

DIVISION OFFICERS

J. T. STANFORD.....Terminal Manager
 H. S. SYMON.....Superintendent Pass. Service
 A. R. SHAW.....Train Master Pass. Service
 J. J. BERSCHINSKI.....Train Master
 J. W. DODGE.....Train Master
 T. J. REID.....Superintendent Freight Service
 H. PAULSEN.....Train Master, Markham
 F. ANDERSON.....Train Master, Markham
 G. J. NASH.....Train Master, Hawthorne
 J. M. DAWSON.....Train Master, Congress Street
 B. P. SMITH.....Train Master, Congress Street
 O. LARSON.....Traveling Engineer
 H. C. DIXON.....Traveling Engineer
 M. J. MADDEN.....Chief Train Dispatcher
 S. H. DAVIS.....Train Dispatcher
 A. E. OLSON.....Train Dispatcher
 P. D. BECHELY.....Train Dispatcher
 D. P. BENKERT.....Train Dispatcher
 W. C. SCOTT.....Train Dispatcher
 H. O. ROOKER.....Train Dispatcher
 H. E. PRESTON.....Power Supervisor
 R. C. COLE.....Load Supervisor
 R. C. GOODWIN.....Load Supervisor
 J. S. PARSHALL.....Load Supervisor

SPEED TABLE

This is not for authorized speed but for information only.

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

Illinois Central Railroad

CHICAGO TERMINAL DIVISION

THROUGH TRAIN TIME TABLE No.

73

Taking Effect at 12.01 a. m.

FRIDAY, DECEMBER 13, 1946

Superseding Time Table No. 72

Dated Sept. 29, 1946

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President

S. F. LYNCH, General Manager

C. J. FITZPATRICK, General Superintendent Transportation

R. L. TOOKER, Superintendent Transportation

J. T. STANFORD, Terminal Manager

CHICAGO TO RICHTON—Southward (Continued on page 4)

Mile Posts		TIME TABLE No. 73	Taking Effect December 13, 1946	Distance between Stations	FIRST CLASS										
					25	1009	37		31	53	1013	7	1	1017	11
					Southern Express	M. C. No. 346 The Mail	C. C. C. & St. L. No. 414 Local		Local Passenger	City of Miami	M. C. No. 44 New York Special	Sun Chaser	The Creole	M. C. No. 76 The Mercury	C. C. C. & St. L. No. 416 Cincinnati Special
STATIONS		Daily	Daily	Ex. Sun.		Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily			
1.4	CENTRAL STA. (CHICAGO) ..	L 12 20AM	L 1 10AM	L 7 15AM	.....	L 7 20AM	L 8 00AM	L 8 45AM	L 9 00AM	L 9 05AM	L 9 30AM	L 9 50AM		
7.9	63 STREET..... 6.5	s 12 30	.....	s 7 26	.....	s 7 33	s 8 10	s 8 57sc	sc 9 13	s 9 20	s 9 40	s 10 02	
14.5	KENSINGTON..... 6.6	.....	A 1 30AM	A 7 35	.....	s 7 43	.....	A 9 07AM	.....	g 9 31	A 9 50AM	.....		
20.0	HARVEY..... 5.5	.....	.....	.....	.....	s 7 57	.....	.....	.....	s 9 41	.....	.....	
23.5	HOMEWOOD..... 3.5	12 47	.....	7 44	.....	s 8 05	8 25	.....	9 30	9 48	.....	10 18
28.2	MATTESON..... 4.7	.....	.....	.....	.....	s 8 13	.....	.....	.....	.....	.....	.....
29.8	RICHTON..... 1.1	A 12 55AM	.....	A 7 50AM	.....	A 8 15AM	A 8 30AM	.....	A 9 35AM	A 9 55AM	.....	A 10 25AM

Mile Posts		TIME TABLE No. 73	Taking Effect December 13, 1946	Distance between Stations	FIRST CLASS										
					19	1019	39		1031	35	33	5	21	29	3
					The Daylight	M. C. No. 308 The Michigan	C. C. C. & St. L. No. 406 Carolina Special		M. C. No. 8 The Wolverine	C. C. C. & St. L. No. 408 Queen City Special	C. C. C. & St. L. No. 4 James Whitcomb Riley	The Panama Limited	The Green Diamond	The Illini	The Louisiana
STATIONS		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
1.4	CENTRAL STA. (CHICAGO) ..	L 11 00AM	L 12 30PM	L 12 45PM	.....	L 1 30PM	L 2 00PM	L 4 40PM	L 5 00PM	L 5 15PM	L 5 20PM	L 7 30PM		
7.9	63 STREET..... 6.5	s 11 10	s 12 40	s 12 57	.....	s 1 40	s 2 12	s 4 51	s 5 10	s 5 25	s 5 34	s 7 45		
14.5	KENSINGTON..... 6.6	.....	A 12 50PM	.....	.....	A 1 50PM	.....	.....	.....	.....	f 5 45	.....		
20.0	HARVEY..... 5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	st 5 56	.....		
23.5	HOMEWOOD..... 3.5	11 24	.....	1 13	.....	.....	2 28	5 08	5 23	5 39	6 01	8 07
28.2	MATTESON..... 4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 6 07	.....		
29.8	RICHTON..... 1.1	A 11 30AM	.....	A 1 20PM	.....	.....	A 2 35PM	A 5 13PM	A 5 29PM	A 5 45PM	A 6 10PM	A 8 15PM

Mile Posts		TIME TABLE No. 73	Taking Effect December 13, 1946	Distance between Stations	FIRST CLASS										
					1061	1063	15		9	1069	1085	27	17	1091	
					M. C. No. 358 The Niagara Canadian	M. C. No. 364 The Valley Express	C. C. C. & St. L. No. 438 Cincinnati Night Express		The Seminole	M. C. No. 40 North Shore Limited	M. C. No. 342 Detroit Night Express	C. C. C. & St. L. No. 410 Royal Palm	The Night Diamond	M. C. No. 318 Motor City Special	
STATIONS		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
1.4	CENTRAL STA. (CHICAGO) ..	L 8 00PM	L 8 05PM	L 9 20PM	.....	L 10 15PM	L 10 20PM	L 11 30PM	L 11 45PM	L 11 55PM	L 11 59PM	.....		
7.9	63 STREET..... 6.5	s 8 10	s 8 15	s 9 30	.....	s 10 28	s 10 30	s 11 42	s 11 56	s 12 09AM	s 12 14AM	.....		
14.5	KENSINGTON..... 6.6	A 8 20PM	A 8 25PM	A 9 39	.....	.....	A 10 40PM	A 11 52PM	.....	n 12 19	A 12 25AM	.....		
20.0	HARVEY..... 5.5	.....	.....	s 9 47	.....	.....	.....	.....	.....	.....	.....	.....
23.5	HOMEWOOD..... 3.5	.....	.....	9 56	.....	10 48	.....	.....	12 16 AM	12 33	.....	.....	
28.2	MATTESON..... 4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.8	RICHTON..... 1.1	.....	.....	A 10 04 PM	.....	A 10 55 PM	.....	.....	A 12 25 AM	A 12 40 AM	.....	.....	

RICHTON TO CHICAGO—Northward (Continued on page 4)

Miles from Richton	TIME TABLE No. 73 Taking Effect December 13, 1946 STATIONS	Distance between Stations	FIRST CLASS										
			26	12	1014		1020	18	28	10	1024	4	6
			Northern Express	C. C. C. & St. L. No. 443 Chicago Night Express	M. C. No. 345 Local Passenger		M. C. No. 315 Motor City Special	The Night Diamond	C. C. C. & St. L. No. 437 Royal Palm	The Seminole	M. C. No. 39 North Shore Limited	The Louisiane	The Panama Limited
27.9	..CENTRAL STA. (CHICAGO)..		A 4 20 AM	A 5 30 AM	A 5 55 AM	.....	A 7 20 AM	A 7 30 AM	A 7 35 AM	A 7 45 AM	A 8 30 AM	A 9 00 AM	A 9 30 AM
21.4	.....63 STREET.....	6.5	a 4 03	s 5 13	s 5 38	.....	s 7 00	s 7 17	s 7 18	s 7 28	s 8 15	s 8 43	s 9 20
14.8	.....KENSINGTON.....	6.6	a 3 52	H 5 03	L 5 25 AM	.....	L 6 46 AM	N 7 06	.....	.....	L 8 05 AM	.....	.....
9.8	.....HARVEY.....	5.5	.....	H 4 55	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	3 38	4 50	.....	.....	.....	6 54	6 57	7 02	.....	8 17	9 02
1.1	.....MATTESON.....	4.7	f 3 32	.....	.....	.....	.....	N 6 48	.....	.....	.....	.....	.....
.....	.....RICHTON.....	1.1	L 3 30 AM	L 4 43 AM	.....	.....	.....	L 6 45 AM	L 6 50 AM	L 6 55 AM	.....	L 8 10 AM	L 8 56 AM
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily

Miles from Richton	TIME TABLE No. 73 Taking Effect December 13, 1946 STATIONS	Distance between Stations	FIRST CLASS										
			30	1028	34		1026	22	16	32	1038	1034	
			The Illini	M. C. No. 17 The Wolverine	C. C. C. & St. L. No. 3 The James Whitcomb Riley		M. C. No. 33 The Michigan	The Green Diamond	C. C. C. & St. L. No. 415 Chicago Special	Local Passenger	M. C. No. 341 Local Passenger	M. C. No. 75 The Mercury	
27.9	..CENTRAL STA. (CHICAGO)..		A 11 15 AM	A 11 50 AM	A 1 00 PM	.....	A 1 01 PM	A 2 10 PM	A 2 40 PM	A 4 25 PM	A 4 30 PM	A 5 00 PM	.....
21.4	.....63 STREET.....	6.5	s 11 02	s 11 40	s 12 45	.....	s 12 50	s 1 55	s 2 24	s 4 10	s 4 15	s 4 50	.....
14.8	.....KENSINGTON.....	6.6	f 10 50	L 11 30 AM	.....	.....	L 12 35 PM	.....	.....	s 3 59	L 4 05 PM	L 4 41 PM	.....
9.8	.....HARVEY.....	5.5	f 10 40	.....	.....	.....	.....	.....	.....	s 3 48	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	10 31	.....	12 25	.....	.....	1 38	2 02	s 3 43	.....	.....	.....
1.1	.....MATTESON.....	4.7	f 10 26	.....	.....	.....	.....	.....	.....	s 3 37	.....	.....	.....
.....	.....RICHTON.....	1.1	L 10 25 AM	.....	L 12 20 PM	.....	.....	L 1 32 PM	L 1 55 PM	L 3 35 PM	.....	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	

Miles from Richton	TIME TABLE No. 73 Taking Effect December 13, 1946 STATIONS	Distance between Stations	FIRST CLASS										
			36	8	1074		38	2	20	52			
			C. C. C. & St. L. No. 419 White City Special	Sun Chaser	M. C. No. 323 Western Express		C. C. C. & St. L. No. 405 The Sycamore	The Creole	The Daylight	City of Miami			
27.9	..CENTRAL STA. (CHICAGO)..		A 6 00 PM	A 6 35 PM	A 8 10 PM	.....	A 8 35 PM	A 9 05 PM	A 10 10 PM	A 10 55 PM	.....	.....	.....
21.4	.....63 STREET.....	6.5	s 5 46	s 6 21	s 7 55	.....	s 8 21	s 8 46	s 9 55	s 10 42	.....	.....	.....
14.8	.....KENSINGTON.....	6.6	.....	.....	L 7 45 PM	.....	.....	.....	.....	.....	.....	.....	.....
9.8	.....HARVEY.....	5.5	.....	.....	.....	.....	.....	s 8 31	.....	.....	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	5 26	6 01	.....	.....	8 03	8 26	9 38	10 26	.....	.....	.....
1.1	.....MATTESON.....	4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....RICHTON.....	1.1	L 5 19 PM	L 5 55 PM	.....	.....	L 7 55 PM	L 8 20 PM	L 9 32 PM	L 10 20 PM	.....	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily	Daily			

MARKHAM TO RICHTON—Southward

Mile Post	TIME TABLE No. 73 Taking Effect December 13, 1946	Distance between Stations	SECOND CLASS										
			71	63	91		73	65	77	69	67	93	75
			C. N. 1	C. S. 3	Big Four Dispatch C. D. 8		C. N. 3	C. S. 5	S. E. I.	M. S. 1	C. S. 7	Big Four Disp.-S.Y. 2	C. B. 9
	STATIONS		Daily	Daily	Daily		Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily
.....	..... MARKHAM	L 1 30AM	L 9 00AM	L 10 00AM	.....	L 3 00PM	L 7 20PM	.....	.....	L 9 00PM	L 9 05PM	L 10 30PM	
28.5	..... HOMEWOOD	1 45	9 15	10 10	.....	3 15	7 30	L 8 20PM	L 8 30PM	9 10	9 15	10 45	
29.8	..... RICHTON..... 5.8	A 2 00AM	A 9 30AM	A 10 30AM	.....	A 3 30PM	A 7 50PM	A 8 35PM	A 8 45PM	A 9 30PM	A 9 35PM	A 11 00PM	

RICHTON TO MARKHAM—Northward

Miles from Richton	TIME TABLE No. 73 Taking Effect December 13, 1946	Distance between Stations	SECOND CLASS										
			64	94	74		78	92	66	72	76	62	
			Dispatch S. C. 4	Big Four Dispatch C C 3	Dispatch N. C. 4		B. C. 2	Big Four Dispatch C C 1	S. C. 6	N. C. 2	B. C. 4	S. C. 2	
	STATIONS		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
.....	..... MARKHAM	A 2 00AM	A 3 00AM	A 2 00PM	.....	A 2 00PM	A 6 00PM	A 7 00PM	A 10 55PM	A 11 00PM	A 11 00PM	.....
5.8	..... HOMEWOOD	1 35	2 45	1 45	.....	1 45	5 45	6 45	10 30	10 45	10 45	.....
.....	..... RICHTON.....	L 1 20AM	L 2 30AM	L 1 20PM	.....	L 1 30PM	L 5 30PM	L 6 30PM	L 10 15PM	L 10 30PM	L 10 20PM	.....

REFERENCE NOTES

The following signs when placed before the figures of a schedule, indicate:

C—Only carries through passengers to Jackson, Tenn. and scheduled stops beyond.

D—Stop to discharge revenue passengers from Rockford or beyond and on signal to receive revenue passengers for the Seminole to Birmingham and scheduled stops beyond or for train No. 17 for Clinton and scheduled stops beyond.

E—Regular stop at Harvey on Sundays only.

G—Receive or discharge revenue passengers destined to or from scheduled stops.

H—Receive or discharge revenue passengers to or from scheduled stops beyond Kankakee.

J—Stop on flag Mondays to discharge deadhead passengers from Freeport.

K—Stop to discharge revenue passengers from Rockford and west and discharge employes deadheading on company business between Freeport and Hawthorne.

M—Stop on flag Saturdays to receive deadhead passengers for Freeport.

N—Receive or discharge revenue passengers to or from Clinton and scheduled stops beyond.

P—Discharge or receive employes deadheading on company business only between Freeport and Hawthorne.

Q—Discharge revenue passengers from Detroit and Saginaw Branch.

WESTWARD
CHICAGO TO BROADVIEW **HAWTHORNE TO BROADVIEW**

Mile Posts	TIME TABLE No. 73 Taking Effect December 13, 1946 STATIONS	Distance between Stations	FIRST CLASS				SECOND CLASS				THIRD CLASS
			27	13	11	15	77	71	73	75	91
			The Sinnissippi	The Land O' Corn	The Hawkeye	The Iowan	C. W. 1	C. A. 1	C. C. 1	C. C. 3	Local Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.
1.4	CENTRAL STA. (CHICAGO) ..	L 8 40AM	L 4 30PM	L 6 15PM	L 11 50PM						
2.0	CLARK STREET ... .6	8 43	4 33	6 18	11 53						
2.6	P.F.W.&C.-O.&W.I. Crossing .6	8 46	4 35	6 20	11 56						
4.4	DRAWBRIDGE ... 1.7	8 50	4 38	6 24	11 59						
5.6	ASH STREET ... 1.2	8 53	4 41	6 27	12 04AM						
7.2	I.N. CROSSING ... 1.5	8 55	4 44	6 29	12 06						
8.3	BELT CROSSING ... 1.1	8 57	4 46	6 31	12 08						
9.0	HAWTHORNE ... .7	8 59	4 48	M 6 33	P 12 10	L 12 01AM	L 2 30AM	L 10 30AM	L 10 00PM	L 6 30AM	
11.2	BERWYN ... 2.1	f 9 02	4 51	6 36	12 13						
11.9	PARKWAY ... .8	9 03	4 52	6 37	12 14	12 10	2 40	10 45	10 10	6 40	
14.0	HINES ... 2.0	f 9 07	f 4 54	6 41	f 12 18						
14.5	BROADVIEW ... .5	A 9 10AM	A 4 55PM	A 6 42PM	A 12 20AM	A 12 45AM	A 3 15AM	A 11 15AM	A 10 45PM	A 8 17AM	

EASTWARD
BROADVIEW TO CHICAGO **BROADVIEW TO HAWTHORNE**

Miles from Broadview	TIME TABLE No. 73 Taking Effect December 13, 1946 STATIONS	Distance between Stations	FIRST CLASS				SECOND CLASS					THIRD CLASS
			12	14	28	16	72	78	76	60	74	92
			The Hawkeye	The Land O' Corn	The Sinnissippi	The Iowan	A. C. 2	W. C. 2	C. C. 6	Stock	C. C. 4	Local Freight
			Daily	Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily	Ex. Sun.
13.0	CENTRAL STA. (CHICAGO) ..	A 8 30AM	A 12 15PM	A 4 15PM	A 9 45PM							
12.5	CLARK STREET ... .6	8 25	12 06	4 04	9 35							
11.8	P.F.W.&C.-O.&W.I. Crossing .6	8 22	12 04	4 00	9 33							
10.1	DRAWBRIDGE ... 1.7	8 17	12 01PM	3 55	9 28							
8.8	ASH STREET ... 1.2	8 14	11 57	3 52	9 25							
7.3	I.N. CROSSING ... 1.5	8 11	11 55	3 49	9 22							
6.7	BELT CROSSING ... 1.1	8 09	11 53	3 47	9 20							
5.4	HAWTHORNE ... .7	J 8 08	11 52	s 3 45	K 9 18	A 2 30AM	A 6 30AM	A 1 30PM	A 10 50PM	A 12 01AM	A 2 15PM	
3.3	BERWYN ... 2.1	8 04	11 49	f 3 41	D 9 14							
2.5	PARKWAY ... .8	8 03	11 48	3 40	9 13	2 10	6 15	1 10	10 35	11 40	1 45	
.5	HINES ... 2.0	f 8 01	11 45	s 3 37	D 9 09							
	BROADVIEW ... .5	L 8 00AM	L 11 44AM	L 3 35PM	L 9 08PM	L 2 00AM	L 6 05AM	L 1 00PM	L 10 20PM	L 11 30PM	L 1 35PM	

SPECIAL INSTRUCTIONS (Continued on page 6)

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or 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.

3. Standard Clocks:

Randolph Street, trainmen's room.	Markham, enginehouse office.
Congress Street, yard office.	Markham, yard offices 1, 4 and 5.
Central Station, telegraph office.	Hawthorne, agent's office.
27th Street, engine house office.	Hawthorne, engine-men's room.

8. Switchtenders, except those located at P. F. W. & C.-O. & W. I. crossing, will use yellow flag by day and yellow light by night. At P. F. W. & C.-O. & W. I. crossing see rule 98.

19. C. O. C. & St. L. passenger, C. & O. and N. Y. C. & St. L. trains will display yellow and red markers.

M.C. trains will display either yellow and red or green and red markers.

20-21. Trains ordered to display signals to or from Richton will display same signals to or from Chicago.

20(a). Michigan Central trains will not display green classification signals.

21(a). Between Chicago and Richton, 67th Street and South Chicago, Kensington and Blue Island, and Chicago and Broadview, the display of white flags and white lights will be omitted on all extra trains and engines except passenger extras. Michigan Central trains will not display white classification signals.

S-72. Northward and eastward trains are superior to trains of the same class in the opposite direction.

83. Train Registers.

Hawthorne	Central Station, telegraph office
Broadview	Markham yard

Trains may register at Broadview by register ticket form 905.

First class trains will not register at Hawthorne or Markham Yard.

Trains and engines must not enter upon any main track at points not protected by interlocking or switchtender without first obtaining permission from the Dispatcher (Automatic phone 2722).

83(a). Trains may leave initial station without clearance except first class Illinois Central and C. O. C. & St. L. trains leaving Central Station must obtain a clearance at that point.

93. Yards:

South Water Street to 23rd Street.....	Freight tracks, including tracks 9 and 10
Randolph Street to 11th Place.....	Tracks 1, 2 and 3
11th Place to M. P. W 15 inc. Harlem Branch. All tracks	
11th Place to 18th Street.....	Tracks 3 and 4
Weldon Interlocker to 28th Street.....	Tracks 7 and 8
68th Street to 95th Street.....	Track 8
Kensington { MP 14 plus 4488 feet to	}.....Tracks 5 and 6
Wildwood { MP 29 plus 264 feet	
Markham { MP 29 plus 264 feet to	
Matteson { MP 30 plus 4828 feet	

Trains and engines must not proceed on tracks 7 and 8 at 94th Street without proceed signal from switchtender in addition to proceed indication of fixed signals.

Trains and engines must not proceed on tracks 7 and 8 at 82nd Street without proceed signal from switchtender.

Between Chicago and Richton first class trains operating on other than their assigned tracks will be governed by rule 93 through yard limit on track they are using.

97. Trains and engines may be run with current of traffic and between Blue Island Junction and Blue Island without train orders.

98. Trains must stop at junctions and railroad crossings as follows:

11th Place	I.O.R.R. junction and crossing
71st Street Wye	B.&O.C.T.R.R. crossing
83rd Place (So. Chgo. Dist.)	B.&O.C.T.R.R. crossing
21st Street (Eastward)	{ P.F.W.&O.R.R. crossing
	{ C.&W.I.R.R. crossing
Ash Street.....	{ Chicago Junction R.R. crossing
	{ B.&O.C.T.R.R. crossing
	{ P.C.O.&St.L.R.R. crossing

Broadview—Westward trains and engines must not proceed from westward main track to single track without proper signal indication and hand signal from the operator. All trains and engines moving westward on eastward main track must stop at stop board and proceed at restricted speed when they know that the way is clear, that they have proper orders and that the move has been protected according to the rules.

Ash Street—Trains and engines must not proceed without proceed signal from the switchtender in addition to proceed indication of fixed signals.

P.F.W.&C.-C.&W.I. crossings at 21st Street—Movements will be made as follows:

Eastward trains must stop at stop board and receive proper interlocking signals together with signal from switchtender, this signal to be given with green flag by day and green light by night for trains moving on Illinois Central tracks and with a white flag by day and white light by night for trains moving on A.T.&S.F. tracks. Westward trains may proceed on receipt of clear signal at speed not exceeding fifteen miles per hour.

Indiana Avenue—Trains and engines must approach inter-sections at restricted speed, and, except westward trains and engines using the short hill through Weldon interlocking, will proceed only on signal from the switchtender, when fixed signal displays proceed indication. Movement of westward trains and engines from short hill will be governed by fixed signal indication.

11th Place—Trains and engines must stop before reaching crossings in vicinity of 11th Place and proceed only on receipt of signal from switch tender, when fixed signal displays proceed indication and way is known to be clear.

71st Street wye—Flagman must be sent ahead to protect before crossing B.&O.C.T.R.R. track.

Harvey—Trains and engines using tracks 5 and 6, moving across the system of crossovers, must not proceed until a signal is received from the switchtender and the way is known to be clear.

83rd Place, South Chicago District—Four-arm fixed signal governs movements over crossing. Two top arms, one for each direction, govern B. & O.C.T. trains, and two lower arms, one for each direction, govern Illinois Central trains.

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 speeds.

Territory or Location	Electric trains	Passenger trains with diesel engines	Passenger engines with passenger trains light or with caboose (see note A)	Passenger trains with 2030 class or improved mikado type engines	Passenger trains with other type freight engines	Freight trains with 2500 or 2600 class or improved mikado type engines	Freight trains with other freight engines	Dispatch loading with passenger or diesel engine (see note A)	Engines backing up with or without cars, engines without trucks	Derricks and 8 wheel locomotive cranes	MILES PER HOUR										
											65	40	40	40	35	35	35	35	25	30	
Suburban tracks:																					
1, 2, 3, 4, 5 and 6—11th Pl. to 51st St.....	65	40	40	40	35	35	35	35	25	30											
1, 2, 3 and 4—51st St. to Kensington.....	65	40	40	40	35	35	35	35	25	30											
1 and 2—Kensington to Matteson.....	65	40	40	40	35	35	35	35	25	30											
So. Chicago District.....	35	.....	35	35	35	35	35	35	25	30											
Blue Island District.....	35	.....	35	35	35	35	35	35	25	30											
1, 2, 3, 4, 5 and 6—18th St. to 23rd St.....	25	25	25	25	25	25	25	25	25	30											
Curves between 67th St. and Stony Island Ave., at South Shore and Cheltenham, and between State St. and Blue Island Junction.....	15	.....	15	15	15	15	15	15	15	15											
Grade crossings at ends of station platforms.....	10	.....	10	.....	.....	.....	.....	.....	10	10											
1 Kensington platform.....	30	30	30	30	30	30	30	30	30	25											
Passenger tracks:																					
7 and 8—28th St. to 51st St.—See Note "B".....	.....	75	70	55	45	50	45	45	25	30											
5 and 6—51st St. to Kensington—See note "B".....	.....	75	70	55	45	50	45	45	25	30											
3 and 4—Kensington to Richton.....	.....	75	70	55	45	50	45	50	25	30											
7 and 8—21st St. to 23rd St., jumpover.....	.....	30	30	30	30	30	30	30	25	30											
7 and 8—M. P. 4, curve.....	.....	70	60	55	40	40	40	40	25	30											
5 and 6—63rd St. station platform.....	.....	30	30	30	30	30	30	30	25	30											
Freight tracks:																					
9 and 10—23rd St. to 51st St.....	.....	45	45	45	45	45	45	45	25	30											
7 and 8—51st St. to Kensington.....	.....	45	45	45	45	45	45	45	25	30											
5 and 6—Kensington to Richton.....	.....	45	45	45	45	45	45	45	25	30											
St. Charles Air Line.....	.....	10	10	10	10	10	10	10	10	10											
PFW&C-C&WI crossing to Broadview.....	.....	60	60	55	40	40	45	45	25	30											
Curve M. P. W6-2.....	.....	40	40	40	40	40	35	40	25	30											
Harlem Branch.....	.....	.....	10	10	10	10	10	10	10	10											
Diverging routes, through crossovers, junction and siding switches:																					
Homewood.....	30	30	30	30	30	30	30	30	25	30											
Interlocking Limits	Except crossover moves, tracks 1 to 2; 2 to 1; 6 to 5; 6 to 7; and 6 to 8.....	15	15	15	15	15	15	15	15	15											
		30	30	30	30	30	30	30	30	30	25										
Limits	Except crossover moves, tracks 2 to 1; 4 to 5; 5 to 4 and 6 to 5.....	15	15	15	15	15	15	15	15	15											
		15	15	15	15	15	15	15	15	15	15										
Through turnout at spring switch, end of double track Broadview.....	.....	25	25	25	25	25	25	25	25	25											
Through turnouts at other locations.....	.....	15	15	15	15	15	15	15	15	15											

(Note A) Includes Mountain type 2300-2619 class engines.

(Note B) Passenger trains on passenger track No. 5: from automatic block signal 5-668 located at 54th Street to automatic block signal 5-758 located at 60th Street—65 MILES PER HOUR.

Passenger trains on passenger track No. 6: from automatic block signal 6-956 located at 76th Street to home interlocking signal located at 69th Street—70 MILES PER HOUR.

Passenger trains on passenger track No. 6: from automatic block signal 6-758 located at 60th Street to automatic block signal 6-668 located at 54th Street—65 MILES PER HOUR.

Passenger trains with diesel engines on passenger track No. 8: from automatic block signal 8-375 located at 32nd Street to automatic block signal 8-272 located at 24th Street—70 MILES PER HOUR.

101 (b). Lower speed:

When 50% of cars in train are loaded tank cars, speed of train must not exceed forty miles per hour.

Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

Engines designated below must not be operated at the following locations:

- Balloon track, 82nd Street.....2500 and 2600 class.
- To U. S. Yards via 51st St.....2100, 2300, 2400, 2500, 2600, 2700, 2800, 3600-3624 and 8000 class.
- Between Chicago and Kedzie Ave.....2100, 2499, 2500, 2600, 2700, 2800, 3600-3624 and 8000 class.
- Ash Street—Wye connection with Pennsylvania R. R.....All engines with trucks.

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

102. Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is clear.

The rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102.

103. Engineman of any train or engine approaching street 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.

104. Electrically locked hand throw switches:

13th Street, yard lead, M. U. Yard to track 4. Trainmen using this switch will be governed by instructions on inside of door on electric lock.

At 23rd Street switch from 26th Street lead to track 1 is controlled by switchtender 11th Place (automatic Phone 2931). Trainmen using switch are cautioned not to open door on electric lock before getting permission from switchtender.

At Weldon on short hill, team track switch is controlled by signalman at Weldon Tower (automatic phone 2616).

At 49th Street team track switch is controlled by signalman at 51st Street tower (automatic phone 5763).

Between 67th Street and 119th Street switches are controlled by signalmen at 67th Street and Kensington towers (automatic phone 5796 and 3800).

At Matteson switch in track 1 is controlled by signalman at Richton (automatic phone 4894).

At Ash St. switch from westward main to P. R. R. track is controlled by signalman at Ash St. (automatic phone 2601).

At Racine Avenue, Plano and Oak Street and at initial switch Blue Island, switches are controlled by signalman at West Pullman Tower (automatic phone 3043) on signals from push buttons at switches as follows:

Blue Island (Conductor's booth).....Push button 1 time
Racine Avenue, Plano.....Push button 3 times
Oak Street.....Push button 2 times

109. Bulletin Boards.

Randolph Street, trainmen's room and engineers' room.

Congress Street, yard office.

Central Station, second floor-station master's office and yard office east yard.

27th Street, engine house office.

Hawthorne, engine house office, yard office and agent's office.

Markham Yard, { engine house office,
yard offices Nos. 1, 3, 4, 5, 6 and 7.

D-151. Two Tracks:

Between 67th Street and South Chicago.

Between P. O. C. & St. L. crossing and junction switch 1625 feet west of West Pullman station.

Between 11th Place and Indiana Avenue.

Between Clark Street and Broadview.

On receipt of proper signal indication from the signalman at the P. F. W. & O. crossing and Bridgeport Drawbridge, or switchtender at Ash Street, also switchtender at 21st Street and Stewart Avenue, A. T. & S. F. main tracks may be used with the current of traffic between these points. All of the A. T. & S. F. tracks are within yard limits and protected by automatic block signals of the semaphore type. A semaphore blade at an angle of 45 degrees, or displaying yellow light, means proceed at restricted speed,

Movements against current of traffic between 21st Street P. F. W. & O.-C. & W. I. Crossing and Clark Street N. Y. C.-O. R. I. & P. Crossing and 11th Place, and between Illinois

Northern Crossing Mile Post W 7.19 and Belt Crossing Mile Post W 8.34, may be made without train orders on proper proceed interlocking or hand signal. Signalman or switchtender must know that the route is clear and all concerned have been notified before switches are lined. Trains in either direction will proceed at restricted speed.

More than two tracks:

Between Monroe Street and 11th Place.

No.	Location	Use
1.	West.....	Southward, suburban.
2.	Middle....	Southward and northward suburban.
3.	East.....	Northward, suburban.

Between 11th Place and 23rd Street.

No.	Location	Use
1.	West.....	Southward, suburban.
2.	Second....	Southward, suburban.
3.	Third.....	Southward, suburban.
4.	Fourth....	Northward, suburban.
5.	Fifth.....	Northward, suburban.
6.	Sixth.....	Northward, suburban.
9.	Seventh...	Southward, freight.
10.	East.....	Northward, freight.

NOTE.—Tracks 9 and 10 between 11th Place and 23rd St. may be used by trains or engines in either direction upon receipt of signal from switchtender.

NOTE.—Tracks 7 and 8 are elevated across tracks 1 to 6 at 21st Street, and continue on west side thereof to Central Station.

Between 23rd Street and 51st Street:

No.	Location	Use
1.	West.....	Southward, suburban.
2.	Second....	Southward, suburban.
3.	Third.....	Southward, suburban.
4.	Fourth....	Northward, suburban.
5.	Fifth.....	Northward, suburban.
6.	Sixth.....	Northward, suburban.
7.	Seventh...	Southward, passenger.
8.	Eighth....	Northward, passenger.
9.	Ninth.....	Southward, freight.
10.	East.....	Northward, freight.

Between 51st Street and Kensington:

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.
7.	Seventh...	Southward, freight.
8.	East.....	Northward, freight.

NOTE.—Tracks 7 and 8 between 94th St. and 82nd St. may be used by trains or engines in either direction upon receipt of signal from switchtender.

Between Kensington and Richton:

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. } Note
6.	Sixth.....	Northward, freight. }
7.	East of track 6 between Highlawn and Harvey only,	northward and southward transfer trains between Highlawn I. H. B. Junction and Markham Yard.

Note—Tracks No. 5 and 6 between Harvey and Homewood are part of Markham Yard and may be used in either direction when authorized by switchtender at Harvey or signalman at Homewood.

Yard switches from E and F yards, Markham, to track 6 and crossovers between tracks 5 and 6 between Homewood and Harvey must not be used without permission from signalman at Homewood.

Between Highlawn I. H. B. Junction and north end Markham Yard, tracks 6 and 7 may be used by northward and southward trains; these tracks must not be used without authority of switchtender located at north end of Markham Yard.

Track No. 7 has no signals.

Between Indiana Avenue and Clark Street:

- No. Location Use
- 1..North....Switching purposes.
 - 2..Second...Westward trains.
 - 3..Third.....Eastward trains.
 - 4..South...Switching purposes.

251—On Chicago Terminal block signal indication will supersede timetable superiority.

252. Between Hawthorne Yard and the Chicago Produce Terminal light engine movements will not protect against first or inferior class trains. Levermen at Belt crossing and Ash Street will not permit light engine movements on the time of first class train, nor permit first class or extra passenger trains to enter main track between these two towers while main track is occupied by light engine.

261—Between 67th Street and Kensington, track 1 will be used by northward and southward trains and block signal indications supersede time table superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required. Trains or engines coming out of Burnside to move northward on track one will stop south of Home signal at Burnside and proceed only on clear signal except as otherwise provided in Rule 509.

Controlled manual block system; Blue Island Junction to north end of West Pullman Interlocking and south end double track, West Pullman, to north switch, Blue Island, block signals govern the use of blocks and their indications supersede the superiority of trains. They do not dispense with the use or observance of other signals whenever and wherever they may be required. Authority to proceed when stopped by stop signal, Rule 292, may be granted by signalman in interlocking tower at West Pullman. (automatic phone 3043). It is not necessary to use Block card form 45.

505. Automatic block system territory extends from:

- Chicago to Richton
- Chicago to Broadview.
- 67th St. to South Chicago.

509. If train or engine is stopped at stop signal (Rule 292) on northward South Chicago District main at 70th Street, permission to proceed may be given by signalman at 67th Street tower (automatic phone 5796). If train or engine is stopped at stop signals (Rule 292) on track 1 between 67th Street and Kensington, permission to proceed may be given by dispatcher on automatic telephone 2722. Trains or engines stopped by stop signal (Rule 292) on tracks 9 or 10 at 23rd St., permission to proceed may be given by switchtender at 23rd St. (automatic phone 2640). Block cards will not be used.

535—Spring Switches:

Location	Normal position
■ Broadview.....	For eastward main.
11th Place Junction.....	For Track No. 5
171st Street.....	For outbound engine lead.
174th Street.....	For outbound road engine lead.
Matteson—North of Sub Platform Track 1.....	For Crossover
Matteson—North of Sub Platform Track 2.....	For Track 2
■ West Pullman, South end double track—	} For northward main track.
90th Street, South Chicago Branch	
Hawthorne, inbound engine lead....	For inbound engine lead.
Hawthorne, outbound engine lead....	For engine thoroughfare.
Hawthorne, east crossover, east of yard office.....	For engine thoroughfare.

■ Equipped with lunar white marker.

When stop and proceed signals at spring switches are equipped with a lunar white marker to indicate the position of switch points, if the block signal indicates stop, and lunar white marker is displayed, trains and engines may pass the signal without stopping, proceeding under provisions of Rule 509 (a). If the block signal indicates stop and the lunar white marker is not displayed, stop must be made and switch examined before proceeding.

672. Parkway—Trains in both directions approaching Chicago and West Towns Railroad will proceed over crossing when signal indicates proceed at a speed not to exceed twenty miles per hour. If signal displays Stop-indication trains must stop and flag over crossing. Movements against current of traffic, trains must stop at stop board located five hundred feet each side of crossing and flag over crossing.

992. Enginemen must keep in mind location of all fixed signals in accordance with Rule 992 and take extra precautions during foggy or stormy weather in accordance with Rule 993.

Enginemen sighting a signal indicating proceed at medium speed prepared to stop at the next signal. Rule 285, must at once reduce speed to not exceeding medium speed at sighting point rather than at the signal unless it is known that there is full stopping distance at authorized speed between the approach signal and the stop signal.

If weather or other condition obscures the view of an approach signal before the signal is reached and such signal is known to have short stopping distance between it and the next signal, enginemen must operate at reduced speed in the territory to insure that stop signal will not be over-run.

1201. Trainmen of trains handling passengers to or from a place other than a station platform must protect passengers until they reach point of safety.

1202. Power Section Break Signals are located as shown in electric train time table.

Yellow bordered marker with illuminated letter "B"—Indication—Section ahead energized.

Red signal above marker—Indication—Power off. Electric trains or engines equipped with pantographs must stop and not proceed until authorized by power supervisor or train dispatcher.

1203. Employees working on or about Multiple Unit electric suburban cars must exercise due caution in keeping clear of 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 must not work on any 1500 volt equipment, wiring, open switch box or equipment cover without first lowering all pantographs.

If it is necessary to touch 1500 volt equipment all pantographs must be grounded.

Employees must not work on or about storage battery boxes on oil-electric engines, M U electric suburban cars and through passenger cars with open flame lights or torches. This to avoid explosion of gas generated in such battery boxes.

1209. Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except when greater depths are authorized by special instructions:

- Diesel engines.....4 inches
- Passenger cars.....9 inches
- Freight cars.....25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded.

Prone Pressure Method—Used in case of stoppage of breathing caused by **ELECTRIC SHOCK, GAS POISONING, DROWNING** or other accidents causing suffocation.

Follow these instructions even if the victim appears dead

RESCUE THE VICTIM

In **ELECTRIC SHOCK** the victim may remain in contact with the electric circuit due to his inability to let go or due to unconsciousness. **FREE THE VICTIM FROM THE CIRCUIT IMMEDIATELY.** Quickly release the victim from the circuit by opening the nearest switch, if this is the quickest way to break the circuit. If this is impossible, use rubber gloves, a dry coat, a dry rope, a dry folded newspaper, a dry stick or board, or any other dry non-conductor to move either the victim or the conductor, so as to break the electrical contacts. **BE CAREFUL TO AVOID RECEIVING A SHOCK.** Beware of using metal or any moist material. The victim's loose clothing, if dry, may be used to pull him away; stand on a dry board or some other dry insulating surface.

When the victim is removed from the electric contact, gas, water, or smoke, **GET TO WORK AT ONCE WITH YOUR OWN HANDS.** Send someone for a physician.

THE METHOD

EVERY MOMENT OF DELAY IS SERIOUS—IMMEDIATELY BEGIN ACTUAL RESUSCITATION. Proceed as follows: Lay the victim on his belly, one arm extended directly overhead, the other arm bent at the elbow and with the face turned outward and resting on hand or forearm, so that the nose and mouth are free for breathing. (See Fig. 1.)

Kneel straddling the victim's thighs, with your knees placed at such a distance from the hip bones as will allow you to assume the position shown in Fig. 1. (If the victim is large, it is just as effective and may be more comfortable to straddle one thigh,

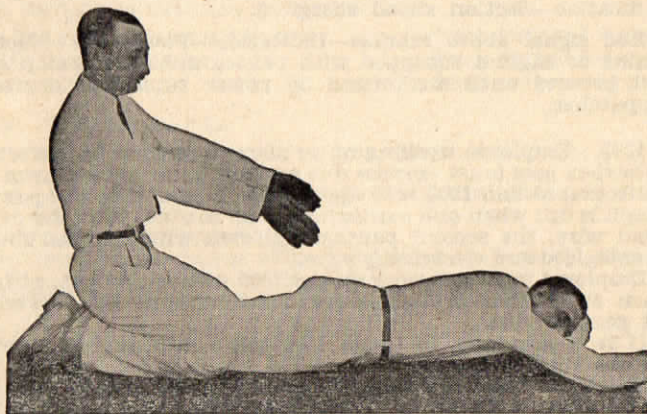


FIG. 1

preferably the thigh on the side toward which the face is turned, as this will give a better view of the face and permit you to see the victim's nose and mouth remain free from obstruction.) Place the palms of the hands on the small of the back with the fingers resting on the ribs, the little finger just touching the lowest rib, the thumb alongside of the fingers, and the tips of the fingers just out of sight.

With the arms held straight, rock forward slowly, so that the weight of your body is gradually brought to bear upon the victim. Do not bend the elbows. (See Fig. 2.) This operation should take about two seconds and must not be violent as this

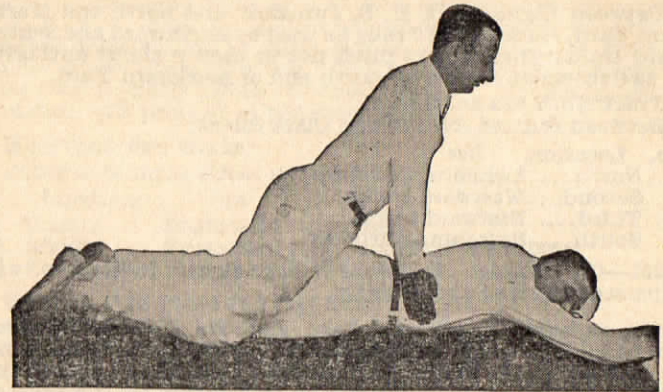


FIG. 2

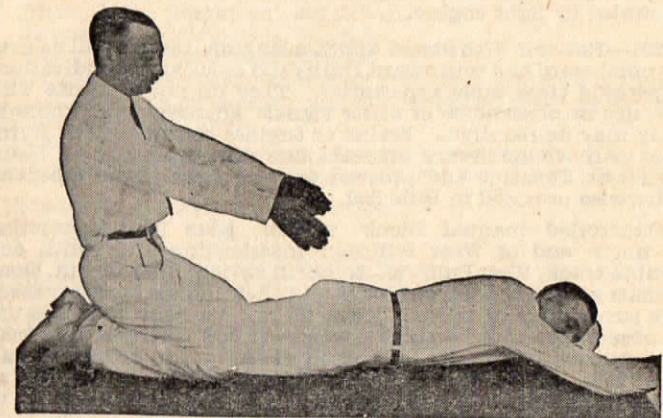


FIG. 3

may injure internal organs. The lower part of the chest and also the abdomen are thus compressed and air is forced out of the lungs, the diaphragm is kept in natural motion, other organs are massaged and the circulation of the blood accelerated.

Now immediately swing backward so as to completely remove the pressure, thus returning to the position shown in Fig. 3. With the removal of the pressure there should be the sound of air rushing into the lungs. Through their elasticity, the chest walls expand, and the pressure being removed, the diaphragm descends, and the lungs are thus supplied with fresh air.

After two seconds, swing forward again. Thus repeat deliberately twelve to fifteen times a minute the double movement of compression and release, a complete respiration in four or five seconds.

Continue artificial respiration without interruption until natural breathing is restored, which may be several hours, or until a physician declares the victim is dead. Many cases have been revived in a few minutes and other cases are on record of success after eight hours of continued application of resuscitation. Cooling of the body, or the onset of rigor mortis should not be taken as conclusive proof of death. In some cases of electric shock, a stiffening of the body occurs which may be mistaken for rigor mortis.

THE VICTIM MUST BE KEPT WARM. As soon as artificial respiration has been started, and while it is being continued, an assistant may do this by wrapping blankets, coats, etc., around the victim. He should clear the victim's mouth of any foreign body like tobacco, false teeth etc., and loosen any tight clothing about the victim's neck, chest and waist.

Many municipal fire departments and public utility companies are equipped with "inhalators" which are of great assistance in resuscitation work. The services of this equipment

accompanied by trained rescue squads are freely given and should be requested.

Resuscitation should be carried on at the nearest possible point to where the victim received his injuries. He should not be moved from this point until he is breathing normally of his own volition and then moved only in a lying position. Should it be necessary, due to extreme weather conditions, etc., to move the victim before he is breathing normally, he should be kept in a prone position and placed upon a hard surface (door or shutter) or on the floor of a conveyance, resuscitation being carried on during the time he is being moved.

A brief return of spontaneous respiration is not a certain indication for terminating the treatment. Not infrequently the victim, after a temporary recovery of respiration, stops breathing again. The victim must be watched and if natural breathing stops, artificial respiration must be resumed at once.

When the victim revives he should be kept prone (lying down) and not allowed to get up or sit up under any consideration, unless on the advice of a doctor. **KEEP THE PATIENT WARM.** If the doctor has not arrived by the time the victim has revived, he should be given some stimulant, such as one teaspoonful of aromatic spirits of ammonia in a small glass of water, or a drink of hot tea or coffee. Do not give any alcoholic stimulants. **DO NOT GIVE ANY LIQUIDS WHATEVER BY MOUTH UNTIL THE VICTIM IS FULLY CONSCIOUS.**

When natural respiration has been restored then consideration should be given to the treatment of any electrical burns or any other injuries.

FIRST CARE OF ELECTRICAL BURNS.

Treatment of this condition may be deferred until the arrival of the doctor. However, if a considerable time may elapse before the doctor's services can be obtained, then it is important to relieve pain and prevent infection.

The Standard First Aid Packet provides suitable sterile gauze to cover the burned area. If picric acid gauze is available, moisten with clean water and apply directly to the wound, or sterile gauze soaked in a solution of baking soda, one tablespoonful to a pint of water, may be used. Remove loose clothing over the burned area, but do not attempt to peel it off. It clothing sticks, cut around it, leaving the cloth adherent to the wound for the doctor to remove. Avoid the use of oils and greasy ointments on raw, or blistered or charred surfaces, in that they interfere with the doctor's treatment. **NEVER APPLY IODINE TO A BURN.**

If the Standard First Aid Packet is not available, simply cover the wound with a dry dressing, such as gauze, a clean handkerchief or other clean cloth and await the coming of the doctor.

ACID BURNS.

In the case of burns caused by the handling of batteries, or other chemicals large quantities of water should be used immediately and continuously, until the chemical is thoroughly washed away. Rapidly remove the clothing soaked with the chemical. After the chemical is thoroughly washed off, a sterile dressing may be applied in the manner described above, pending further attention by the doctor.

CONCLUSIONS.

Reread the accepted procedure for giving artificial respiration in cases of electric shock, as outlined above, remembering that it should also be used when breathing stops due to gas poisoning, drowning, strangulation, choking, blows in the solar plexus and exposure to cold.

When the victim revives, keep him lying down and do not allow him to stand or sit up, or exert himself.

Keep the patient quiet and **WARM.**

Obtain a physician as soon as possible.

AUTOMATIC TELEPHONE NUMBERS

Superintendent Passenger Service.....	2804
Superintendent Freight Service.....	4808
Train Master Passenger Service.....	2957
Train Master Randolph Street.....	2668
Train Master Congress Street.....	2683
Train Master Markham.....	4812
Train Master Hawthorne.....	2966
Traveling Engineer Randolph Street.....	2833
Traveling Engineer Markham.....	4927
Chief Train Dispatcher.....	2065
Train Dispatchers.....	2722
Power Supervisor Randolph Street.....	2622
Station Master Central Station.....	2612
Train Lister Markham.....	4820
Chief Special Agent.....	2893
Special Agent, Burnside North Gate.....	3865

Interlocking Towers:

Randolph Street.....	2948
Weldon.....	2616
51st Street.....	5763
67th Street.....	5796
Kensington.....	3800-3077
Riverdale.....	3963
Homewood.....	4980-4860
Richton.....	4894-4992
Monee.....	4944
West Pullman.....	3043
Clark Street.....	2817
21st Street.....	2818
Bridgeport.....	2819
Ash Street.....	2601
Lawndale Avenue.....	2041
Hawthorne.....	2967

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AUTOMATIC TELEPHONE NUMBERS