

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
M. F. Dwelis	Asst. to Supt.	Harvey
N. A. Hoesly	Trainmaster	Glenn
R. L. Fitzgerald	Trainmaster	Glenn
G. B. Willey	Trainmaster	Markham
W. I. Lucas	Trainmaster	Markham
R. E. McMahan	Trainmaster	Markham
P. R. McCann	Trainmaster	Markham
A. Zdun	Asst. Trainmaster	Glenn
G. W. Fulton	Asst. Trainmaster	Glenn
G. D. Harmon	Asst. Trainmaster	Joliet
E. M. Enzenauer	Trav. Engineer	Markham
D. L. Wood	Trav. Engineer	Glenn
D. L. Ridgeway	Amtrak-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.

4

Effective 12:01 AM
SUNDAY, OCTOBER 26, 1975

Superseding
Chicago Division Timetable

No. 3
Dated April 27, 1975

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

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Southward

RICHTON DISTRICT

Northward

FIRST CLASS				Mile Posts	TIMETABLE NO. 4 Effective October 26, 1975 STATIONS	Miles from Stuenkel	FIRST CLASS			
59	381	391					58	380	392	
Panama Limited	The Illini	Shawnee			Panama Limited	The Illini	Shawnee			
Daily	Daily	Daily			Daily	Daily	Daily			
L 6 10PM	L 4 20PM	L 9 00AM			..... UNION STATION	33.0	A 9 30AM	A 10 00AM	A 9 40PM
					C..... CHICAGO.....					
					VIA BROADVIEW DIST. & BN & CUSC RR					
L 6 25PM	L 4 35PM	L 9 15AM		2.2	.. So. Wye Jct.—18th St. ...	29.4	A 9 10AM	A 9 30AM	A 9 05PM	
				8.1	5.9 67 STREET.....	23.5				
				14.5	6.4 KENSINGTON.....	17.1				
				20.0	5.5 HARVEY.....	11.6				
					3.5 HOMEWOOD.....	8.1	As 8 30	As 9 08	As 8 40	
				23.5	4.7 MATTESON.....	3.4				
				28.2	1.1 RICHTON.....	2.3				
				29.3	2.3 STUENKEL.....	0.0	L 8 19AM	L 9 00AM	L 8 30PM	
A 7 08PM	A 5 18PM	A 9 58AM		31.6						
							Daily	Daily	Daily	

Westward

BROADVIEW DISTRICT

Eastward

FIRST CLASS				Mile Posts	TIMETABLE NO. 4 Effective October 26, 1975 STATIONS	Miles From Broadview	FIRST CLASS			
		375	371				370	372		
		Blackhawk	Blackhawk		Blackhawk	Blackhawk				
		[Sat. & Sun. Only	Daily Except Sat. & Sun.							
		L 6 05PM	L 5 15PM		..... UNION STATION	15.3	A 10 10AM	A 11 45AM		
				1.2	.. So. Wye Jct.—18th St. ...	13.3				
				2.0	0.8 CLARK STREET.....	12.5				
				2.6	0.6 PC-C&WI CROSSING..	11.9				
					VIA JOLIET DISTRICT & CUSC RR					
		L 6 11PM	L 5 21PM	4.4	1.8 BRIDGEFORT.....	10.1	A 9 45AM	A 11 20AM		
				5.5	1.1 IMX.....	9.0				
				5.6	0.1 ASH STREET.....	8.9				
				7.1	2.3 I.N. CROSSING.....	6.6				
				8.3	0.4 BELT CROSSING.....	6.2				
				9.0	0.7 C..... HAWTHORNE.....	5.5				
				11.1	2.1 BERWYN.....	3.4				
		A 6 40PM	A 5 50PM	14.5	3.4 BROADVIEW.....	0.0	L 9 26AM	L 11 01AM		
							Daily Except Sat. & Sun.	Saturday Sunday Only		

FIRST CLASS					Mile Posts	TIMETABLE NO. 4 Effective October 26, 1975		Miles from South Joliet	FIRST CLASS				
309	305	17	303	301		STATIONS			16	300	308	302	304
State House	State House	Subn.	Abraham Lincoln	Turbo					Subn.	State House	State House	Abraham Lincoln	Turbo
Saturday Only	Daily Except Saturday	Daily Except Sat. & Sun.	Daily Except Saturday	Daily									
L 5 45PM	L 5 45PM	L 5 25PM	L 4 15PM	L 8 10AM		C.....	.....	38.5	A 7 35AM	A 9 50AM	A 12 20PM	A 12 25PM	A 8 59PM
												
												
												
					1.8		.....	36.7	A 7 27AM	A 9 26AM	A 11 56AM	A 11 58AM	A 8 39PM
		S 5 33			2.6		.....	35.9	S 7 23				
					3.5		.....	35.0					
		S 5 37			5.2		.....	33.3	S 7 17				
					6.6		.....	31.9					
					7.9		.....	30.6					
6 00	6 00	S 5 42	4 30	8 25	10.3	C.....	.....	28.2	S 7 09	9 13	11 43	11 45	8 26
		S 5 44			11.9		.....	26.6	S 7 05				
		S 5 46			13.1		.....	25.4	7 01				
		S 5 50			17.5		.....	21.0	S 6 56				
		S 5 58			25.3		.....	13.2	S 6 46				
					28.5		.....	10.0					
		S 6 09			32.9		.....	5.6	S 6 36				
S 6 28	S 6 28	S 6 15	S 4 58	S 8 53	37.2		.....	1.3	S 6 30	S 8 52	S 11 22	S 11 24	S 8 05
A 6 33PM	A 6 33PM	A 6 22PM	A 5 03PM	A 8 55AM	38.5	C.....	.....	0.0	L 6 05AM	L 8 47AM	L 11 17AM	L 11 19AM	L 8 00PM
									Daily Except Sat. & Sun.	Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily

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

N. Employees 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.

2. 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
 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 operated via ATSF between Plaines and Joliet may leave Joliet without clearance and will assume schedule without train order authority.

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

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

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

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

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

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

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

83. Train Registers:

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

93. Yard Limits:

Ft. Wayne Junction to Mile 15.3 on Joliet District.
Between 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
South Wye Junction-18th Street to Broadview, including Harlem Branch, and to MP 30 on Freeport District.

South Wye Junction-18th Street to 67th Street
Interlocking Tracks 5 & 6
67th Street Interlocking to Kensington

Interlocking Tracks 5, 6, 7 & 8
Kensington Interlocking to Richton Tracks 3, 4, 5 & 6
Between Richton and Stuenkel Tracks 1, 2, 3 & 4
Between Highlawn and Harvey Track 7

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

Richton District—South Wye Junction-18th Street to Stuenkel
Broadview District—South Wye Junction-18th Street to Broadview
Joliet District—South Branch Bridge to Corwith (Yardmasters at Glenn will handle movements between Corwith and Argo with Control Operator at these points.)
Control Operators and Switchtenders will abide by Train Director's instructions.

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

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

Train and Enginemen will continue to communicate directly with Control Operators and Switchtenders covering normal

movements of trains and engines, contacting Train Directors about any unusual delay or derailment, reporting directly to him any signal malfunction, broken rails, etc.

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

98. Trains 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&O CT crossing

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

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

These instructions will not apply within interlocking and yard limits.

100. Due to their height above the top of rail, the following listed classes of locomotives

<i>Locomotive Numbers</i>	<i>Class</i>
1100-1105	O636
3057	GP40
3060-3075	GP40
6006-6023	SP40A
7000	SD45
9500-9519	GP38
9600-9639	GP38-2

are restricted from the following electrified suburban tracks:
Main lines north of Kensington Yard
South Chicago Branch *via* tunnel
Blue Island Branch

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

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

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

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

1. No movements on Track 5 between 23rd Street and Kensington from 7:00 A.M. until 8:45 A.M., except engine consists or engine consists with caboose, which will not exceed 25 MPH will be permitted.
2. No movements on Track 3 between Kensington and Richton Park from 6:45 A.M. until 8:30 A.M., except engine consists or engine consists with caboose which will not exceed 25 MPH will be permitted.
3. No movements on Track 3 between Kensington and Richton Park from 4:30 P.M. until 6:15 P.M., except engine consists or engine consists with caboose, which will not exceed 25 MPH will be permitted.

There will be no restrictions on TOFC (Piggyback), Sludge, and Auto parts or Automobile trains, except that these trains will not exceed a speed of 30 MPH during rush hours on tracks adjacent to Suburban tracks.

There will be no restrictions on passenger operation.

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

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

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

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.

IO 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.

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

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

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

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

Hawthorne to Markham is 17'0" ATR
Glenn to Markham is 17'0" ATR
Art Institute Extension Track No. 7 is 16'9" ATR Track. No. 9 is 16'10" ATR
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 15'10" ATR
South Chicago District 16'0" ATR
Blue Island District 16'1" ATR
Thornton District is 15'7" ATR

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

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

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

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

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

101(a). Lower Speeds.

Territory or Location	Pas- senger Trains	Freight Trains and Transfer Movements	Territory or Location	Pas- senger Trains	Freight Trains and Transfer Movements
	Miles Per Hour			Miles Per Hour	
Between 11th Place and Kensington Tracks 1, 2, 3, 4.....	40	20	Broadview District St. Charles Air Line South Wye Junction- 18th Street..... 10 10 Between Clark Street and Penn Central— O&WI Crossing..... 15 10 Bridgeport Interlocking..... 10 10 Ash Street Interlocking..... 20 20 Crawford Avenue Grade Crossing—engine or lead car..... 10 10		
Between South Wye Junction-18th Street and Kensington Tracks 5, 6.....	65	40			
Between 67th Street and 94th Street Tracks 7, 8.....	10	10			
Between 94th Street and Kensington Tracks 7, 8.....	20	20			
Between Kensington and Richton Tracks 1, 2.....	40	25			
Tracks 3, 4.....	65	40			
Tracks 5, 6.....	30	30			
Between Highlawn and Harvey Track 7.....	10	10			
Between Richton and Stuenkel Tracks 1, 2.....	65	40			
Tracks 3, 4.....	30	30			
Between 67th Street and South Chicago.....		35			
Between Kensington and Blue Island.....		35			
Between South Wye Junction-18th Street and Broadview.....	30	30			
Between South Wye Junction-18th Street and Broadview, RDC (Budd) equipment only.....	40				
Between Ft. Wayne Junction and Corwith Interlocking.....	40	30			
Between Corwith Interlocking and South Joliet.....	75	40			
Between Corwith Interlocking and South Joliet, Turbo Trains Only.....	79				
Diverging routes, through crossovers, junction and siding switches:					
Through turn outs at spring switches unless otherwise authorized.....	25	25			
All crossovers and turn outs including those in interlockings unless otherwise shown in 101(a).....	15	10			
101(a). Lower Speeds.			Joliet District Trains passing through villages and towns against the current of traffic..... 30 30 South Branch Bridge..... 10 10 Halsted Street curves..... 25 25 Bridgeport Bridge, through interlocking..... 20 10 Panhandle-Brighton Park (CJ, PC, B&OCT) .. 10 10 Homan Ave. crossing, running against current of traffic..... 15 10 Belt Crossing—Lemoyne..... 60 40 Willow Springs curve..... 70 40 Rock Island, Interlocking..... 20 10 South Joliet, Interlocking..... 35 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.		
			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.		
			The following are maximum authorized speeds of engines and certain specialized equipment, except that where timetable district speeds are lower, then the lower speed will govern; All switch, road switch, and transfer engines..... 45 MPH All other freight engines..... 65 MPH FPA-3 (combination passenger-freight engines)..... 80 MPH Revolving machinery on its own wheels (must have boom trailing, when practical)..... 25 MPH Fixed cab pile drivers (boom either leading or trailing)..... 25 MPH Air dump cars (must be handled in trains performing local work)..... 25 MPH Jordan Spreaders (wings must be properly secured and must be handled in trains performing local work)..... 25 MPH Russell snowplow X8030..... 25 MPH Wedge type snowplows (when plowing)..... 40 MPH Scale test cars (must be handled on rear of train next ahead of the caboose and in trains performing local work) except Maxson scale test cars..... 30 MPH Maxson scale test car ICG 100119 (can be located anywhere in any freight train)..... 45 MPH Ore cars with wheel base of 20 feet or less (measured between truck centers)..... 30 MPH Diesel engines moving through water (must not exceed three inches over top of rail)..... 3 MPH		
Richton District					
Between 18th Street and 23rd Street—Tracks 1, 2, 3, 4.....	25	20			
Curve, MP 4—Tracks 5, 6.....	60	40			
63rd Street, CTA elevated bridge MP 8— Tracks 5, 6.....	50	30			
By Kensington platform—Tracks 1, 2.....	30	20			
Kensington Interlocking—Tracks 1, 2.....	30	20			
Kensington Interlocking—Tracks 3, 4.....	30	30			
Kensington Interlocking—Tracks 2 to 4.....	25	25			
Between Harvey and Homewood—Tracks 5, 6.....	10	10			
By Homewood platform—Tracks 3, 4.....	30	30			
Homewood thru CTC Limits.....	30	30			
Stuenkel—All crossovers and turn outs.....	30	30			
South Chicago and Blue Island Districts					
Between Stony Island and South Shore Stations.....	25	25			
Curves—Between 67th Street and Stony Island.....	15	10			
Curves—At South Shore and Oheltenham.....	15	10			
Curve—Between State Street and Blue Island Junction.....	15	10			
Grade Crossings at end of suburban platforms.....	10	10			
South Leg of Wye to South Chicago District.....	10	10			

Diesel truck transfer cars	45 MPH
Welded rail flat cars must be handled on rear of train when moving with other cars and must not exceed:	
(When loaded)	30 MPH
(When empty)	40 MPH
Cars containing panel rail	30 MPH
Cars containing lead slabs of 2,000 pounds or heavier	40 MPH
36 inch (or larger) pipe on flat cars	40 MPH
Coal trains	30 MPH

In ABS and CTC, territory on both single and multiple track, speed of trains or engines is restricted as follows:

25 MPH for: (a) one diesel unit, (b) two diesel units, (c) one diesel unit and one car or (d) one-car RDC (Budd) trains. 45 MPH for: (a) one diesel unit and two cars, (b) two diesel units and one car, (c) three diesel units or (d) two-car RDC (Budd) trains.

There are no restrictions operating three-car RDC (Budd) trains.

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

109. Bulletin Boards:

Brighton Park	Amtrak Locker Room
Glenn	{ Yard Office
	{ Train and Enginemen's Room
Joliet	{ Yard Office
	{ Roundhouse
Hawthorne	{ Agent's Office
	{ Enginemen's room
	{ Yard Office
Randolph Street	{ Trainmen's room
	{ Engineer's room
21st Street	Yardmaster's office
Woodcrest	"F" building
Markham	{ All yard offices
	{ Hump offices
Union Station	G. B. office

M-151. Two Main Tracks:

Between Ft. Wayne Junction and South Joliet.

Between 67th Street and South Chicago.

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

Between South Wye Junction-18th Street and Broadview.

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

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

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

Three or more Main Tracks:

Between Monroe Street and 11th Place:

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

Between 11th Place and 67th Street:

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

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

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. Control Operator will know that route is clear before lining switches.

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

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

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

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

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

Movements may be made against the current of traffic on suburban tracks upon receipt of proper interlocking signal indication and/or proper hand signal from Switchtender after Control Operator or Switchtender has received authority from the 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.

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

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

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

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

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

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

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

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

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

Between 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 Control Operator at West Pullman Interlocking.

279. Electrically locked hand throw switches:

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

Between Glenn and South Joliet all main track crossovers.

Joliet—Main track to American Chemical.

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

Peoria Street—Main track to West Pullman Yard.

Racine Avenue—Main track to West Pullman Yard.

Racine Avenue—Main track to CWP&S.

Burr Oak—Main track to industry track.

Harvey—Crossovers 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 Control Operator at Ash Street).

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

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

Red over Red over Lunar

Red over Lunar

Lunar Dwarf

On Blue Island District—When southward home signal at West Pullman Interlocking displays a **PROCEED AT RESTRICTED**

SPEED indication, this will authorize southward movement over northward track to spring switch at end of two main tracks.

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

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

505. Automatic block system territory extends from:

Panhandle-Brighton Park to Plaines.

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

67th Street to South Chicago.

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

513. On the Richton 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 Control Operator or Trainmaster who will secure authority from Train Dispatcher or Train Director.

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 Control Operator, Yardmaster, Train Dispatcher or Train Director.

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

Highlawn—Mile Post 18—Trains and/or engines moving across system of crossovers using Tracks No. 4, 5, 6 and 7, will approach this location at **REDUCED SPEED**, and prepared to stop short of crossovers and will not proceed until receipt of proceed signal from Switchtender, between 11:00 AM and 7:00 PM. The five (5) minute waiting time as required by Rule 513, is suspended while Switchtender is on duty.

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

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

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

513(a). Brighton Park—Trains and/or engines must approach spring switch prepared to stop, regardless of block signal indication.

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

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

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

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

560. Spring Switches:

Location	Normal Position
Panhandle-Brighton Park (north end of south lead)(#)	For northward main
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 signal.

605. Remote Control Interlockings:

Le Moyne, controlled by BRC RR Train Dispatcher.

Glenn (45 crossover), controlled by Control Operator Corwith.

Plaines (ATSF Jct.), controlled by ATSF Train Dispatcher.

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

610. Automatic Interlocking:

(*) Broadview District—Mile 7.09 I.N.R.R.

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

(*) 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.

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

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

1202. Trainmen of trains handling passengers to or from a place other than a station platform will protect passengers until they reach point of safety.

1203. The definition of **RESTRICTED SPEED** on the Richton, Joliet 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.”

1204. Employes 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.

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

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

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

1206. 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 Restart” 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.

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

1208. Between Burlington Northern Railroad north wye (Roosevelt Road) and the St. Charles Air Line, be governed by the Rules and Regulations of the Operating Department of the Illinois Central Gulf Railroad except Burlington Northern Railroad block signal aspects and indications will govern.

1209. Switch lists given to switching crew will plainly indicate all of the cars containing "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS."

Cars "INCLUDING TOFC" loaded with "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, FLAMMABLE COMPRESSED GAS, OR RADIOACTIVE MATERIAL" shall not be cut off while in motion. No car moving under its own motion shall be allowed to strike any car loaded with "EXPLOSIVES, FLAMMABLE POISONOUS GAS, POISONOUS GAS, RADIOACTIVE MATERIAL, OR FLAMMABLE COMPRESSED GAS," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

Strict compliance with these instructions is essential.

1210. Hydrocyanic Acid, Flammable Poisonous Gas:

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

HAZARDS:

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

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

SPECIAL PRECAUTIONS:

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

NOTIFICATION:

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

CHEMTREC
800-424-9300

SWITCHING:

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

1211. (ICG RULE 782)

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

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

AUTOMATIC TELEPHONE NUMBERS

Superintendent Suburban Service	2800
Terminal Superintendent Markham	240
Terminal Superintendent Glenn	20
Trainmaster Randolph Street	2802
Trainmaster Markham	241
Trainmaster Glenn	23-40
Traveling Engineer Markham	206
Traveling Engineer Randolph Street	2804
Traveling Engineer Glenn	33
Chief Train Dispatcher	2894
Train Dispatcher—Richton District	2896
Train Dispatcher—Broadview District	2995
Power Supervisor Randolph Street	2825
General Yardmaster—21st Street	2373
General Yardmaster—Hawthorne	2398
Yardmaster—So. Joliet	49

Yardmaster—Glenn	42
Trainmaster Markham	250
Special Agent	2535
Call Board—Harvey	
Enginemen—Amtrak Trainmen	444
Thru Frt. Conductors, Trainmen & Levermen	445
Switchmen—Switchtenders	446
Suburban Trainmen—Randolph St.	2883
Claim Agent Randolph Street	2808
Claim Agent 233 N. Michigan	2868
Claim Agent 63rd Street	346
Claim Agent Glenn	41
Claim Agent Markham	380
Coordinator Woodcrest Tower	411-412
Train Director Kensington	674-643-630

SWITCHTENDERS

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

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.
441	Interlocking Tower	67th Street
442	Interlocking Tower	67th Street
674	Interlocking Tower	Kensington
643	Interlocking Tower	Kensington
665	Interlocking Tower	Riverdale
54	Interlocking Tower	Corwith
360	Interlocking Tower	Homewood

TOWERS—INTERLOCKING

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
53	Interlocking Tower	Bridgeport

FROM	TO	ACCESS CODE	EXTENSION NO. SERIES
233 N. Michigan	223 N. Michigan	None	200-2999
	63rd Street	72	200-300-400
	95th Street (Burnside)	71	600-700
	Markham	80	200-300
63rd Street	Glenn	62	20-54
	63rd Street	None	200-300-400
	233 N. Michigan	8	2000-2999
	95th Street (Burnside)	8-71	600-700
95th Street (Burnside)	Markham	8-80	200-300
	Glenn	8-62	20-54
	95th Street (Burnside)	None	600-700
	233 N. Michigan	8	2000-2999
Glenn	63rd Street	8-72	200-300-400
	Markham	8-80	200-300
	Glenn	8-62	20-54
	Glenn	None	20-54
	233 N. Michigan	9	200-2999
	63rd Street	9-72	200-300-400
	95th Street	9-71	600-700
	Markham	9-80	200-300

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a freight or mixed train follow these steps:
 - Determine the type of placard that is applied to the car.
 - Refer to column 2 on chart and locate same placard wording.
 - Follow horizontally across chart and note which vertical columns apply.
 - The symbol "X" indicates wording at top that applies.
 - See footnotes for explanation of reference marks.

POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

MUST NOT BE PLACED NEXT TO:

TYPE OF CAR	PLACARD APPLIED ON CAR	RESTRICTIONS	WHEN TRAIN LENGTH PERMITS		WHEN TRAIN LENGTH DOES NOT PERMIT		WHEN TRAIN CLASSIFIED	WHEN IN SET OFF SERVICE	E	Occupied	Occupied	CAR PLACARDED									
			Not Be Near Train From Engine Or Caboose	Must Not Be Near Train From Engine Or Caboose	Must Not Be Near Middle Of Train	Must Not Be Near 2nd From Engine, Caboose Or Passenger Car						Must Be Near Middle Of Train	Must Not Be Near 6th Car From Engine Or Caboose	Must Not Be Near 2nd Car From Engine Or Caboose	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
ANY CARS (Inc. flat cars carrying Lullies or combiners)	"EXPLOSIVES"		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
TANK CAR	"DANGEROUS"		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
OTHER THAN TANK CAR	"DANGEROUS"																				
TANK CAR	"POISON GAS"		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
OTHER THAN TANK CAR	"POISON GAS"																				
TANK CAR	"FLAMMABLE POISON GAS"		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
OTHER THAN TANK CAR	"FLAMMABLE POISON GAS"																				
ANY CAR	"DANGEROUS RADIO-ACTIVE MATERIAL"																				
ANY CAR	"CAUTION RESIDUAL PHOSPHORUS"		X																		
EMPTY TANK	"DANGEROUS POISON GAS EMPTY"		X																		
EMPTY TANK	"DANG. FLAMMABLE POISON GAS EMPTY"		X																		
EMPTY TANK	"DANGEROUS EMPTY"		X																		

FOOTNOTES

① Permanent end bulkhead flats, piggyback and combiner flats, tri-level and bi-level cars, and any other flat car specially equipped with tie-down devices for handling vehicles are considered the same as an open top car (See Column 21).

② Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".

③ Except when train consists only of placarded loaded tank cars.

④ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.