

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. C. Conley	Asst. to Supt.	Randolph St.
N. A. Hoesly	Trainmaster	Glenn
G. B. Willey	Trainmaster	Markham
W. I. Lucas	Trainmaster	Markham
R. E. McMahan	Trainmaster	Markham
P. R. McCann	Trainmaster	Markham
F. Keenan	<i>Amtrak</i> —Trainmaster	Brighton Park
A. Zdun	Asst. Trainmaster	Glenn
G. W. Fulton	Asst. Trainmaster	Glenn
R. L. Fitzgerald	Asst. Trainmaster	Joliet
E. M. Enzenauer	Trav. Engineer	Markham
D. L. Wood	Trav. Engineer	Glenn
D. L. Ridgeway	<i>Amtrak</i> —Trav. Engineer	Brighton Park

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.

2

Taking Effect at 12:01 AM
THURSDAY, FEBRUARY 14, 1974

Superseding
Chicago Division Through Train Timetable

No. 1

Dated October 29, 1972

And

The Former GM&O RR
Eastern Division Timetable

No. 30

Dated Saturday, May 1, 1971

FOR THE GOVERNMENT OF EMPLOYES ONLY

H. L. WILLIAMS, Chief Transportation Officer
R. K. OSTERDOCK, General Superintendent-Terminals
I. B. HALL, General Superintendent-Transportation
J. E. MOSS, Superintendent-Transportation

Southward

RICHTON DISTRICT

Northward

FIRST CLASS

TIMETABLE

NO. 2

Taking Effect
February 14, 1974

STATIONS

FIRST CLASS

FIRST CLASS				Mile Posts	TIMETABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles from Stuenkel	FIRST CLASS			
59	51	381	391				50	58	380	392
Panama Limited	Piggy-Back	The Illini	Shawnee				Piggy-Back	Panama Limited	The Illini	Shawnee
Daily	Daily	Daily	Daily							
L 6 10PM		L 3 50PM	L 9 00AM		..... UNION STATION..... O..... CHICAGO.....	33.0		A 9 40AM	A 11 00AM	A 9 40PM
					VIA BROADVIEW DIST. & BN & OUSO RR					
L 6 25PM	L 6 15PM	L 4 05PM	L 9 15AM	2.2	..... SOUTH WYE JCT.....	29.4	A 4 45AM	A 9 05AM	A 10 30AM	A 9 05PM
				8.1	5.9 67 STREET.....	28.5				
				14.5	6.4 KENSINGTON.....	17.1				
				20.0	5.5 HARVEY.....	11.6				
S 7 00		S 4 38	S 9 50	23.5	3.5 HOMEWOOD.....	8.1		As 8 40	As 10 08	As 8 40
				28.2	4.7 MATTESON.....	3.4				
				29.3	1.1 RICHTON.....	2.3				
A 7 08PM	A 7 10PM	A 4 46PM	A 9 58AM	31.6	2.3 STUENKEL.....	0.0	L 4 00AM	L 8 29AM	L 10 00AM	L 8 30PM
							Daily	Daily	Daily	Daily

Westward

BROADVIEW DISTRICT

Eastward

FIRST CLASS

TIMETABLE

NO. 2

Taking Effect
February 14, 1974

STATIONS

FIRST CLASS

FIRST CLASS				Mile Posts	TIMETABLE NO. 2 Taking Effect February 14, 1974 STATIONS	Miles From Broadview	FIRST CLASS			
			371				370	372		
			Blackhawk				Blackhawk	Blackhawk		
			Daily							
			L 6 20PM		..... UNION STATION..... C..... CHICAGO.....	15.3	A 10 25AM	A 12 01PM		
				1.2	..... SOUTH WYE JCT.....	18.3				
				2.0	0.8 OLARK STREET.....	12.5				
				2.6	0.6 PC-C&WI CROSSING.....	11.9				
			L 6 26PM	4.4	VIA JOLETT DISTRICT & CUSC RR					
				5.5	1.8 BRIDGEPORT.....	10.1	A 9 58AM	A 11 33AM		
				5.6	1.1 IMX.....	9.0				
				5.6	0.1 ASH STREET.....	8.9				
				7.9	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 7 07PM	14.5	3.4 BROADVIEW.....	0.0	L 9 28AM	L 11 03AM		
							Daily Ex. Sun.	Sun. Only		

Southward

JOLIET DISTRICT

Northward

FIRST CLASS					Mile Posts	TIME TABLE NO. 2 Taking Effect February 14, 1974	Miles from South Joliet	FIRST CLASS					
305	17	303	307	301				16	300	308	302	304	306
State House	Subn.	Turbo	Week End	Turbo				Subn.	State House	State House	Turbo	Turbo	Week End
Daily	Daily Except Sat. & Sun.	Daily Except Saturday	Saturday Sunday Only	Daily Except Sat. & Sun.									
L 6 15PM	L 5 25PM	L 5 10PM	L 8 10AM	L 8 10AM		UNION STATION							
						CHICAGO	38.5	A 7 35AM	A10 20AM	A12 20PM	A12 24PM	A 9 24PM	A10 05PM
						VIA CUSC RR.							
L 6 20PM	L 5 31PM	L 5 15PM	L 8 15AM	L 8 15AM	1.8	FT. WAYNE JUNCTION	36.7	A 7 27AM	A10 09AM	A12 09PM	A12 11PM	A 9 11PM	A 9 48PM
	S 5 33				2.6	HALSTED STREET	35.9	S 7 23					
	S 5 37				5.2	BRIGHTON PARK	33.3	S 7 17					
					6.6	CORWITH	31.9						
					7.9	LE MOYNE	30.6						
6 30	S 5 42	5 25	8 25	8 25	10.3	GLENN	28.2	S 7 09	9 59	11 59	12 01PM	9 01	9 38
	S 5 44				11.9	SUMMIT	26.6	S 7 05					
	5 46				13.1	ARGO	25.4	7 01					
	S 5 50				17.5	WILLOW SPRINGS	21.0	S 6 56					
					21.6	LAMBERT	16.9						
6 43	S 5 58	5 38	8 38	8 38	25.3	LEMONT	13.2	S 6 46	9 44	11 44	11 46	8 46	9 25
					28.5	ROMEO	10.0						
	S 6 09				32.9	LOCKPORT	5.6	S 6 36					
S 6 58	S 6 15	S 5 53	S 8 53	S 8 53	37.2	JOLIET	1.3	S 6 30	S 9 33	S11 33	S11 35	S 8 35	S 9 14
A 7 03PM	A 6 22PM	A 5 58PM	A 8 58AM	A 8 58AM	38.5	SOUTH JOLIET	0.0	L 6 05AM	L 9 26AM	L11 24AM	L11 29AM	L 8 29PM	L 9 07PM
								Daily Except Sat. & Sun.	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sat. & Sun.	Saturday Sunday Only

SPECIAL INSTRUCTIONS (Continued on page 4)

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(IC). Q(GM&O). Employes operating on the Freeport District between Broadview and MP 30 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 40.4 and South Joliet, are under the jurisdiction of officers of the Chicago Division.

Employes operating on that portion of the Chicago Division that was formerly the IC R.R. will be governed by the Rules and Regulations of the Operating Department of the former IC R.R.

Employes operating on that portion of the Chicago Division that was formerly the GM&O R.R. will be governed by the Rules and Regulations of the Operating Department of the former GM&O R.R.

2. The certificate in prescribed form verifying that watches have been examined and certified to by designated inspector will be renewed and filed with the superintendent during the month of April each year.

3. Standard Clocks:

Brighton Park	Amtrak Locker Room
Glenn	{ Telegraph Office
	{ Roundhouse
	{ Yard Office
South Joliet	{ Roundhouse
	{ South Joliet Tower
Hawthorne	{ Agent's Office
	{ Enginemen's Room
Randolph Street	{ Trainmen's Room
	{ Power Supervisor's Office
Woodcrest	{ "F" Building
	{ Administration 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. First Class trains operate via ATSF between Plaines and Joliet. May leave Joliet without clearance and assume schedule without train order authority.

6. When placed in station column the following indicates location and time train order offices are open:

C....continuous

D....time specified by special instructions.

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

8(a). Operator-levermen and switchtenders are authorized to use electric lanterns with yellow bulbs for signaling purposes.

14(l). 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(l) will not be sounded except in case of emergency.

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

19. Between Chicago and Stuenkel, Amtrak trains operated by Penn Central will display yellow and red markers.

21(a). All extra trains except passenger extras, on the Richton and Broadview Districts, may operate without white lights on the front of the engines.

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

83. Train Registers:

Hawthorne (Trains may register by Form 905)
Chicago, Union Station
Glenn (Originating and terminating trains only)
South Joliet (Originating and terminating trains only)

83(a) (IC). 83(d)(GM&O). 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, and first class trains will assume their schedule on the Joliet District at Ft. Wayne Junction.

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 originating on the Joliet District at South Joliet must secure a clearance before leaving South Joliet.

93. Yard Limits:

Ft. Wayne Junction to mile 15.3 on Joliet District.
Between mile 35 on Joliet District and mile 40.4 on Normal District and mile 41.1 on Pequot District.

Randolph Street to 11th Place Tracks 1, 2, & 3
Weldon Interlocking & South Wye Junction to Broadview including Harlem Branch and to MP 30 on Freeport District.
Weldon Interlocking 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

Trains and engines will not proceed on Tracks No. 7 and 8 at 94th Street without Proceed signal from switchtender in addition to Proceed indication of fixed signal. In the event of failure of fixed signal, trains or engines may Proceed after verbal understanding with switchtender.

Southward trains and engines will not proceed on Tracks No. 7 and 8 at 82nd Street without obtaining permission from switchtender at 94th Street.

A clear block signal indication on Joliet District within yard limits does not modify the requirements of Rule 93, except for trains moving with the current of traffic between the following points:

North yard limit sign at Joliet and south limits ORI&P interlocking Joliet.

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

11th Place ICG junction and crossing

Trains and engines must stop before reaching crossings in vicinity of 11th Place when switchtender is not on duty and fixed signal displays Stop indication.

When switchtenders are off duty Electric Suburban trains may proceed over the crossing after stopping and determining the route is lined and the way is clear. Conductor will station himself at head end of train for this purpose.

Freight trains may proceed over the crossing after coming to a stop at "STOP" sign and determining the way is clear and no Electric Suburban train movement over the crossing is imminent.

When switchtenders are on duty 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.

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.

In the event of failure of any colorlight home signal, train may proceed over crossing only after verbal understanding with Switchtender.

Switchtenders are on duty between 7 AM and 11 PM, Monday through Saturday, except on holidays.

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.

Trains and engines using industry lead which crosses balloon track at 90th Street will stop before fouling crossing.

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

Panhandle-Brighton Park CJ, PC, B & OCT crossing

99. Rule 99 of the Operating Department Rules of the former GM&O RR, is revised as follows:

Within Traffic Control System limits, flag protection is not required against following movements on same track.

Within Automatic Block Signal System limits, flag protection is not required against following movements on same track when running with the current of traffic.

99(a)(IC). 99(GM&O). 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.

SPECIAL INSTRUCTIONS (Continued on page 6)

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.

Territory or Location	Passenger Trains with Passenger or GP Type Engines	Passenger Trains with GP Type Engines	Freight Trains with Passenger or GP Type Engines	All Trains with Switcher or Transfer Engines	Trains Handling Wrecking Derricks or Locomotive Cranes
	MILES PER HOUR				
Between 11th Place and 67th Street Tracks 1, 2, 3, 4.....	40	40	35	35	25
Between Weldon Interlocking and 67th Street Tracks 5, 6.....	65	65	40	40	25
Between 67th Street and Kensington Tracks 1, 2, 3, 4.....	40	40	35	35	25
Tracks 5, 6.....	65	65	40	40	25
Tracks 7, 8.....	20	20	20	20	20
Between Kensington and Richton Tracks 1, 2.....	40	40	35	35	25
Tracks 3, 4.....	65	65	40	40	25
Tracks 5, 6.....	30	30	30	30	25
Between Highlawn and Harvey Track 7.....	10	10	10	10	10
Between Richton and Stuenkel Tracks 1, 2.....	65	65	40	40	25
Tracks 3, 4.....	30	30	30	30	25
Between 67th Street and South Chicago.....			35	35	25
Between Kensington and Blue Island.....			35	35	25
Between South Wye Junction and Broadview.....	30	30	30	30	25
Between Ft. Wayne Junction and Corwith.....	40	40	30	30	25
Between Corwith and South Joliet.....	75	65	40	40	25
Between Corwith and South Joliet, Turbo Train Only.....	79				
Diverging routes, through crossovers, junction and siding switches:					
Through turnouts at spring switches unless otherwise authorized.....	25	25	25	25	10
On straight track at spring switches when springing points.....	40	40	40	40	25
Other interlockings—all crossovers and turnouts unless otherwise shown in 101(b).....	15	15	10	10	10

101(b). Lower Speeds.

Richton District					
Weldon Interlocking.....	10	10	10	10	10
11th Place over railroad crossing.....	10	10	10	10	10
18th Street to 23rd Street—Tracks 1, 2, 3, 4.....	25	25	25	25	25
16th Street to 28th Street—Tracks 5, 6.....	30	30	20	20	20
28th Street to MP 5—Tracks 5, 6.....	65	65	35	35	25
Curve, MP 4—Tracks 5, 6.....	60	60	35	35	25
67th Street Interlocking—Tracks 5, 6.....	30	30	30	30	25
Between 82nd Street and 94th Street—Tracks 7, 8.....	10	10	10	10	10
By Kensington platform—Tracks 1, 2.....	30	30	30	30	25
Kensington Interlocking—Tracks 1, 2, 3, 4.....	30	30	30	30	25
Kensington Interlocking—Tracks 2 to 4.....	25	25	25	25	25
Harvey to Homewood—Tracks 5, 6.....	10	10	10	10	10
By Homewood Platform—Tracks 3, 4.....	30	30	30	30	25
Homewood Interlocking.....	30	30	30	30	25
Except Track 1 to 2, 2 to 1, 6 to 5, 6 to 7, 6 to 8.....	15	15	10	10	10
Richton—Crossovers between main tracks.....	15	15	10	10	10
Stuenkel—Crossovers between main tracks and turnouts to Tracks 3, 4.....	30	30	30	30	25
South Chicago and Blue Island Districts					
Between Stony Island and South Shore Stations.....	25	25	25	25	25
Curves—67th Street to Stony Island.....	15	15	10	10	10
Curves—At South Shore and Cheltenham.....	15	15	10	10	10
Curve—State Street to Blue Island Junction.....	15	15	10	10	10
Grade Crossings at end of suburban platforms.....	10	10	10	10	10
South Leg of Wye to South Chicago District.....	10	10	10	10	10
Broadview District					
St. Charles Air Line and South Wye.....	10	10	10	10	10
Clark Street to Penn Central—C&WI Crossing.....	15	15	10	10	10
Bridgeport Interlocking.....	10	10	10	10	10
Ash Street Interlocking.....	20	20	20	20	20
Crawford Avenue Grade Crossing—engine or lead car.....	10	10	10	10	10

101(b). Lower Speeds.

Territory or Location	Passenger Trains with Passenger Engines	Passenger Trains with GP Type Engines	Freight Trains with Passenger or GP Type Engines	All Trains with Switcher or Transfer Engines	Trains Handling Wrecking Derrick or Locomotive Cranes
	MILES PER HOUR				
Joliet District					
Through all turnouts, crossovers, in and out of sidings.....	10	10	10	10	10
Trains moving against current of traffic.....	50	50	35	35	25
Trains passing through village and towns against the current of traffic.....	30	30	30	30	25
South Branch Bridge.....	10	10	10	10	10
Halsted Street curves.....	25	25	25	25	25
Bridgeport Bridge, through interlocking.....	20	20	10	10	10
Panhandle—Brighton Park (OJ, PC, B&OCT).....	10	10	10	10	10
Homan Ave. crossing, running against current of traffic.....	15	15	15	15	15
Corwith Interlocking.....	40	40	40	40	25
Belt Crossing—Lemoyne.....	60	60	40	40	25
Willow Springs curve.....	70	70	40	40	25
Joliet: Fifth Ave., to Cass St., (Northward).....	20	20	20	20	20
Cass St., to Jackson St., (Northward).....	15	15	10	10	10
Cass St., to Union Station, passenger main (Southward).....	20	20	10	10	10
Cass St., to Fifth Ave., freight main.....	20	20	20	20	20
Union Station, through interlocking limits to South Joliet, passenger main.....	30	30	10	10	10
South Joliet, interlocking limits.....	35	35	10	10	10

Freight trains will not be continuously operated at speeds between 13 MPH and 20 MPH. Such speeds will be permissible only in acceleration or deceleration of movement. If movement on grade causes speed to decrease to 20 MPH, throttle should be adjusted to cause speed to further decrease to a speed of less than 13 MPH.

All trains and/or engines moving on main Tracks No. 3 and 4 will approach system of crossovers at Harvey at **REDUCED SPEED** prepared to stop short of crossovers and will not proceed until it is known that switches are properly lined and way is clear.

A speed of 10 MPH must not be exceeded on all tracks, except main tracks and siding.

Coal trains will not exceed a speed of 30 MPH.

All trains and/or engines handling scale test cars will not exceed a speed of 30 MPH.

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

All trains handling Jordan Spreader, will not exceed 25 MPH. Wings must be properly secured.

Maximum permissible speed for trains handling TOFC (piggy back) and multi-level loading exclusively is 50 MPH between Weldon and Stuenkel. Any sign, rule or special instruction requiring lower speeds between these points must be observed.

On Richton District, the following restrictions and movements are in effect over tracks adjacent to suburban tracks during rush hours:

1. No movements on Track 5 from 23rd Street to Kensington from 7:00 AM until 8:45 AM, except engine consists proceeding at 25 MPH will be permitted from Monday through Friday.
2. No movements on Track 3 from Kensington to Richton Park from 6:45 AM until 8:30 AM, except engine consists proceeding at 25 MPH will be permitted from Monday through Friday.
3. No movements on Track 3 from Kensington to Richton Park from 4:30 PM until 6:15 PM, except engine consists proceeding at 25 MPH will be permitted Monday through Friday.

There will be no other restrictions on freight or passenger

operation from 23rd Street to Kensington during the evening rush hours and no restrictions to Passenger Trains at any time.

Maximum permissible speed for trains handling short wheel base ore cars is 30 MPH.

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

Penn Central Interchange at 79th Street is 16'3" ATR

Old Northward Freight Main at 94th Street is 16'11" ATR

Suburban Tracks

Randolph to Riverdale 16'0" ATR

South Chicago District 16'0" ATR

Blue Island District 16'1" ATR

Thornton District is 15'7" ATR

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 from Markham to the C&O at 95th Street. All bridge plates and hand railings will be down on the top decks. Loads or empties moving between Wildwood Yard and Kensington on TRACK 14 LEAD ONLY for movement to and from Calumet Harbor.

Trains handling TOFC (piggy back) trailers are prohibited from moving on suburban tracks.

Dome cars are prohibited from using suburban main tracks, Randolph Street to Kensington Interlocking, South Chicago District, Blue Island District and Washington Park Race track lead.

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, Central Station to Broadview, South Chicago District, Blue Island District and by Van Buren Street Suburban platform.

High roof cars will not be handled on suburban tracks.

SP series 615201 thru 615269 and SSW series 65000 thru 65030, and any other excessive height cars, are prohibited from moving north to 82nd Street on the Richton District or east of Hawthorne on the Broadview District, also north of Bridgeport yard on the Joliet District.

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 are prohibited from moving on suburban tracks.

All freight equipment, with the exception of lite engines, is prohibited from using depot shed tracks, Central Station, Chicago, unless authorized by the yardmaster. When so authorized, movement will be kept under close surveillance by crew handling account close clearance.

Diesel units 3057, 3060 thru 3075, 6000 thru 6023, diesel units 7000, 9500 thru 9519 and 1100 thru 1105 are prohibited from using depot shed tracks, Central Station, all suburban tracks north of Harvey including the South Chicago and Blue Island Districts and all tracks north of Monroe Street, Congress Street Yard.

Maximum permissible speed for diesel units:

GM&O 10-24 and 1001-1012 switch locomotives with rigid trucks 25 MPH
 Other switch and transfer locomotives 45 MPH
 IC U30B, GP38, SD40A, GP40D, SD45 75 MPH
 IC U33C, C636 70 MPH
 880B and 883A PSR 80 MPH, FGT 65 MPH
 All other freight locomotives including GM&O GP38 ... 65 MPH
 The above speeds shown are not authorized operating speeds.

High load detectors are in service at Kedzie Avenue on the eastward main track, 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:

Kedzie Avenue—When detector signal detects a high load, the leverman at Ash Street will be notified and will hold the eastward home signal at stop and notify the trainmen that a high load has been detected and a member of the train crew must inspect the entire train for one or more high loads. If a high load is found, arrangements must be made with the leverman as to disposal of the car before proceeding.

Homewood—When detector detects a high load automatic block signal 4-20.56 near Harvey will display a stop indication. When this signal displays stop indication and lunar white light is displayed trains may proceed in accordance with Rule 291. When signal displays stop indication 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 display stop indication 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.

104(g)(IC). 556(GM&O). Spring Switches:
 Location Normal Position
 Panhandle-Brighton Park (north end of south lead)(#) For northward main
 Glenn (Inbound roundhouse lead) For oil and service track
 Glenn (North end of running lead)(#) For running lead
 11th Place Junction For Track No. 3
 Matteson (Crossover Track No. 1 to Track No. 2)(*) For Crossover
 West Pullman (South end of two main tracks)(*) For northward main
 90th Street, South Chicago District For northward main
 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
 Broadview(*) For eastward main
 (*) Equipped with Lunar light indicator.
 (#) Equipped with Color Position Light indicator.

104(i). Electrically locked hand throw switches:
 Bridgeport—North and south mains, all switches between Ashland Ave. and Western Ave., Joliet District, are controlled by leverman 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 switches are controlled by leverman 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.
 Burr Oak—Main track to industry track.
 Harvey—Tracks No. 1 and 2.
 Richton—Track No. 3 at crossover from Tracks No. 2 to 3.
 Richton—Track No. 1 at north end of suburban yard.
 Ash Street—Switch from westward main track to Penn Central wye. (Switch is controlled by leverman at Ash Street).
 Kedzie Avenue—Eastbound main to I. N. siding.

109. Bulletin Boards:

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

D-151. Two Tracks:
 Between Panhandle-Brighton Park and South Joliet.
 Between 67th Street and South Chicago.
 Between Penn Central crossing and junction switch 1625 feet west of West Pullman station.

Between 18th Street and Indiana Avenue.
Between Clark 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 tracks may be used in either direction between Bridgeport and Ash Street Interlockings, being governed by Rule 261.

All AT&SF main tracks are within yard limits and protected by automatic block signals.

Movements can be made against the current of traffic on the northward main track from LeMoyne Interlocker to No. 45 crossover on signal indication only. A detour order is not required.

Movements against the current of traffic on the eastward and westward main tracks between 21st Street Interlocking, Weldon Interlocking and South Wye Junction at 18th Street; and between Clark Street Interlocking, Weldon Interlocking and South Wye Junction at 18th Street, may be made on receipt of proper interlocking or CTO signal indication. Levermen at 21st Street, Clark Street and Weldon Interlockings will establish a manual block for these movements. All such movements will be made at **YARD SPEED**.

Movements against the current of traffic, between Bridgeport and Ash Street Interlockings, may be made on eastward and westward main tracks on proper proceed interlocking signal at Bridgeport and proper hand signal from switchtender at Ash Street. Levermen at Bridgeport and Ash Street will establish a manual block for these moves.

Two or more Tracks:

Between Ft. Wayne Junction and Panhandle-Brighton Park:

No. Location Use

- 1... West Southward and northward.
- 2... East Northward and southward.

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 Central Station.

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.

Movements against the current of traffic on Track No. 1 between 67th Street and 51st Street Interlocking may be made on receipt of proper interlocking signal that is controlled by 67th Street Interlocking. Leverman will know that route is clear before lining switches.

Between 67th Street and Kensington: (See Rule 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.

Tracks No. 7 and 8 between 94th Street and 67th Street Interlocking may be used at **REDUCED SPEED** by trains or engines in either direction upon permission from switchtender at 94th Street, signal indication at 67th Street Interlocking, or as provided in Rule 93 of Special Instructions.

Southward trains or engines may move against the current of traffic on northward main Track No. 8, between 94th Street and 110th Street, on verbal authority from the leverman at Kensington.

Northward trains or engines may move against the current of traffic on southward main Track No. 7, between 110th Street and 94th Street, upon proper interlocking signal indication at 110th Street.

Between Kensington and Richton: (See Rule 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.

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

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 interlocking signal indication at Homewood. Yard switches from "E" and "F" yards, Markham, to Track No. 6 and crossovers between Tracks No. 5 and 6, between Homewood and Harvey, will not be used without permission from general yardmaster at "E" yard.

Trains and engines serving Wesco plant at Richton may use southward Track No. 3 in the northward direction between Richton and Homewood Interlocking upon verbal authority from train dispatcher through trainlister at Markham. Each time Track No. 3 is used, it will be immediately released to the train dispatcher through the trainlister. Train dispatcher on duty will ascertain that the track is cleared of opposing trains and home signal governing southward movement on Track No. 3 at Homewood Interlocking is displaying a stop indication, before authorizing the train or engine to move against the current of traffic on Track No. 3 at Richton to Homewood Interlocking. Train dispatcher will continue to display stop indication on home signal governing southward movements on Track No. 3 at Homewood Interlocking until he is advised by the trainlister that the movement against the current of traffic has been completed.

Between Kensington and north end Markham Yard, Tracks No. 5, 6 and 7 may be used by northward and southward trains. These tracks will not be used without authority of Kensington tower and/or switchtender located at north end of Markham Yard.

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 leverman or switchtender has received authority from the load supervisor to make such movements. Where movement of trains or engines using electrified tracks are involved, the load 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.

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

Between Indiana Avenue and Clark Street:

No. Location Use

- 1... North Switching.
- 2... Second Westward.
- 3... Third Eastward.
- 4... South Switching.

Between Richton and Stuenkel:

No.	Location	Use
1	West	Southward.
2	Second	Northward.
3	Third	Southward.
4	East	Northward.

163. Maximum depth of water, over top of lower rail through which equipment may be handled is as follows, except when greater depths are authorized by Special Instructions:

Diesel units, diesel truck transfer cars	3 inches
Streamlined passenger cars	5 inches
Office cars	5 inches
Conventional passenger cars	.9 inches
Freight cars	.25 inches

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

Train dispatcher will advise train crews when and where to clear first class trains. The train dispatcher 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 Homewood and Kensington Interlockings, 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 leverman at West Pullman Interlocking.

290. 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 a Restricted Proceed signal displaying 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 South Joliet. Weldon 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.

When operating against current of traffic in automatic block signal territory, trains will approach all home signals at interlockings and all facing point spring switches prepared to stop, unless the way is seen to be clear.

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 leverman at 67th Street Interlocking.

510. On the Richton and Broadview 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 leverman or trainlister who will secure authority from train dispatcher.

On the Joliet District, trains and engines must not enter upon any main track at points not protected by interlocking, without first obtaining permission from the leverman, yard-master or train dispatcher.

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.

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

Harvey—The switchtender will ascertain from the train dispatcher through the trainlister 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.

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.

525. Centralized Traffic Control is in service from Weldon Interlocking to 67th Street on Tracks No. 5 and 6 and is controlled by the operator-leverman at Weldon Interlocking.

Centralized Traffic Control is in service within interlocking limits at Homewood. Trains and engines not receiving proper signal indication at Homewood Interlocking will communicate with operator-leverman at Kensington and/or trainlister at Markham.

Centralized Traffic Control is in service from Ft. Wayne Junction to Panhandle-Brighton Park, controlled by operator-leverman at Bridgeport Bridge Interlocking (*).

Centralized Traffic Control is in service from mile 37.9 to Plaines on the Pequot District, and is controlled by the operator-leverman at South Joliet Interlocking (*).

(* When the term Centralized Traffic Control is used, it means the same as the term Traffic Control System on the former GM&O.

605. At railroad crossings at grade protected by signals (interlockings), trains, engines or cars will not be left standing between the extreme home signals unless length of consist extends beyond one of the extreme home signals.

Remote Control Interlockings:

Le Moyne, controlled by BRC RR train dispatcher.

Glenn (45 crossover), controlled by operator-leverman Corwith.

Plaines (ATSF Jct.), controlled by ATSF train dispatcher.

When stopped by signal displaying stop indication at remote control interlockings at LeMoyne, Glenn, and Plaines, communicate with Operator at Control Station. When authorized to operate a dual control switch by hand at Glenn, Rule 534 will govern.

At Bridgeport, Corwith, LeMoyne, Glenn, Argo, Joliet, and South Joliet, the absolute 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 663 (GM&O).

672. 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 time release. If signal does not change its indication at the expiration of prescribed time release interval, train or engine may then proceed on hand signal from a member of the crew if there is no train on conflicting route.

(*) A lunar light indicator, which is remotely controlled from Belt Crossing Interlocking, is mounted on westward home signal. When lunar white light is displayed, it will indicate that Belt Crossing can handle a movement which will prevent blocking of Crawford Avenue. When lunar white light is not displayed, movement will not be made unless train will clear Crawford Avenue when stopped at Belt Crossing Interlocking. Lunar indicator will apply to westward movement on both main tracks and will not supersede the observance of block signals.

808. 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.

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

1201. The definition of **RESTRICTED SPEED** on the Richton and Broadview Districts, is amended for passenger trains to read as follows:

"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 MPH."

1202. 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.

1203. 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.

1204. 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.

1205. Where reference is made to "director of train dispatching" in Rules, Special Instructions and on Train Order Form 19, it will be changed to "superintendent transportation".

Where reference is made to "transportation engineer" in Rules or Special Instructions, it will be changed to "traveling engineer".

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

AUTOMATIC TELEPHONE NUMBERS

Superintendent Suburban Service	2800
Terminal Superintendent Markham	240
Terminal Superintendent Glenn	200
Trainmaster Randolph Street	2802
Trainmaster Markham	241
Trainmaster Glenn	202-213-255
Traveling Engineer Markham	206
Traveling Engineer Randolph Street	2804
Chief Train Dispatcher	2894
Train Dispatcher—Richton District	2896
Train Dispatcher—Broadview District	2995
Power Supervisor Randolph Street	2825
Station Master Central Station	2373

Trainlister Markham	250
Chief Special Agent	2535
Broadview	2853
Call Board—Randolph St.	
Yardmen	2885
Enginemen & Thru Passenger Trainmen	2884
Suburban Trainmen	2883
Freight Trainmen	2882
Claim Agent Randolph Street	2808
Claim Agent Central Station	2868
Claim Agent 63rd Street	346
Claim Agent Glenn	253
Claim Agent Markham	380
Coordinator Woodcrest Tower	411-412

SWITCHTENDERS

2913	Switchtender	10th Street
2914	Switchtender	11th Place
2915	Switchtender	11th Place
2945	Pole Box	14th Street
648	Switchtender	94th Street

SWITCHTENDERS

736	Switchtender	138th Street
257	Crossover Switches Tracks Nos. 1 & 2	155th Street
255	Switchtender	157th Street
256	Switchtender	157th Street
201	Switch Shanty	171st Street

TOWERS—INTERLOCKING

2832	Interlocking Tower	Randolph St.
2936	Interlocking Tower	Weldon
441	Interlocking Tower	67th Street
442	Interlocking Tower	67th Street
674	Interlocking Tower	Kensington
643	Interlocking Tower	Kensington
665	Interlocking Tower	Riverdale
277	Interlocking Tower	Corwith

TOWERS—INTERLOCKING

360	Interlocking Tower	Homewood
627	Interlocking Tower	West Pullman
2951	Interlocking Tower	Clark Street
2946	Interlocking Tower	21st Street
2919	Interlocking Tower	Bridgeport
2977	Interlocking Tower	Ash Street
2851	Interlocking Tower	Belt Crossing
276	Interlocking Tower	Bridgeport

FROM	TO	ACCESS CODE	EXTENSION NO. SERIES
Central Station	Central Station	None	2000-2999
	63rd Street	72	200-300-400
	95th Street (Burnside)	71	600-700
	Markham	80	200-300
	Glenn	62	200-300
63rd Street	63rd Street	None	200-300-400
	Central Station	8	2000-2999
	95th Street (Burnside)	8-71	600-700
	Markham	8-80	200-300
	Glenn	8-62	200-300
95th Street (Burnside)	95th Street (Burnside)	None	600-700
	Central Station	8	2000-2999
	63rd Street	8-72	200-300-400
	Markham	8-80	200-300
	Glenn	8-62	200-300
Markham	Markham	None	200-300
	Central Station	7	2000-2999
	63rd Street	7-72	200-300-400
	95th Street (Burnside)	7-71	600-700
	Glenn	7-62	200-300
Glenn	Glenn	None	200-300
	Central Station	6	200-2999
	63rd Street	6-72	200-300-400
	95th Street	6-71	600-700
	Markham	6-80	200-300