b>			<b>ATSF main track between Bridgeport Interlocking and 21st Street may be used by passenger trains, freight trains and transfer movements at a speed not to exceed 10 MPH.</b>		
Between 18th Street and 23rd Street—Tracks 1, 2, 3, 4.....	25	20	<b>When six-axle units are in engine consist, in both freight and passenger service, reduce speed to 40 MPH, with engine only, around the curves listed below. These speed restrictions will not apply to E8 and E9 units, which are in Series 300-400, and Amtrak P30CH passenger locomotives in the 700 Series.</b>		
Curve, MP 4—Tracks 5, 6.....	60	40	<b>Yellow triangular signs will not indicate these speed restric- tions.</b>		
63rd Street, CTA elevated bridge MP 8— Tracks 5, 6.....	50	30	<b>JOLIET DISTRICT</b>		
By Kensington platform—Tracks 1, 2.....	30	20	At Mile 18.5, about one mile south of Willow Springs, on both tracks.		
Kensington Interlocking—Tracks 1, 2.....	30	20	First curve south of MP 33, Lockport, on both tracks.		
Kensington Interlocking—Tracks 3, 4.....	30	30	<b>RICHTON DISTRICT</b>		
Kensington Interlocking—Tracks 2 to 4.....	25	25	At MP 4, 33rd Street, Tracks 5 and 6.		
Between Harvey and Homewood—Tracks 5, 6.....	20	20	All trains and/or engines moving on main Tracks No. 3 and 4 will approach system of crossovers at Harvey at <b>REDUCED SPEED</b> prepared to stop short of crossovers and will not proceed until it is known that switches are properly lined and way is clear.		
By Homewood platform—Tracks 3, 4.....	30	30	A speed of 10 MPH must not be exceeded on all tracks, except main tracks.		
Homewood thru CTC Limits.....	30	30	The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern;		
Between Richton and Stuenkel Road on Suburban Extension.....	40	20	All switch, road switch, and transfer engines..... 45 MPH		
Stuenkel—All crossovers and turn outs.....	30	30	All other freight engines..... 65 MPH		
<b>South Chicago and Blue Island Districts</b>			FPA-3 (combination passenger-freight engines)..... 80 MPH		
Between Stony Island and South Shore Stations.....	25	25	Revolving machinery on its own wheels (must have boom trailing, when practical)..... 25 MPH		
Curves—Between 67th Street and Stony Island.....	15	10	Fixed cab pile drivers (boom either leading or trailing)..... 25 MPH		
Curves—At South Shore and Cheltenham.....	15	10	Air dump cars (must be handled in trains performing local work)..... 25 MPH		
Curves—Between 83rd Place and 85th Street.....	15	10	Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work)..... 25 MPH		
Curve—Between State Street and Blue Island Junction.....	15	10	Russell snowplow X8030..... 25 MPH		
Grade Crossings at end of suburban platforms.....	10	10	Wedge type snowplows (when plowing)..... 40 MPH		
South Leg of Wye to South Chicago District.....	10	10			



Scale test cars (must be handled on rear of train next ahead of the caboose and in trains performing local work) except Maxson scale test cars.....30 MPH  
 Maxson scale test car ICG 100119, ICG 100120, ICG 100121 (can be located anywhere in any freight train).....45 MPH  
 Ore cars with wheel base of 20 feet or less (measured between truck centers).....30 MPH  
 Diesel engines moving through water (must not exceed three inches over top of rail).....3 MPH  
 Diesel truck transfer cars.....45 MPH  
 Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:

(When loaded).....30 MPH  
 (When empty).....40 MPH  
 Cars containing panel rail.....30 MPH  
 Cars containing lead slabs of 2,000 pounds or heavier.....40 MPH  
 36 inch (or larger) pipe on flat cars.....30 MPH  
 Coal trains.....30 MPH  
 In ABS and CTC, territory on both single and multiple track, speed of trains or engines is restricted as follows:  
 25 MPH for: (a) one diesel unit, (b) two diesel units, (c) one diesel unit and one car. 45 MPH for: (a) one diesel unit and two cars, except Trains 380 and 381 with one diesel unit and two Amtrak passenger coaches may operate at maximum authorized timetable speed for passenger trains, Trains 16, 17, 18 and 19 with one diesel unit and two 85 ft. double deck coaches may operate a maximum speed of 60 MPH, (b) two diesel units and one car, (c) three diesel units.

Maximum permissible speed for trains handling TOFC (piggy back), COFC (Container) and multi-level loading exclusively is 50 MPH between South Wye Junction-18th Street and Stuenkel and 60 MPH between Corwith Interlocking and South Joliet. Any sign, rule or special instruction requiring lower speeds must be observed.

Illinois Central Gulf trains or engines serving the Lake Calumet Harbor Port must not exceed 10 miles per hour on the Port Lead or within the confines of the Port. All crossings within the Port must be flagged.

Trains or engines must exercise particular caution when moving over the long curved portion of the lead track on the west bank of the Calumet River in the area where it goes under the 130th Street bridge.

103(d). In the State of Illinois, it is unlawful for any railroad employee to willfully or intentionally permit any train, railroad car or engine to obstruct public travel at a railroad-highway grade crossing for a period in excess of ten minutes, except where such train, railroad car or engine cannot be moved by reason of circumstances over which the railroad employee has no control.

103(e). Every effort must be made to keep coupling speed of diesel engines to 3 MPH or less; however, when a heavy impact is made by a diesel engine and damage is indicated, it must immediately be shut down and inspected by a member of the Mechanical Department before it is restarted. Such cases must be reported by the quickest available means of communication to the Train Dispatcher, or when they occur in a yard, to the Yardmaster or other employee in charge of the yard.

#### 109. Bulletin Boards:

Brighton Park.....	Amtrak Locker Room
Glenn.....	{ Yard Office
	{ Train and Enginemen's Room
Joliet.....	Yard Office
Hawthorne.....	{ Enginemen's room
	{ Yard Office
Randolph Street.....	{ Trainmen's room
	{ Engineer's room
Woodcrest.....	"F" building
Markham.....	{ All yard offices
	{ Hump offices
Union Station.....	G. B. office

#### M-151. Two Main Tracks:

Between Ft. Wayne Junction and South Joliet.  
 Between 67th Street and South Chicago.

Between ConRail crossing and Junction switch 1625 feet west of West Pullman station.

Between South Wye Junction-18th Street and Broadview.

AT&SF main track may be used in either direction between 21st Street and Bridgeport Interlockings upon receipt of proper interlocking signal indication.

AT&SF main track may be used in either direction between Bridgeport and Ash Street Interlockings, being governed by Rule 261.

AT&SF main track is protected by automatic block signals.

#### Three or more Main Tracks:

Between Monroe Street and 11th Place:

No.	Location	Use
1..	West.....	Southward, suburban.
2..	Second.....	Southward and northward, suburban.
3..	Third.....	Northward, suburban.

Between 11th Place and 67th Street:

NOTE.—Tracks No. 5 and 6 are elevated across Tracks No. 1 to 4 at 21st Street, and continue on west side thereof to South Wye Junction-18th Street.

No.	Location	Use
1..	West.....	Southward, suburban.
2..	Second.....	Southward, suburban.
3..	Third.....	Northward, suburban.
4..	Fourth.....	Northward, suburban.
5..	Fifth.....	Southward and Northward, passenger and freight.
6..	East.....	Northward and Southward, passenger and freight.

Between 67th Street and Kensington: (See Rule 93 and 261 of Special Instructions)

No.	Location	Use
1..	West.....	Southward, suburban.
2..	Second.....	Southward, suburban.
3..	Third.....	Northward, suburban.
4..	Fourth.....	Northward, suburban.
5..	Fifth.....	Southward, passenger and freight.
6..	Sixth.....	Northward, passenger and freight.

Between Kensington and Richton: (See Rule 93 and 261 of Special Instructions)

No.	Location	Use
1..	West.....	Southward, suburban.
2..	Second.....	Northward, suburban.
3..	Third.....	Southward, passenger and freight.
4..	Fourth.....	Northward, passenger and freight.
5..	Fifth.....	Southward, freight.
6..	Sixth.....	Northward, freight.
7..	East.....	Northward and Southward transfer trains and engines between Highlawn and Switchtender at Harvey.

Between Richton and Stuenkel:

No.	Location	Use
0..	West.....	Suburban Main.
1..	Second.....	Southward, passenger and freight.
2..	Third.....	Northward, passenger and freight.
3..	Fourth.....	Southward, freight.
4..	Fifth.....	Northward, freight.

Yard engines before leaving CID will call Control Operator at Kensington for permission to use Track No. 1 from 130th Street to Kensington.

Movements may be made against the current of traffic on suburban tracks upon receipt of proper interlocking signal indication and/or proper hand signal from Switchtender after Control Operator or Switchtender has received authority from the Lead Supervisor to make such movements. Where movement of trains or engines using electrified tracks are involved, the Lead Supervisor has authority to direct moves verbally against the current of traffic or otherwise either with the Engineer or Conductor. Train or engine will not proceed against the current of traffic until every member of the crew has a complete understanding of these instructions.

Control Operators and/or Switchtenders will establish manual block for each individual movement and movement will be completed before initiating a second movement, unless otherwise provided.



215. Trains originating on the Richton District may leave initial stations without a clearance except southward trains originating Homewood must secure a clearance before leaving Homewood.

Trains originating on the Broadview District may leave initial stations without a clearance but westward trains must secure a clearance before leaving Hawthorne.

Trains originating Union Station must secure a clearance before leaving Union Station, and first class trains will assume their schedule on the Richton District at South Wye Junction-18th Street, first class trains will assume their schedule on the Joliet District at Ft. Wayne Junction, and first class trains will assume their schedule on the Broadview District at Bridgeport Bridge.

Trains originating on the Joliet District between Ft. Wayne Junction and Glenn may leave initial stations without a clearance, but southward trains must secure a clearance before leaving Glenn.

Trains arriving South Joliet on the Joliet District enroute the Normal-Pequot Districts, and trains arriving South Joliet on the Normal-Pequot Districts enroute the Joliet District may leave South Joliet with same identity without a clearance if train order signal conveys a proceed indication. These trains will not register at South Joliet. All other trains that originate at South Joliet must obtain clearance before leaving South Joliet.

When a regular train, scheduled via Normal District between South Joliet and Mazonia is run Extra between these points, such train may assume its original schedule at South Joliet or Joliet without train order authority or clearance.

251. On the Richton, Broadview and Joliet Districts, block signal indications supersede timetable superiority for trains moving with the current of traffic.

Train Dispatcher or Train Director will advise train crews when and where to clear first class trains. The Train Dispatcher or Train Director must be advised immediately of any condition preventing normal speed.

261. Between 67th Street and Kensington, Track No. 1 will be used by northward and southward trains and block signal indications supersede timetable superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

Between Kensington Interlocking and Homewood CTC, Tracks No. 1 and 2 may be used in either direction and signal indications will supersede timetable superiority. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

Controlled manual block system is in service from Blue Island Junction to north switch at Blue Island. Block signals govern the use of blocks and their indications supersede the superiority of trains. Authority to proceed when stopped by stop signal, Rule 292, may be granted by Control Operator at West Pullman Interlocking.

**279. Electrically locked hand throw switches:**

Bridgeport—North and south mains, all switches between Ashland Ave. and Western Ave., Joliet District, are controlled by Control Operator at Bridgeport.

Between Glenn and South Joliet all main track crossovers.

Joliet—Main track to American Chemical.

Wildwood—Track No. 1 near Bridge 16.53 leading to CID. (Between 67th Street and 119th Street and switch at 75th Street, Midwest Products, are controlled by Control Operator at 67th Street or Kensington).

Peoria Street—Main track to West Pullman Yard.

Racine Avenue—Main track to West Pullman Yard.

Racine Avenue—Main track to CWP&S.

Harvey—Crossovers Tracks No. 1 and 2.

Richton—Track No. 1 to Suburban Main track.

Sauk Trail—Commuter to Track 1.

Ash Street—Switch from westward main track to ConRail wye. (Switch is controlled by Control Operator at Ash Street).

Kedzie Avenue—Eastbound main to I. N. interchange.

290. On Joliet District—Signals displaying the following aspects shall be considered as conforming to Rule 290:

- Red over Red over Lunar
- Red over Lunar

**Lunar Dwarf**

On Blue Island District—When southward home signal at West Pullman Interlocking displays a **PROCEED AT RESTRICTED SPEED** indication, this will authorize southward movement over northward track to spring switch at end of two main tracks.

On Blue Island District—A dwarf signal located approximately 530 feet south of Peoria Street is in service on northward main track governing southward movements from northward main track through spring switch to end of block at Blue Island.

291. Trains or engines using electrified tracks must stop before passing an intermediate signal conveying an indication to Proceed at Restricted Speed, after which train or engine will proceed at Restricted Speed.

**505. Automatic block system territory extends from:**

Panhandle-Brighton Park to Plaines.

South Wye Junction-18th Street Interlocking to Stuenkel (except Tracks No. 7 and 8, 67th St. Interlocking to 96th St. and Track No. 7 Highlawn to north end Markham Yard and Tracks No. 5 and 6 from Harvey to Homewood). (See Rule 525 of Special Instructions). 18th Street to Broadview—Westward main track. Broadview to Clark Street Interlocking—Eastward main track.

67th Street to South Chicago.

509. When train or engine is stopped at stop signal (Rule 292) on northward South Chicago District main track at 70th Street, permission to proceed will be obtained from Control Operator at 67th Street Interlocking.

**513. On the Richton, Broadview and Joliet Districts:**

Trains and engines must not enter upon any main track at points not protected by interlocking or Switchtender without first obtaining permission from the Control Operator, Trainmaster and or Yardmaster who will secure authority from Train Dispatcher or Train Director.

Trains and engines must not cross over from one main track to another main track at locations where Switchtenders are on duty without receiving a Proceed signal from Switchtender.

Highlawn-Mile Post 18—Trains and/or engines moving across system of crossovers using Tracks No. 4, 5, 6 and 7, will approach this location at **REDUCED SPEED**, and prepared to stop short of crossovers and will not proceed until receipt of proceed signal from Switchtender, between 8:00 AM and 4:00 PM. The five (5) minute waiting time as required by Rule 513, is suspended while Switchtender is on duty.

Harvey—Trains and/or engines moving across system of crossovers using Tracks No. 5, 6 and 7, will not proceed until proper signal is received from the Switchtender and the way is known to be clear.

Harvey—The Switchtender will ascertain from the Train Dispatcher or Train Director through the Trainmaster at Homewood that there are no approaching movements on Track No. 4 before lining the crossover from Track No. 5 to Track No. 4. The five (5) minute waiting time as required by Rule 513 is suspended.

Brighton Park—Trains and/or engines entering the northward main track thru the spring switch located at the north end of the south lead, must secure permission from Corwith Control Operator before fouling northward main track. The five (5) minute waiting time as required by Rule 513 is suspended. Trains and/or engines must approach spring switch prepared to stop, regardless of block signal indication.

515. A train carrying passengers in the State of Illinois is prohibited from backing into a block after once having passed beyond its limits. If unforeseen emergency should require, such movement can only be made after receiving positive authorization from the Train Dispatcher or Train Director.

525. Centralized Traffic Control is in service between 18th Street and 67th Street on Tracks 5 and 6 and is controlled by Control Operator at 67th Street Interlocking.

Centralized Traffic Control is in service at Homewood. Trains and engines not receiving proper signal indication at Homewood will communicate with Control Operator at Homewood and/or Trainmaster at Markham.

Centralized Traffic Control is in service between Ft. Wayne Junction and Panhandle-Brighton Park, controlled by Control Operator at Bridgeport Bridge Interlocking.



**560. Spring Switches:**

Location	Normal Position
Panhandle-Brighton Park (north end of south lead)(#)	For northward main
11th Place Junction.....	For Track No. 3
West Pullman (South end of two main tracks)(*)	For northward main
90th Street, South Chicago District.....	For northward main
Broadview(*).....	For eastward main

(\*) Equipped with Lunar light indicator.  
 (#) Equipped with Color Position Light signal.

**605. Interlockings:**

At Bridgeport, Corwith, LeMoyné, Glenn, Argo and Joliet, the home signals governing main routes are semi-automatic and act as block signals as well as governing route over interlocking. Trains finding signal in stop position, will be governed by Rule 608.

**Remote Control Interlockings**

Le Moyné, controlled by BRC RR Train Dispatcher.  
 Glenn (45 crossover), controlled by Control Operator Corwith.  
 Plaines (ATSF Jct.), controlled by ATSF Train Dispatcher.

**610. Automatic Interlocking:**

Broadview District—Mile 7.09..... I.N.R.R.

When a train or engine is stopped by an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the emergency release in accordance with posted instructions.

**771.** Trainmen of trains handling passengers to or from a place other than a station platform will protect passengers until they reach point of safety.

**782.** Each car placed in train where personnel are not on duty for the primary purpose of inspecting freight cars may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movements shall be corrected or set out of train.
2. No part of the freight car nor any thing attached to the car may be hanging low enough to foul a road crossing or track structure.
3. Open top loads including trailers and containers on flat cars must be safely loaded.
4. Where width or height appears close to clearance lines it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags that are safe for movement, may be taken in train to the point where repairs are to be made.

**834.** The following instructions must be complied with when making back-up movements. The man in charge of the back-up movement must check closely to see that the tail hose is coupled into the train line and that the valve on the tail hose is operative. Before the back-up movement is started, sufficient air should be drawn off from the tail hose to set the brakes on the rear car. The man in charge of the back-up movement must also locate the Conductor's Emergency Valve before starting the movement so that in case of an emergency, the conductor's valve can be opened without delay, and after back-up movement is started, a running test must be made to the extent that the application of the brakes can be definitely felt. If the person in charge of the back-up movement fails for any reason to make the running test, or the brakes do not apply in the test, the engineman must immediately bring the train to a stop until it is definitely known that the brakes are operating with the back-up hose.

**1201.** Dead diesel units may be handled anywhere in the first twenty cars of a train, and when practical they will be handled next to the units handling the train.

Crews on engine will observe dead units closely for indication of sticking brakes and sliding wheels.

**1202.** Engineman of any train or engine approaching crossing protected by gates on South Chicago or Blue Island Districts, finding gate or gates up on either side, must stop before crossing street and then proceed over crossing at **REDUCED SPEED.**

Gate signal indications governing movements over protected highway and pedestrian crossings are located at various streets on the South Chicago District and the Blue Island District.

When a red aspect is displayed on any of these signals, trains and engines must stop and be governed by first paragraph of this rule.

At 82nd Street, South Chicago District, circuit for northward moves on northward track will keep gates down for one and one-half minutes at which time the gates will rise. When trains are ready to depart, engineer should move to "X Re-start" sign and wait until gates are fully lowered before moving onto crosswalk or street. Ten seconds are required for gates to lower.

Northward trains having to wait for time at 83rd Street Station, South Chicago District, must not pass the eight car mark while doing so.

Automatic flashing light signals at 90th Street, South Chicago District. When trains are ready to depart South Chicago, trainman will insert switch key in key release box located on platform, turn key counterclockwise, and remove key. After 15 seconds gate signal will clear.

At West Pullman, Blue Island District, circuit for southward moves on southward track will keep gates at Peoria Street down for one and one-half minutes at which time the gates will rise. When trains are ready to depart and gates are up, engineer should move to "X Re-start" sign and wait until gates are fully lowered before moving onto crosswalk or street. Ten seconds are required for gates to lower.

Northward moves at Halsted Street, Blue Island District, must not actuate gate circuit until Proceed indication is displayed. When train is ready to depart, engineer should move to "X Re-start" sign and wait until gates are fully lowered before moving onto crosswalk or street.

In the event of failure of gates, trains will be governed by the first paragraph of this rule.

**1204.** Employees working on or about Multiple Unit electric suburban cars must exercise due caution in keeping clear of overhead wires and all pantographs and 1500 volt equipment on cars when one pantograph is up; when one pantograph is in contact with the overhead wire, the second pantograph, even when latched down, is energized and electrically alive.

Employees will not work on any 1500 volt equipment, wiring, open switch box or equipment cover without first lowering and grounding all pantographs.

Employees will not work on or about storage battery boxes on diesel units, multiple unit electric suburban cars or through passenger cars with open flame lights or torches. This is to avoid explosion of gas generated in such battery boxes.

**1205.** Journal boxes on streamline cars having roller bearings are equipped with a cylinder of liquid gas sealed with a low melting point solder which is melted when journal is overheating, emitting an odor similar to a stench bomb. The odor enters car through the fresh air intake of the air-conditioning system, and can also be detected in vestibule, as well as in cars following. When this odor is detected immediate action should be taken to stop the train for inspection. Report will be promptly made to the Chief Train Dispatcher or Train Director.

**1207.** Between Union Station and Ft. Wayne Junction, be governed by Chicago Union Station Company (C.U.S.C.) Rules and Instructions of Operating Department.

Chicago Union Station Company regulations require that all employees in Train, Engine and Yard Service must be examined and qualified on the Rules of the Operating Department, Chicago Union Station Company, by Chicago Union Station Company Rules Examiner. Subsequent re-examinations—every two years—may be made by Rules Examiner, Chicago Union Station Company, or by own road.

Classes on the Rules of the Operating Department, Chicago Union Station Company, are held at 10:00 AM, on the first and third Wednesday of each month.

Employees absent three months—but not more than six months—must be re-examined, either by Rules Examiner of the Chicago Union Station Co., or own Road.

Chicago Union Station rules require the use of back-up or tail hoses for reverse moves within the station.



1208. Between Burlington Northern Railroad north wye (Roosevelt Road) and the St. Charles Air Line, Illinois Central Gulf Amtrak trains using Burlington Northern, Inc. tracks between Roosevelt Road MP 0.76 and Union Avenue Interlocking MP 2.11 will be governed by the following:

Illinois Central Gulf trains will be governed by the Rules and Regulations of the Operating Department of the Illinois Central Gulf Railroad with the following modifications, EXCEPT: BURLINGTON NORTHERN INC. BLOCK SIGNAL ASPECTS AND INDICATIONS FORM 15307 DATED JULY 1, 1971, WILL GOVERN.

Before operating on Burlington Northern trackage, train and enginemen must pass examination on Burlington Northern block signal aspects and indications. A copy of Form 15307 can be obtained in the G.B. Office, Union Station, Chicago.

**THE FOLLOWING I.C.G. RULES MODIFICATIONS APPLY ON BURLINGTON NORTHERN TRACKAGE:**

Rule 11(b) If fusee is burning beyond nearest rail of adjacent main track, train or engine will not stop but must proceed at reduced speed for two miles.

Rule 15 (Para 1) The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction for two miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

**THE FOLLOWING TRACK FLAG RULE APPLIES ON BURLINGTON NORTHERN TRACKAGE:**

A train or engine finding a red flag or light between the rails, or to the right of the track upon which it is moving, must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal is given with a yellow flag or yellow light, or verbal permission is received from the Foreman in charge.

**SPECIAL INSTRUCTIONS APPLYING ON BURLINGTON NORTHERN TRACKAGE:**

Two main track operation between Roosevelt Road, MP 0.76 and Union Ave. Interlocking MP 1.36 upon which movements may be made in either direction governed by block signals whose indications supersede the superiority of trains and authorize train and engine movements. Tracks are numbered from the North, 1 and 2. Automatic Block Signal rules in effect.

Four Main Track operation west of the west limits of Union Avenue Interlocking MP 2.11. Tracks are numbered from the North, 1, 2, 3, and 4. CENTRALIZED TRAFFIC CONTROL RULES IN EFFECT.

If Westward Absolute signal on Track 1 just east of Canal St. does not clear, train or engine will call and be governed by, instructions from the Control Operator at Union Avenue Interlocking. Rule 509 is modified accordingly.

**SPEED RESTRICTIONS:**

Track 1 and 2 between Roosevelt Road MP 0.76 and West limits Union Avenue Interlocking MP 2.11.....25 MPH  
On Wye tracks connecting with ConRail  
in vicinity of Canal Street.....Restricted Speed  
Through Crossovers.....15 MPH  
(Speed must not be increased until train or engine is clear of all crossover switches.)

**CLEARANCE PROVISIONS AND EXCEPTIONS:**

At Chicago and Union Avenue Interlocking, clearance not required unless otherwise instructed. ICG clearance will govern.

**BULLETIN BOARD:**

Chicago Union Station. I.C.G. Amtrak trains check B.N. bulletin board in compliance with Rule 109.

**1209. SWITCHING RESTRICTIONS FOR HAZARDOUS MATERIALS.**

Loaded placarded cars containing "EXPLOSIVES A", "EXPLOSIVES B", "POISON GAS", "FLAMMABLE GAS", "RADIOACTIVE MATERIAL" and all flat cars carrying placarded trailers or containers are restricted as follows:

- A. Must not be humped, kicked or allowed to roll free,
- B. Must not be coupled to another car with more force than is necessary to make the coupling,
- C. Other free rolling cars must not be allowed to couple directly to these restricted cars.

Switch lists provided switching crews must clearly indicate the presence of these cars. At the beginning of each shift switching crews must determine whether or not any of these cars are first out on each track to be switched. Before humping, kicking or allowing any car to roll free onto a track having a restricted car first out, a non-restricted car must be shoved to a coupling with the restricted car.

During switching operations cars placarded "EXPLOSIVES A" must be separated from the engine by at least one (1) non-placarded car. Cars placarded "EXPLOSIVES A" must be placed so they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing, nor in or alongside a passenger shed or station, except for loading or unloading purposes.

All Freight Conductors—Federal Regulations require that the train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement. Conductors will notify their engineer when placarded cars are in the train and advise him of their position in the train. When placarded cars are picked up at intermediate points conductor will notify their engineer and advise him of their position in the train. These requirements are in addition to the "Notice of Cars Containing Explosive A or Poison Gas", Form F-0310.

Strict compliance with these instructions is essential.

**1210. Hydrocyanic Acid, Flammable Poisonous Gas:**

The following instructions will apply to tank cars loaded with Hydrocyanic Acid (HCN), or an empty HCN Tank Car, and will supersede all previous instructions concerning HCN:

**HAZARDS:**

HCN is extremely hazardous by inhalation, by contact with the skin, and by ingestion. Exposure to excessive concentration of vapor may result in instantaneous loss of consciousness and death without warning. In the event of a spill or leak of the liquid material, the area should be roped off and warning signs posted until decontamination has been completed by trained personnel.

Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentration is so rapid that it is of no value as a warning.

**SPECIAL PRECAUTIONS:**

In the event of a derailment, or other suspected leakage of an HCN tank car, the wind direction should be determined before an approach to the car is made, and the car should be approached from the upwind side. All persons should be kept away from the car. Police and fire-fighting forces should be instructed in the hazards of the lading. If the car is actually involved in a fire or if it is burning at the dome or from any other possible leak, it should be permitted to continue burning. If the car is not actually involved in a fire, IT MUST BE LEFT ALONE PENDING THE SHIPPER'S INSTRUCTIONS. A derailed HCN tank car shall not be railed, rigged for hoisting by crane, or other work done on it excepting as instructed by the shipper. It is most important that no flame cutting, welding or other hot work be performed on the car until the shipper's authorization is given by his representative at the scene.

**NOTIFICATION:**

In the event of wreck, derailment, leakage, or other problem involving a HCN tank car, call the following number:

CHEMTREC  
800-424-9300

**SWITCHING:**

Both loaded and empty HCN cars shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike either a loaded or empty HCN car.

## AUTOMATIC TELEPHONE NUMBERS

Superintendent Suburban Service.....	2800
Terminal Superintendent Markham.....	240
Terminal Superintendent Glenn.....	20
Trainmaster Randolph Street.....	2803
Trainmaster Markham.....	241
Trainmaster Glenn.....	23-40
Traveling Engineer Markham.....	206
Trainmaster-Trav. Engineer.....	3580
Traveling Engineer Randolph Street.....	2804
Chief Train Dispatcher.....	2894
Train Dispatcher—Richton District.....	2896
Train Dispatcher—Broadview District.....	2995
Train Dispatcher—Joliet District.....	71
Power Supervisor Randolph Street.....	2825
General Yardmaster—Hawthorne.....	2398
Yardmaster—So. Joliet.....	49
Yardmaster—Glenn.....	42

## SWICHTENDERS

2914.....	Switchtender.....	11th Place
2915.....	Switchtender.....	11th Place
2945.....	Pole Box.....	14th Street
648.....	Switch Shanty.....	94th Street
466.....	Switchtender.....	High Lawn

## TOWERS—INTERLOCKING

2832.....	Interlocking Tower.....	Randolph St.
3441.....	Interlocking Tower.....	67th Street
3442.....	Interlocking Tower.....	67th Street
674.....	Interlocking Tower.....	Kensington
643.....	Interlocking Tower.....	Kensington
665.....	Interlocking Tower.....	Riverdale
54.....	Interlocking Tower.....	Corwith

Trainlister Markham.....	250
Special Agent.....	2535
Call Board—Harvey	
Enginemen—Amtrak Trainmen.....	444
Thru Frt. Conductors, Trainmen & Levermen.....	445
Switchmen—Switchtenders.....	446
Suburban Trainmen—Randolph St.....	2882
Claim Agent Randolph Street.....	2808
Claim Agent 233 N. Michigan.....	2868
Claim Agent Harvey.....	380
Claim Agent Glenn.....	41
Claim Agent Markham.....	380
Coordinator Woodcrest Tower.....	411-412
Train Director Kensington.....	674-630
Control Operator Homewood.....	360

## SWICHTENDERS

257.....	Crossover Switches Tracks Nos. 1 & 2.....	155th Street
255.....	Switchtender.....	157th Street
256.....	Switchtender.....	157th Street
201.....	Switch Shanty.....	171st Street

## TOWERS—INTERLOCKING

627.....	Interlocking Tower.....	West Pullman
2951.....	Interlocking Tower.....	Clark Street
2946.....	Interlocking Tower.....	21st Street
2919.....	Interlocking Tower.....	Bridgeport
15.....	Interlocking Tower.....	Ash Street
2851.....	Interlocking Tower.....	Belt Crossing
53.....	Interlocking Tower.....	Bridgeport

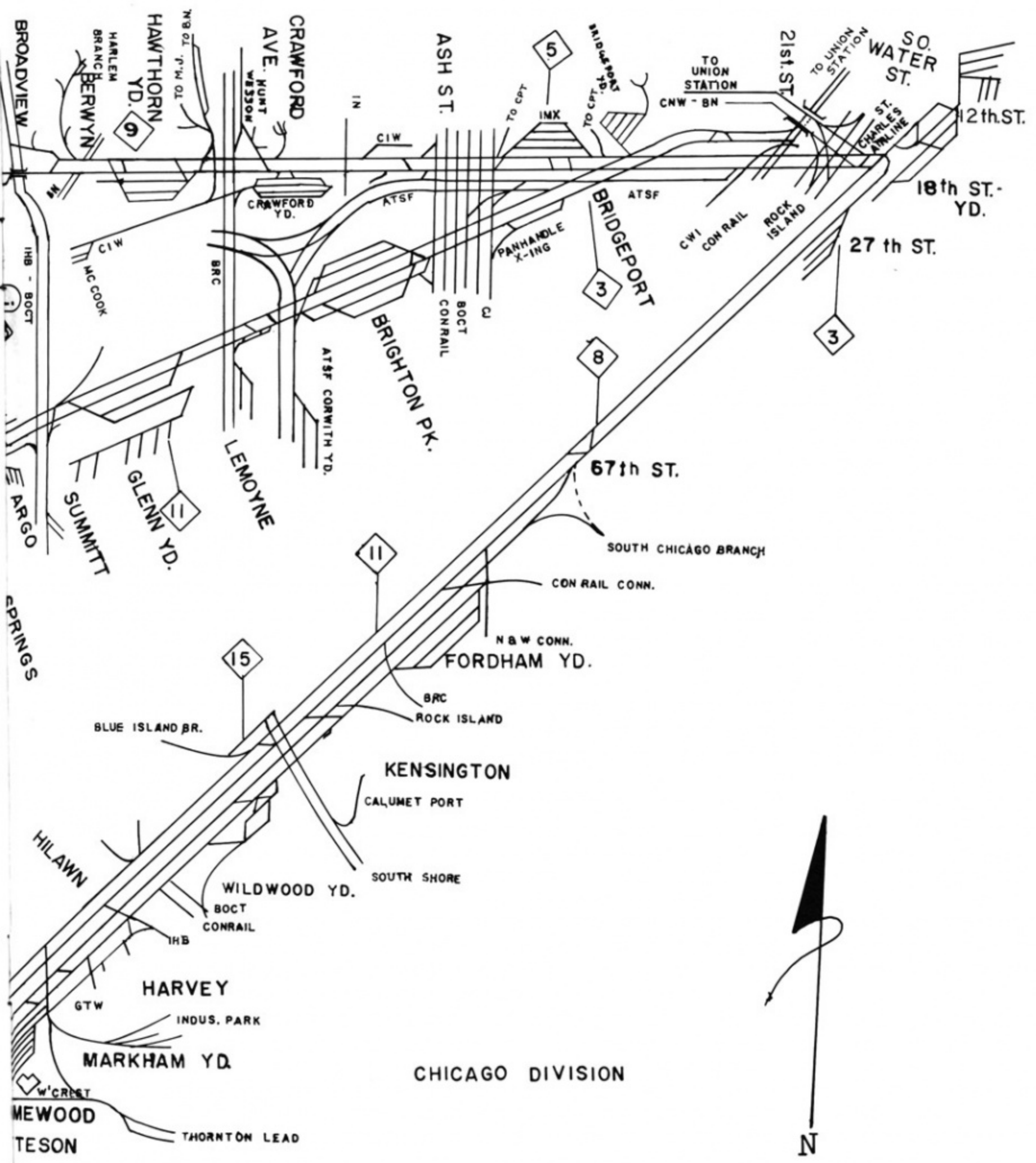
FROM	TO	ACCESS CODE	EXTENSION NO. SERIES
233 N. Michigan	233 N. Michigan.....	None.....	2000-2999
	95th Street (Burnside).....	71.....	600-700
	Markham.....	80.....	200-300
	Glenn.....	62.....	20-54
95th Street (Burnside)	95th Street (Burnside).....	None.....	600-700
	233 N. Michigan.....	8.....	2000-2999
	Markham.....	8-80.....	200-300
	Glenn.....	8-62.....	20-54
Glenn	Glenn.....	None.....	20-54
	233 N. Michigan.....	9.....	200-2999
	95th Street.....	9-71.....	600-700
	Markham.....	9-80.....	200-300
	Bloomington.....	9-63.....	10-90











CHICAGO DIVISION





An IC Industries Company

### HOW TO USE THIS CHART

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies. See footnotes for explanation of reference marks.

## POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

		3	4	5	6	7	8	9	10	11	12	13	14	15	16
		<b>MUST NOT BE PLACED NEXT TO:</b>													
		WHEN TRAIN LENGTH PERMITS	WHEN TRAIN LENGTH DOES NOT PERMIT												
1	2	No RESTRICTIONS	Must Not Be Nearer Than Sixth Car From Engine or Occupied Caboose	Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose	ENDING	Loaded Flat Car <sup>①</sup>	Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extending Above Car Ends Is Liable To Shift	Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating; Lighted Heaters, Stoves Or Lanterns	OCUPIED	OCUPIED	EXPLOSIVES	POISON GAS	RADIOACTIVE	UNDEVELOPED Film	Any Loaded PLACARDED Car Except Combustible
ANY CAR (INC. FLAT CARS CARRYING TRAILERS OR CONTAINERS)	EXPLOSIVES A		X	X	X	X	X	X	X <sup>③</sup>	X <sup>③</sup>		X	X		X
ANY CAR EXCEPT TANK CAR	POISON GAS				X	X	X	X	X <sup>③</sup>	X <sup>③</sup>	X		X		X
TANK CAR	POISON GAS		X	X	X	X	X	X	X <sup>③</sup>	X <sup>③</sup>	X		X		X
ANY CAR	RADIOACTIVE				X				X	X	X	X		X	X
LOADED TANK CAR	ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE		X	X	X	X <sup>②</sup>	X	X	X	X	X	X	X		
EMPTY TANK CAR	ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE				X					X					
ANY CAR	COMBUSTIBLE OR EMPTY COMBUSTIBLE	X													
ALL OTHER LOADED CARS	ANY PLACARDS										X	X	X		

<sup>①</sup> A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

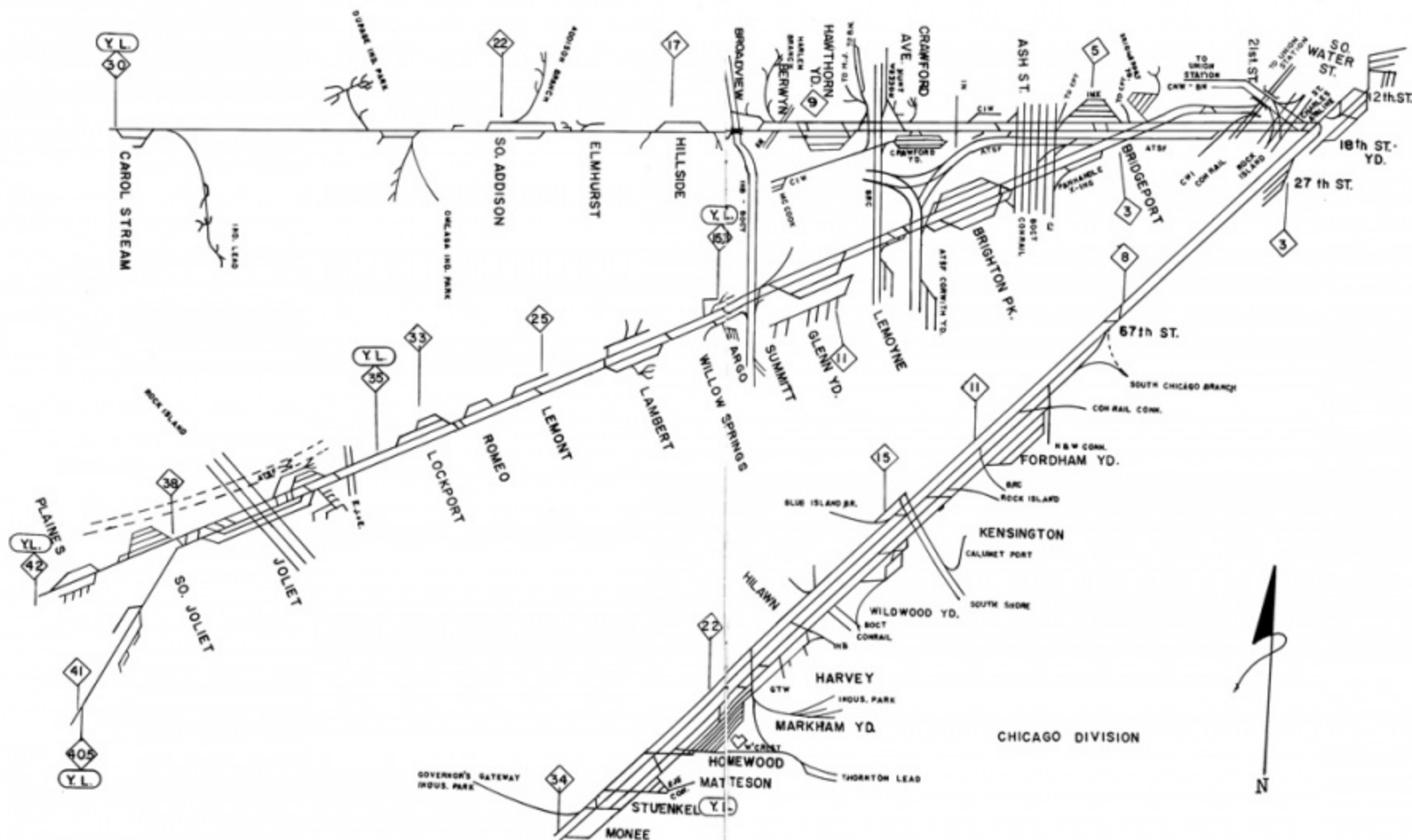
<sup>②</sup> Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

<sup>③</sup> A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

REVISED JANUARY 1, 1977





CHICAGO DIVISION



## End Notes by "Englewood", ex ICG dispatcher

### Page 1

The Division Officers. T.R. McClarty at Glenn Yard was known as TORO. The nickname came from the time he applied for a credit card and instead of putting a "." after his initials he put little circles. Sure enough the card came back reading TORO.

Some of you Amtrakers may recognize the last name. Toro's son, Steve, was a fireman out of Bloomington who held some management positions at Amtrak. Last I heard he had moved onto the Illinois Commerce Commission and then Tri-Rail. Unlike some father – son railroaders, the McClartys were both good men.

Superintendent-Transportation, J.E. Moss was in charge of the centralized train dispatching office over on Michigan Ave.

An ex-dispatcher he was also a good man to work for.

### Page 2

Not many timetables include such good maps.

### Page 3

The Blackhawk running on the Iowa line.

### **Page 4**

The letter or number before the special instructions indicate which operating rule the instruction modifies.

N. Clarifies that Chicago Division officers are in charge of the territory covered by this timetable.

4. Third paragraph was applicable when the joint track with the ATSF was used.

At this time a train using the joint track would run the ICG between Plaines and Joliet.

Some years later trains using the joint track would use the ATSF all the way to or from Joliet.

### **Page 5**

Various instructions refer to the South Chicago and Blue Island Districts. There was a separate Electric District timetable governing operation on those lines.

93. The main track numbers change at various locations because the Electric District tracks are to the west of the Chicago District tracks. There were 4 Electric tracks between 18th St. and Kensington; 2 tracks between Kensington at Richton; 1 track between Richton and Stuenkel.  
This is further explained on page 8.

98. 11th Place was the location where the Iowa Line freight tracks to South Water St. crossed the Electric Dist. tracks.  
By the time of this timetable the Iowa Line trains no longer came this way.  
<https://www.flickr.com/photos/barrigerlibrary/12352863633/in/album-72157640358322113/>  
<https://www.flickr.com/photos/barrigerlibrary/12352676585/in/album-72157640358322113/>

99. Additions made after the tragic Electric District collision of the early 70's.

## **Page 6**

The Richton Dist. speed restrictions on upper left side of the page were because the named tracks were directly adjacent to the Electric Dist. tracks. ICG didn't want a big freight derailment to go into the side of a suburban train.

Page 7.

Speeds. Note the paragraph that backs into saying there is a curve speed restriction on the Amtrak SDP40F.

Page 8. Main track designation

Page 9. Lots of good detail info.

Page 10.

More good info. If there are any questions on a specific item I will try to give you an answer.

Page 11.

Left hand column has all the info needed for the passenger crews to use the BN between Union Ave. and Roosevelt Rd. into or out of CUS.

Right hand column has Hydrocyanic Acid instructions. I always got a kick out of the line "Although HCN has a characteristic sweetish odor, like bitter almond, its toxic action at hazardous concentration is so rapid that it is of no value as a warning".



Page 12.

When phones sat on desks and had handsets. binPage 10.

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Page 13-14.

Always leave room for notes

Page 16

Back cover with car placement instructions.

I combined the map pages into one.

I hope you enjoyed your trip over the Chicago Division.