

## DIVISION OFFICERS

R. O. BODELL ..... Superintendent  
 R. E. JONES ..... Superintendent Pass. Service  
 J. P. HAINES .. Superintendent Freight Service  
 F. A. HOEVEL ..... Trainmaster  
 C. W. DAMIANO ..... Trainmaster  
 C. H. RANDALL ..... Trainmaster  
 E. R. McMAHON ..... Trainmaster  
 F. A. BRINK ..... Trainmaster  
 J. M. O'CONNOR ..... Trainmaster  
 R. S. PURKHISER ..... Trainmaster  
 C. D. MAJORS .. Tr. Engr.-Trainmaster, LaSalle  
 L. R. CLAYTON ..... Trainmaster, Freeport  
 E. W. WILKINS ..... Assistant Trainmaster  
 E. W. SCHNEIDER ..... Assistant Trainmaster  
 C. E. SIMPSON ..... Traveling Engineer  
 R. F. MORGRIDGE ..... Traveling Engineer  
 E. C. McADAMS ..... Chief Train Dispatcher  
 D. P. BENKERT ..... Train Dispatcher  
 L. N. FOUKE ..... Train Dispatcher  
 J. L. ANDERSON ..... Train Dispatcher  
 R. J. FUECHTMAN ..... Train Dispatcher  
 K. E. NUNN ..... Train Dispatcher  
 W. H. HANNAH ..... Train Dispatcher  
 R. A. GOLDING ..... Train Dispatcher  
 H. E. PRESTON ..... Power Supervisor  
 R. C. COLE ..... Load Supervisor  
 R. C. GOODWIN ..... Load Supervisor  
 G. O. KERBER ..... Load Supervisor  
 J. S. WINDAL ..... Load Supervisor  
 E. E. ELLSWORTH ..... Load Supervisor  
 N. M. WRIGHT ..... Load Supervisor  
 C. L. LESLIE ..... Load Supervisor

## SPEED TABLE

This is not for authorized speed but for information only.

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

# Illinois Central Railroad

## CHICAGO DIVISION

### THROUGH TRAIN TIME TABLE No.

# 11

Taking Effect at 12:01 a.m.

**SUNDAY, OCTOBER 30, 1966**

Superseding  
Chicago Division Timetable  
No. 10

Dated April 24, 1966

FOR THE GOVERNMENT OF EMPLOYEES ONLY

O. H. ZIMMERMAN, Vice President  
 W. A. JOHNSTON, JR., Assistant Vice-President  
 E. H. BUELOW, General Manager  
 H. L. WILLIAMS, General Superintendent Transportation  
 A. M. DICKERSON, Superintendent Transportation  
 R. O. BODELL, Superintendent

### RICHTON DISTRICT—Southward

Mile Posts	TIME TABLE No. 11  Taking Effect October 30, 1966  STATIONS	FIRST CLASS									
		1	21	53	37	33	5	9	3	25	
		The City of New Orleans	The Green Diamond	The City of Miami	N.Y.C.R.R. No. 302 Indianapolis Special	N.Y.C.R.R. No. 304 The James Whitcomb Riley	The Panama Limited	The Seminole	The Louisiane	The Southern Express	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
1.4	C. CENTRAL STA. (CHICAGO) 6.5	L 7 45AM	L 8 00AM	L 8 45AM	L 8 55AM	L 3 55PM	L 4 30PM	L 4 45PM	L 7 15PM	L 11 59PM	
7.9	63 STREET 8.6	S 7 55	S 8 10	S 8 55	S 9 05	S 4 05	S 4 40	S 4 55	S 7 25	S 12 10AM	
14.5	KENSINGTON 8.5										
20.0	HARVEY 9.5										
23.5	HOMERWOOD 11.1	B 8 10	B 8 25	B 9 10	9 23	4 22	B 4 55	B 5 15	B 7 45	B 12 25	
28.2	MATTESON 12.7										
29.3	RICHTON 13.1										
31.6	STUENKEL 15.3	A 8 22AM	A 8 35AM	A 9 23AM	A 9 33AM	A 4 31PM	A 5 08PM	A 5 26PM	A 7 56PM	A 12 38AM	

### RICHTON DISTRICT—Northward

Miles from Stuenkel	TIME TABLE No. 11  Taking Effect October 30, 1966  STATIONS	FIRST CLASS									
		4	6	10	34	52	8	22	38	2	
		The Louisiane	The Panama Limited	The Seminole	N.Y.C.R.R. No. 303 The James Whitcomb Riley	The City of Miami	The Creole	The Green Diamond	N.Y.C.R.R. No. 305 The Sycamore	The City of New Orleans	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
30.2	C. CENTRAL STA. (CHICAGO) 6.5	A 7 00AM	A 9 00AM	A 10 45AM	A 1 30PM	A 5 50PM	A 6 40PM	A 8 15PM	A 10 05PM	A 11 40PM	
23.7	63 STREET 8.6	S 6 45	S 8 50	S 10 30	S 1 20	S 5 35	S 6 30	S 8 05	S 9 55	S 11 28	
17.1	KENSINGTON 8.5										
11.6	HARVEY 9.5										
8.1	HOMERWOOD 11.1	B 6 25	B 8 30	B 10 05	1 00	B 5 15	B 6 10	B 7 45	9 35	B 11 10	
3.4	MATTESON 12.7										
2.3	RICHTON 13.1										
	STUENKEL 15.3	L 6 17AM	L 8 20AM	L 9 57AM	L 12 52PM	L 5 07PM	L 5 57PM	L 7 36PM	L 9 27PM	L 10 59PM	

## AMBOY DISTRICT

Southward					TIME TABLE NO. 11		Northward					
SECOND CLASS							SECOND CLASS					
		373	375	Siding, Standing Room Cars with Engine	Mile Posts	STATIONS	Miles from Freeport	372	376			
		Dispatch Freight	Dispatch Freight					Dispatch Freight	Dispatch Freight			
		Daily	Daily			See Freeport District						
		L 7 00PM	L 6 00AM			C.....WALLACE.....		A 1 50PM	A12 50AM			
		7 10	6 10		934.2	2.1 .....EAST JUNCTION...	0.9	1 45	12 45			
		7 20	6 20	96	930.9	3.3 .....DUNBAR.....	4.2	1 35	12 35AM			
					927.5	3.4 .....BAILEYVILLE.....	7.6					
		7 40	6 40	71	922.6	4.9 D.....FORRESTON.....	12.5	12 35	11 55			
					918.0	4.6 .....HALDANE.....	17.1					
					912.8	5.2 D.....POLO.....	22.3					
		8 10	7 05	157	906.7	6.1 .....WOOSUNG.....	28.4	12 05PM	11 25			
		9 10	7 30	77	899.3	7.4 D.....DIXON.....	35.8	11 45	11 05			
		9 25	7 45	81	893.3	6.0 .....ELDENA.....	41.8	11 15	10 10			
		9 55 <sup>376</sup>	7 55	114	887.6	5.7 D.....AMBOY.....	47.5	11 05	9 55 <sup>373</sup>			
					880.3	7.3 .....SUBLETTE.....	54.8					
		10 15	8 20		876.3	4.0 .....HENKEL.....	58.8	10 45	9 35			
		10 25	9 00	138	871.7	4.6 C.....MENDOTA.....	63.4	10 25	9 20			
		10 37	9 15		864.2	7.5 .....DIMMIK.....	70.9	10 00	9 00			
		10 45	9 50 <sup>372</sup>	201	859.9	4.3 .....MIDWAY.....	75.2	9 50 <sup>375</sup>	8 50			
		11 25	10 10	48	855.9	4.0 C.....LA SALLE.....	79.2	9 30	8 30			
		11 40	10 25	99	852.7	3.2 .....OGLESBY.....	82.4	8 55	7 55			
		11 50	10 45	201	846.8	5.9 .....TONICA.....	88.3	8 40	7 40			
		11 59	10 55		841.8	5.0 D.....LOSTANT.....	93.3	8 30	7 30			
					835.6	6.2 D.....WENONA.....	99.5					
					830.8	4.8 .....RUTLAND.....	104.3					
		12 45AM	11 55	119	825.1	6.7 D.....MINONK.....	110.0	8 05	7 05			
		12 50	12 05PM		823.5	1.6 .....MINONK JUNCTION...	111.6	7 40	6 40			
					821.2	2.3 .....WOODFORD.....	113.9					
					816.9	4.3 .....PANOLA.....	118.2					
		1 25	12 30	74	813.8	3.1 D.....EL PASO.....	121.3	7 25	6 25			
					809.4	4.4 .....KAPPA.....	125.7					
		1 45	12 45	73	804.8	4.6 D.....HUDSON.....	130.3	7 05	6 05			
					801.0	3.8 .....KERRICK.....	134.1					
		2 00	1 00		797.9	3.1 C.....NORMAL.....	137.2	6 50	5 50			
		2 05	1 05		797.3	0.6 .....NORMAL JUNCTION..	137.8	6 47	5 47			
		2 10	1 10	143	795.8	1.5 .....BLOOMINGTON.....	139.3	6 44	5 44			
		2 15	1 15		794.3	1.5 C.....DEAN.....	140.8	6 40	5 40			
					788.6	5.7 .....RANDOLPH.....	146.5					
		2 35	1 35	94	784.4	4.2 D.....HEY WORTH.....	150.7	6 20	5 20			
					777.9	6.5 D.....WAPELLA.....	157.2					
		A 3 00AM	A 2 00PM		773.3	4.6 C.....CLINTON.....	161.8	L 6 00AM	L 5 00PM			
								Daily	Daily			

## BROADVIEW DISTRICT—Westward

	Mile Posts	TIME TABLE NO. 11 Taking Effect October 30, 1966 STATIONS	FIRST CLASS		
			* 13	11	
			The Land O' Corn	The Hawkeye	
			Daily	Daily	
...	.9	.....CONGRESS ST. (CHICAGO).....	.....	.....	.....
...	1.4	C.....CENTRAL STA. (CHICAGO).....	L 10 00AM	L 7 00PM	.....
...	2.0	.....CLARK STREET.....	10 03	7 03	.....
...	2.6	.....P. F. W. & O.-O. & W. I. CROSSING.....	10 05	7 05	.....
...	4.4	.....DRAWBRIDGE.....	10 08	7 09	.....
...	5.6	.....ASH STREET.....	10 11	7 13	.....
...	8.3	.....BELT CROSSING.....	10 16	7 19	.....
...	9.0	.....HAWTHORNE.....	10 19	P 7 22	.....
...	11.1	.....BERWYN.....	.....	.....	.....
...	14.0	.....HINES.....	.....	.....	.....
...	14.5	O.....BROADVIEW.....	A 10 30AM	A 7 30PM	.....

## FREEPORT DISTRICT—Westward

Siding, Standing Room Cars with Engines.	Mile Posts	TIME TABLE NO. 11 Taking Effect October 30, 1966 STATIONS	FIRST CLASS			SECOND CLASS				THIRD CLASS	
			* 13	11		77	71	73	75	91	
			The Land O' Corn	The Hawkeye		Dispatch	Dispatch CC 1	Dispatch CFS 3	Dispatch CAC 5	Local Freight	
			Daily	Daily		Daily	Daily	Daily	Daily	Wed. Fri. Sun.	
...	14.5	C.....BROADVIEW.....	L 10 30AM	L 7 30PM	.....	L 12 45AM	L 4 00AM	L 1 15PM	L 7 00PM	.....	L 7 10AM
...	19.3	D.....ELMHURST.....	10 35	7 35	.....	12 53	4 08	1 23	7 05	.....	7 20
70	22.3	.....SOUTH ADDISON.....	10 38	7 38	.....	12 57	4 12	1 36	7 08	.....	7 30
...	29.6	.....CAROL STREAM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
118	35.1	C.....MUNGER.....	10 49	7 49	.....	1 15	4 30	1 56	7 22	.....	8 15
67	39.0	.....COLEMAN.....	10 52	7 52	.....	1 20	4 35	2 01	7 26	.....	8 35
63	46.9	D.....PLATO CENTER.....	10 59 14	7 59	.....	1 32	4 47 78	2 13	7 35	.....	9 21 76
124	53.2	.....BURLINGTON.....	11 12 98	8 05	.....	1 41	4 56	2 22	7 42	.....	9 31
...	61.4	D.....GENOA.....	11 22	8 12	.....	.....	.....	.....	.....	.....	.....
...	62.6	.....HART.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
137	67.2	.....COLVIN PARK.....	11 28	8 17	.....	2 04	5 15	2 45	7 58	.....	9 51
83	73.7	.....IRENE.....	11 33	8 22 75	.....	2 13	5 23	2 54	8 22 11	.....	9 59
...	79.1	.....PERYVILLE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
127	83.5	.....BUCKBEE.....	11 43	8 31	.....	2 30	5 35 12	3 12	8 42	.....	10 15 14
...	86.6	C.....ROCKFORD.....	11 48 11 55	8 35 8 53	.....	.....	.....	.....	.....	.....	.....
81	86.8	.....CASE.....	11 56	8 54	.....	2 48	6 01	3 23	8 57	.....	10 40
88	94.5	.....ALWORTH.....	12 03 PM	9 01	.....	3 11 78	6 13	3 37	9 11	.....	11 05
150	100.3	D.....SEWARD.....	12 09	9 07	.....	3 26	6 23	3 47	9 29 78	.....	11 15
...	106.2	.....EVARTS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...	113.5	.....EAST JUNCTION.....	12 22	9 18 78	.....	3 45	6 45	4 05	9 45 74	.....	11 40
...	114.4	.....FREEPORT.....	12 30 12 45	9 23 9 38	.....	.....	.....	.....	.....	.....	.....
...	115.6	C.....WALLACE.....	A 12 48 PM	A 9 41 PM	.....	A 3 50AM	A 6 50AM	A 4 10PM	A 9 55PM	.....	A 11 50AM
...	116.8	.....WEST JUNCTION.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

\* Trains No. 13-14 "Interim order schedule."

## BROADVIEW DISTRICT—Eastward

5

Miles From West Junction	TIME TABLE NO. 11		FIRST CLASS		REFERENCE NOTES
	Taking Effect October 30, 1966		12	*14	
	STATIONS		The Hawkeye	The Land O' Corn	
...	115.9	..... CONGRESS ST. (CHICAGO).....			The following signs when placed before the figures of a schedule, indicate: B—Regular stop, no baggage checked at Homewood. D—Stop to discharge revenue passengers from Rockford or beyond. No baggage checked. f—Flag stop. No baggage checked. h—Discharge Chicago passengers & receive passengers for Dubuque and west, also stop on Saturday to unload newspapers. J—Stop daily to pick up mail. P—Discharge or receive employees deadheading on company business only between Freeport and Hawthorne.
...	115.4	O..... CENTRAL STA. (CHICAGO).....	A 7 15AM	A11 59AM	
...	114.8	..... CLARK STREET.....	7 10	11 51	
...	114.2	P. F. W. & C.-C. & W. I. CROSSING.	7 05	11 49	
...	112.4	..... DRAWBRIDGE.....	7 01	11 46	
...	111.2	..... ASH STREET.....	6 58	11 42	
...	108.5	..... BELT CROSSING.....	6 53	11 38	
...	107.8	..... HAWTHORNE.....	J 6 52	11 37	
...	105.7	..... BEEWYN.....			
...	102.8	..... HINES.....			
...	102.3	O..... BROADVIEW.....	L 6 45AM	LD1129AM	
			Daily	Daily	

## FREEPORT DISTRICT—Eastward

Siding, Standing Room Cars with Engines.	Miles from West Junction	TIME TABLE NO. 11		FIRST CLASS		SECOND CLASS				THIRD CLASS
		Taking Effect October 30, 1966		12	*14	78	76	72	74	92
		STATIONS		The Hawkeye	The Land O' Corn	Dispatch	Dispatch CC 6	Dispatch AC 2	Dispatch CC 8	Local Freight
...	102.3	O..... BROADVIEW.....	A 6 45AM	AD1129AM	A 5 40AM	A10 10AM	A11 30PM	A12 05AM	A 1 00PM	
...	97.5	D..... ELMHURST.....	6 38	11 23	5 29	10 00	11 22	11 59	12 41	
70	94.5	..... SOUTH ADDISON.....	6 34	11 20	5 24	9 55	11 18	11 55	12 31	
...	87.2	..... CAROL STREAM.....								
113	81.7	O..... MUNGER.....	6 21	11 09	5 05	9 37	11 01	11 37	12 01PM	
67	77.8	..... COLEMAN.....	6 17	11 06	4 59	9 31	10 56	11 32	11 40	
63	69.9	D..... PLATO CENTER.....	6 09	10 59 <sup>13</sup>	4 47 <sup>71</sup>	9 21 <sup>91</sup>	10 47	11 21	11 24	
124	63.6	..... BURLINGTON.....	6 04	10 50	4 38	9 05	10 40	11 13	11 12 <sup>13</sup>	
...	55.4	D..... GENOA.....	5 56	10 40						
...	54.2	..... HART.....								
137	49.6	..... COLVIN PARK.....	5 51	10 32 <sup>98</sup>	4 17	8 44	10 24	10 54	10 32 <sup>14</sup>	
83	43.1	..... IRENE.....	5 45	10 25	4 09	8 36	10 16	10 46	10 06	
...	37.7	..... PERRYVILLE.....								
127	33.3	..... BUCKBEE.....	5 35 <sup>71</sup>	10 15 <sup>91</sup>	3 50	8 17	10 03	10 33	9 43	
...	30.2	O..... ROCKFORD.....	s { 5 30 5 18	s10 10						
81	30.0	..... OASE.....	5 17	10 07	3 21	8 06	9 54	10 24	9 21	
88	22.3	..... ALWORTH.....	5 09	9 59	3 11 <sup>77</sup>	7 56	9 42	10 14	9 11	
150	16.5	D..... SEWARD.....	5 04	9 53	3 03	7 48	9 29 <sup>75</sup>	10 07	9 03	
...	10.6	..... EVARTS.....								
...	3.3	..... EAST JUNCTION.....	4 52	9 40	2 45	7 30	9 18 <sup>11</sup>	9 45 <sup>75</sup>	8 40	
...	2.4	..... FREEPORT.....	s { 4 50 4 40	s { 9 38 9 30						
...	1.2	O..... WALLACE.....	L 4 32AM	L 9 27AM	L 2 40AM	L 7 25AM	L 9 05PM	L 9 35PM	L 8 30AM	
...		..... WEST JUNCTION.....								
			Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thur. Sat.	

No.12—Reduce speed to fifty miles per hour at Genoa daily to dispatch mail.

## MADISON DISTRICT

WESTWARD SECOND CLASS		Mile Posts	TIME TABLE NO. 11		Miles from Madison	EASTWARD SECOND CLASS	
275			Taking Effect October 30, 1966			274	
Freight			STATIONS			Freight	
Except Sunday						Except Sunday	
L	1 55AM		O	..... WALLACE.....	60.4	A	2 00PM
	2 00	1.2		..... WEST JUNCTION.....	59.2		1 55
	2 10	4.3		..... SCIOTO MILLS.....	56.1		1 45
	2 20	7.0		..... RED OAK.....	53.4		1 35
	2 30	9.4		..... BUENA VISTA.....	51.0		1 25
	2 40	13.0		..... ORANGEVILLE.....	47.4		1 10
	2 50	16.5		..... OLARNO.....	43.9		12 45
	3 10	23.8	D	..... MONROE.....	36.6		12 15PM
	3 35	33.0		..... MONTICELLO.....	26.4		11 40
	3 55	42.6	D	..... BELLEVILLE.....	17.8		11 05
	4 05	46.5		..... BASCO.....	13.9		10 50
	4 25	55.8		..... SUMMIT.....	4.6		10 20
A	6 00AM	60.4	D	..... MADISON.....		L	10 00AM
							Except Sunday

No. 274 wait at Madison for No. 275

## SPECIAL INSTRUCTIONS (Continued on page 7)

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

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

Overhead wires at the location shown below do not have the required 27-foot clearance:

Bloomington—Meadow Track No. 3

3. Standard Clocks:

Randolph Street, trainmen's room, and office of Power Supervisor.

Congress Street, yard office. Central Station, telegraph office.

27th Street, engine house office.

Markham, engine house office.

Markham, yard offices 1, 4 and 6.

Hawthorne, agent's office. Hawthorne, enginemen's room.

Freeport { Wallace yard office  
Engine house-Pas-  
senger depot.

Dixon, Telegraph office  
LaSalle, Telegraph office  
Minonk, Telegraph office

Clinton { Telegraph office  
Engine house  
North yard office

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

8(a) Levermen are authorized to use electric lanterns with yellow bulbs for signalling purposes.

11, 14(g), 29, 99 and 990. To eliminate unnecessary whistling by trains on the Richton and Broadview Districts, when a train makes a momentary stop and start for a burning fusee on or near its track, engineman will comply with Rule 29, but will not be required to sound whistle signal for flagman, being governed by the requirements of Rule 990.

These instructions do not supersede or modify any rules or special instructions requiring the prompt and proper protection of trains whenever or wherever necessary.

17, 19, 20, 21. Self-propelled roadway machines will not display signals as prescribed by Rules 17, 19, 20 and 21.

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

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

21(a). On Richton and Broadview Districts, and between 67th Street and South Chicago and Kensington and Blue Island, the display of white lights will be omitted on all extra trains and engines except passenger extras.

Dixon and Freeport yard engine assignments will not be required to display white signals when operated outside of yard limits.

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

83. Train Registers.

Central Station, telegraph office

Broadview.  
Wallace.  
Madison.  
LaSalle.

Minonk.  
Bloomington.  
Clinton—Telegraph office.

Trains may register at Broadview and Wallace (except trains originating or terminating) by form 905.

On Amboy District only such trains as originate or terminate at Bloomington, Minonk and LaSalle will be required to register at these stations.

**On 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 who will secure authority from dispatcher.

All trains and/or engine movements from Burnside Yard to track No. 1 at the north gate and/or south gate will be governed as follows:

Conductors, pilots or other crew members will not call for the switch unlock until they are ready to use it and when given unlock and authority from the leverman at Kensington will move on to track No. 1 with prescribed flag protection.

Leverman at Kensington will control movements in and out of Burnside. Unlock must be in closed or locked position when not in use.

83(a). Northward trains may leave Stuenkel without a clearance.

Southward trains originating at Congress Street and not picking up at Markham, the conductor will obtain a clearance at "x" office at Central Station.

Trains originating and/or picking up at Markham, a clearance will be tubed to Homewood yard office with the Waybills.

Trains originating at Central Station will obtain clearance at "x" office, Central Station.

Westward trains may leave Congress St. and Hawthorne without a clearance.

Eastward trains may leave Broadview without a clearance if train order signal indicates "proceed."

Trains must obtain a clearance before leaving Wallace.

Conductor and engineer of eastward first class trains will deliver clearance and train orders, if any, received at Wallace to connecting outbound conductor and engineer at Freeport passenger station.

**93. Yard Limits:**

11th Place to 28th Street.....	Tracks 7 and 8
Randolph Street to 18th Street.....	Tracks 1, 2, 3 and 4
11th Place to M.P. 15 inc. Harlem Branch.....	All tracks
Weldon Interlocker to 28th Street All trains.....	Tracks 5 and 6
67th Street Interlocker to 111th Street.....	Tracks 7 and 8
{ MP 14 plus 4488 feet to }	}.....Tracks 5 and 6
{ MP 29 plus 264 feet }	
{ MP 29 plus 264 feet to }	
{ MP 30 plus 4828 feet }	}.....Tracks 3 and 4

80th Street to 94th Street—South Chicago District  
Burr Oak to Blue Island—Blue Island District

Trains and engines must not proceed on tracks 7 and 8 at 94th Street without proceed signal from switchtender in addition to proceed indication of fixed signals. In the event of failure of fixed signal, trains or engines may proceed after verbal understanding with switch tender.

Trains and engines must not proceed on tracks 7 and 8 at 82nd Street without proceed signal from switchtender between the hours of 8:00 AM and 4:00 PM. Between the hours of 4:00 PM and 8:00 AM all southward trains or engines must stop and obtain permission to proceed on tracks 7 and 8 from switchtender, 94th Street, Automatic telephones 3098 and 3998.

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

Dixon  
Amboy  
Mendota  
LaSalle (LaSalle yard limits extend to Oglesby)  
Minonk (Minonk yard limits extend to Minonk Jct.)  
Bloomington (Bloomington yard limits extend to Dean and Normal)

Clinton  
Rockford (Rockford yard limits extends Case to 2000 feet east of Buckbee).  
Freeport (Freeport yard limits extends Mile Post 109 to West Junction).  
Addison branch.  
Monroe.  
Madison.

First class trains must move at reduced speed between East Junction and West Junction.

Southward Pontiac District trains will not enter Amboy District at Minonk Junction until they receive permission from train dispatcher, Chicago, through operator at Minonk.

Southward Bloomington District trains will not enter Amboy District at Normal Junction until they receive permission from train dispatcher, Chicago, through operator at Normal.

Northward Pontiac and Bloomington District trains must keep advised of and avoid delay to Amboy District trains.

95. Trains ordered to display signals to or from Stuenkel will display same signals to or from Chicago.

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

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

11th Place .....	I.C.R.R. junction and crossing
71st Street Wye .....	B.&O.C.T.R.R. crossing
83rd Place (So. Chgo. Dist.) ..	B.&O.C.T.R.R. crossing
Monticello .....	C.M.St.P.&P. crossing

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

11th Place—Trains and engines must stop before reaching crossings in vicinity of 11th Place and proceed only on receipt of signal from switchtender, when fixed signal displays proceed indication and way is known to be clear. In the event of failure of fixed signal, trains may proceed after verbal understanding with switchtender.

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

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

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

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

Southward train and engine movements over C.M.St.P.&P. junction switch, Mendota, will be governed by color light signal located 340 feet north of switch. Inoperative distant signal is located 2,060 feet north of the junction switch.

98(a). Madison C.M.St.&P.R.R. crossing is protected by gates. When gates are lined for main track, trains will not be required to stop but must not exceed a speed of five miles an hour over crossing.

99(b). Detailed instructions governing operation and use of rear end oscillating red light are posted in electric locker and selector switch is located near electric locker inside of car. Conductors and trainmen on trains equipped with rear end oscillating red light must be familiar with its operation and use, and comply with posted instructions.

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 and Express Trains: Passenger Engines	Passenger and Express Trains: GP Type Engines	Freight Trains Passenger or GP Type Engines	All Trains: Switcher or Transfer Engines	Wrecking Derricks and Eight-Wheel Locomotive Cranes
	MILES PER HOUR				
Between Chicago and Kensington					
Tracks 1, 2, 3, 4 .....	40	40	35	35	30
Tracks 5, 6 .....	75	65	50	45	30
Tracks 7, 8 .....	45	45	45	45	30
Between Kensington and Richton					
Tracks 1, 2 .....	40	40	35	35	30
Tracks 3, 4 .....	79	65	50	45	30
Tracks 5, 6 .....	30	30	30	30	30
Between Richton and Stuenkel					
Tracks 1, 2 .....	79	65	50	45	30
Tracks 3, 4 .....	30	30	30	30	30
Between 67th Street and South Chicago			35	35	35
Between Kensington and Blue Island			35	35	35
Between Chicago and Ash Street	40	40	40	40	30
Between Ash Street and Broadview	60	60	45	45	30
Between Broadview and West Junction	79	65	50	45	30
Between West Junction and Madison	30	30	30	30	20
Between East Junction and Clinton	40	40	40	40	25
Diverging Routes, through crossovers, junction and siding switches:					
Through turnouts at spring switches unless otherwise authorized	25	25	25	25	15
On straight track at spring switches when springing points	40	40	40	40	30
Homewood Interlocking	30	30	30	30	30
Except track 1 to 2, 2 to 1, 6 to 5, 6 to 7, 6 to 8	15	15	15	15	15
Richton Interlocking	30	30	30	30	30
Except track 2 to 1, 4 to 5, 5 to 4, 6 to 5	15	15	15	15	15
Kensington, track 2 to 4	25	25	25	25	25
Other interlocking—all crossovers and turnouts	15	15	15	15	15
East Junction and West Junction—crossovers and turnouts	25	25	25	25	25
Turnouts at other locations	15	15	15	15	15

## 101(b). Lower Speeds.

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: GP Type Engines	Freight Trains Passenger or GP Type Engines	All Trains: Switcher or Transfer Engines	Wrecking Derricks and Eight-Wheel Locomotive Cranes
	MILES PER HOUR				
<b>Richton District</b>					
Weldon Interlocking	10	10	10	10	10
11th Place to 27th Street—Tracks 7, 8	30	30	30	30	30
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	30	30	30
Curve, MP-4—Tracks 5, 6	60	60	40	40	30
51st Street to 60th Street—Tracks 5, 6	65	65	45	45	30
By 63rd Street platform—Tracks 5, 6	15	15	15	15	15
By Kensington platform—Tracks 1, 2	30	30	30	30	30
Through Kensington Interlocking—Tracks 1, 2, 3, 4	45	45	45	45	30
111th Street to Kensington—Tracks 7, 8	30	30	30	30	30
Kensington to Harvey—Tracks 3, 4	75	65	50	45	30
Harvey to Homewood—Tracks 5, 6	20	20	20	20	20
<b>South Chicago and Blue Island Districts</b>					
Curves—67th Street to Stony Island	.....	.....	15	15	15
Curves—At South Shore and Cheltenham	.....	.....	15	15	15
Curve—State Street to Blue Island Junction	.....	.....	15	15	15
Grade Crossing at end of suburban platforms	.....	.....	10	10	10



**SPECIAL INSTRUCTIONS** (Continued on page 10)

101(b). (Continued from page 8)

Territory or Location	Passenger and Express Trains: Passenger Engines	Passenger and Express Trains: GP Type Engines	Freight Trains Passenger or GP Type Engines	All Trains: Switcher or Transfer Engines	Wrecking Derricks and Eight-Wheel Locomotive Cranes
	MILES PER HOUR				
<b>Broadview District</b>					
St. Charles Air Line.....	10	10	10	10	10
Clark Street to P.F.W.&C.—C.&W.I. Crossing.....	15	15	15	15	15
P.F.W.&C.—C.&W.I. Crossing to Bridgeport.....	35	35	35	35	30
Curve MP-6-2 .....	40	40	40	40	30
Crawford Avenue Grade Crossing.....	10	10	10	10	10
Harlem Avenue Grade Crossing.....	40	40	40	40	30
Ash Street Interlocking Limits .....	20	20	20	20	20
I.N. Interlocking Limits .....	40	40	40	40	40
Belt Interlocking Limits .....	40	40	40	40	40
I.H.B. Interchange Track—Broadview .....	15	15	15	15	15
<b>Freeport District</b>					
Addison branch .....	15	15	15	15	15
Between MP-19 and MP-20-curve.....	50	50	50	45	30
Elmhurst, Over C.G.W. Crossing .....	40	40	40	40	25
Between Highway 83 subway, Mile Post 20.8, and west of curve, Mile Post 21.4 .....	60	60	50	45	30
Between MP-25 and MP-26 .....	70	65	50	45	30
Between MP-26 and MP-27 .....	70	65	50	45	30
Between MP-40 and MP-41-curve .....	50	50	40	40	30
Between MP-75 and MP-76-curve .....	75	65	50	45	30
Between MP-77 and MP-78-curve .....	70	65	50	45	30
Between MP-79 and MP-80-curve .....	70	65	50	45	30
Between MP-84.5 and MP-87.5-curves .....	35	35	35	35	20
Between MP-110.5 and MP-111.5-curve .....	70	65	50	45	30
<b>Amboy District</b>					
East Junction .....	25	25	25	25	25
Mendota interlocking, between home signals.....	20	20	20	20	20
La Salle, Vermillion River Bridge A-856-1E .....	15	15	15	15	15
Between Oglesby MP-852 and Midway 857 plus 1800 feet.....	15	15	15	15	15
Wenona, G.M.&O. R.R. Crossing between dwarf signals.....	20	20	20	20	20
Between Dean and Normal .....	25	25	25	25	25
<b>Madison District</b>					
Over bridge R-2-9 .....	20	20	20	20	20
Tunnel MP-40 .....	10	10	10	10	10
Over bridge R-43-9 .....	20	20	20	20	20

Maximum permissible speed for GP type engines, except 9200, 9201, 9202 and 9203, is 65 miles per hour, and for switcher and transfer engines is 45 miles per hour. GP type engines 9200, 9201, 9202 and 9203, maximum permissible speed is 83 miles per hour, and when handling passenger trains they should be considered same as passenger engines, and subject to same speed restrictions.

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

St. Charles Air Line, Central Station to Broadview, South Chicago Branch, Blue Island Branch, Tracks adjoining Van Buren Street Suburban platform.

Trains handling ditchers, spreaders or air dump cars loaded or empty must not exceed a speed of 25 miles per hour.

Trains handling loaded or empty high ore cars with short wheel base must not exceed a speed of 25 miles per hour.

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

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

Trains handling welded rail flat cars must be restricted to maximum speed of 30 miles per hour when cars are loaded, and 40 miles per hour when cars are empty. Such cars must always be placed at rear when moving with other cars.

Passenger Equipment is prohibited from using Track 1 St. Charles Airline between Indiana Avenue and Clark Street.

Train No. 12 will reduce speed to ten miles per hour at Crawford Avenue to pick up and discharge company mail.

Trains will not exceed 25 MPH within city limits of Rockford.

All trains and engines will reduce speed to ten miles per hour when using the curved portion only of the balloon track which is the area located entirely south of 87th Street, Fordham Yard.

Tri level automobile flat cars, loaded or empty must not be moved north of Wildwood Yard.

All trains using passenger tracks will reduce speed to 25 miles per hour when passing Homewood platform.

Under no circumstances must trains handling "piggy-back" trailers be operated over suburban tracks or under St. Charles Airline Bridge, Weldon Interlocking.

Account bridge clearances on Inbound Freight House lead, South Water Street, all loads or equipment higher than 15 feet 6 inches (15'-6") are restricted from the use of this track.

Dome cars or passenger and equipment trains containing dome cars are prohibited from using suburban main tracks or any track on which overhead catenary wires are located, except at Kensington and the crossover leads to Washington Park race track located at Harvey and Homewood, and C.S.S.&S.B. crossover at Kensington.

SP series 615201-69 and SSW series 65000-30 are prohibited from moving north of Markham on the Richton District or east of Hawthorne on the Broadview District or the entire Madison District.

PFE series 450001 to 451000, mechanical refrigerator cars, are prohibited from being moved, account clearance in width, over Bridge A 856-1E, Alpha Cement Company Spur, LaSalle, Illinois.

IC Series 54500-599 covered hopper cars must not be operated over the following locations:

Suburban tracks

Under bridge W1-8, St. Charles Airline

Central Station Headhouse

On Madison District the maximum gross weight 220,000 pounds.

Bridge A 855-5 Illinois River, LaSalle, Illinois maximum gross weight permitted without restrictions—263,000 pounds.

At points where two or more successive curves over which speed must be reduced are located fifteen hundred (1,500) feet or less apart, one sign will be used to cover them. In such cases a metal plate, painted yellow and bearing heavy black figure or figures, is attached to the right hand side of the post below the triangular sign to indicate the number of curves the sign governs.

Where it is not possible to handle pile driving derricks with the boom in tralling position, a speed of 20 MPH will not be exceeded.

In block signal territory speed of trains or engines are restricted as follows:

A speed restriction of 25 MPH covers one or two units regardless of whether units are locomotive, car or caboose.

A speed restriction of 45 MPH covers three units whether they be locomotive, cars or cabooses.

Trains handling special diesel truck transfer cars must not exceed 45 miles per hour.

The following will govern the movement of 24 foot ore cars moving over Bridge No. A 855-5 over the Illinois River at LaSalle, Illinois and Bridge No. A 808-5 over the Mackinaw River at Kappa, Illinois.

When handling loaded ore cars having a coupled length of approximately 24 feet, which weigh not more than 200,000 lbs. gross weight, the pulling engine or any car exceeding a gross weight of 177,000 lbs. shall be separated by at least three car lengths from any ore car. The length of the three separating cars shall not be less than 40 feet, for each car. Not more than two ore cars shall be coupled together, and these shall be separated from any other ore car by at least three cars. The length of each separating car shall not be less than 40 feet and each separating car shall weigh not more than 177,000 lbs.

When handling loaded ore cars having an approximate length of 24 feet, which weigh not more than 220,000 lbs. gross weight, the pulling engine or any other loaded car shall be separated by at least two empty cars from any ore car. Not more than two ore cars shall be coupled together and these shall be separated from any other ore car by at least two empty cars.

**Engines designated below must not be operated over the following locations:**

Location	Class of Engine
Hillside Quarry Track . . . .	More than one unit, derall & beyond

Monroe

Egg House Track . . . . . All Engines

Dixon . . . . .	} Borden Co. Inside Shed } Coal Dock track	} All Engines
Dixon . . . . .		
Forreston, Illinois . . . . .	} Martin Marietta Gravel Pit } (Load track and empty track)	
Illinois . . . . .		

Dixon . . . . .

Dixon . . . . .

Forreston, Illinois . . . . .

Illinois . . . . .

LaSalle, Vermillion River Bridge A-856-1E. Multiple unit engines and single units of the 4000 class are prohibited from moving over this bridge.

Maximum loaded car permissible for movement:

Madison District—105 gross tons—Authority must be obtained to move heavier loads.

Amboy—When using wye track at Green River Ordnance Plant, engines or cars must not go beyond a point 225 feet (or five car lengths) beyond the west wye switch.

**104. Normal Position of Switches.**

Mendota (Milw. R.R. Jct.) . . . . . For Illinois Central R.R.

Minok Jct. . . . . For Amboy District

Normal Jct. . . . . For Amboy District

**104(a).** Electrically locked hand throw switches:

13th Street, yard lead, M. U. Yard to track 4.

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

At 49th Street team track switch is controlled by leverman at 67th Street tower (automatic phone 5796).

Between 67th Street and 122nd Street switches are controlled by leverman at 67th Street and Kensington towers (automatic phone 5796 and 3077).

South of Wildwood station, near bridge 16.53, on track one, leading to Calumet Industrial District siding:

1. If indicator reads locked raise lock, crank until it stops, then wait 2 minutes and 8 seconds.

2. When indicator reads unlocked, then turn lock crank to extreme left.

3. When finished using switch, restore lock crank to extreme right.

4. Close and padlock this door.

If switch will not unlock notify Dispatcher.

Richton crossover from Tracks No. 2 and 3. Switch on Track No. 3 is electrically locked.

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

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

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

At Broadview switch to International Harvester lead is controlled by operator at Broadview.

Carol Stream industry lead.  
 Kelly Springfield industry lead.

At West Junction, Madison District switch.

East Junction, Freeport District, the west switch at West crossover is equipped with dual control switch, controlled by operator at Wallace.

West Junction, Freeport District, dual controlled switches at end of two main tracks and at connection to yard lead track and westward main track are controlled by operator at Wallace.

Instructions for operating dual control switches are located in telephone booth at East and West Junctions.

**109. Bulletin Boards.**

Randolph Street, trainmen's room and engineers' room.  
 Congress Street, yard office.  
 Central Station, Room 200, station master's office and yard office east yard.

27th Street, engine house office.  
 Hawthorne, engine house office, yard office and agent's office.

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

Rockford, Yard office. Dixon, Telegraph office.  
 LaSalle, Telegraph office.

Freeport, { Wallace yard office Clinton, { Caller's office.  
 { Engine house { North yard office  
 { Passenger Depot. { Engine house

**D-151. Two Tracks:**

Between 67th Street and South Chicago.  
 Between P.C.C.&St.L. crossing and junction switch 1625 feet west of West Pullman station.

Between 11th Place and Indiana Avenue.  
 Between Clark Street and Broadview.  
 Between East Junction and West Junction.

On receipt of proper signal indication at PF&W&C-C&WI crossing, 21st Street or Bridgeport drawbridge, AT&SF main tracks may be used with the current of traffic between these points.

Between Bridgeport drawbridge and Ash Street AT&SF main tracks may be used in either direction, being governed by signal indications and rule 261.

All of the AT&SF main tracks are within yard limits and protected by automatic block signals of the semaphore type and color light type. A semaphore blade at angle of 45 degrees, or displaying yellow light means proceed at restricted speed.

Movements against current of traffic between 21st Street P.F.W.&C.-C&WI. Crossing and Clark Street N.Y.C.-C.R.I.&P. Crossing and 11th Place, may be made without train orders on proper proceed interlocking or hand signal. Leverman or switchtender must know that the route is clear and all concerned have been notified before switches are lined. Trains in either direction will proceed at restricted speed.

**More than two tracks:**

Between Monroe Street and 11th Place.

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

Between 11th place and Kensington.

NOTE.—Tracks 5 and 6 are elevated across tracks 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, passenger and freight.
- 6.. Sixth ..... Northward, passenger and freight.
- 7.. Seventh ... Southward, freight.
- 8.. East ..... Northward, freight.

Movements against the current of traffic between Weldon Interlocking and 23rd Street on track 6 may be made as provided by Rule 261 and controlled by the leverman at Weldon Interlocking.

Movements against the current of traffic between 67th Street and 51st Street Interlocking may be made on receipt of proper interlocking signal that is controlled by 67th Street Interlocking. Leverman must know that route is clear before lining switches.

Tracks 7 and 8 between 94th St. and 67th St. Interlocking, may be used at reduced speed by trains or engines in either direction upon receipt of signal from switchtender, or signal indication at 67th St. Interlocker, or as provided in rule 93 of Special Instructions.

Southward trains or engines may move against the current of traffic on northbound freight main track No. 8, between 94th and 110th Streets on verbal authority from the leverman at Kensington, automatic phones 3977 or 3077.

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

**Between Kensington and Richton:**

No.	Location	Use
1..	West .....	Southward, suburban.
2..	Second ....	Northward, suburban.
3..	Third .....	Southward, passenger and freight.
4..	Fourth ....	Northward, passenger and freight.
5..	Fifth .....	Southward, freight.
6..	Sixth .....	Northward, freight.
7..	East of track 6	between Highlawn and Harvey only, northward and southward transfer trains between Highlawn I.H.B. Junction and Markham Yard.

Yard engines before leaving C.I.D. must call leverman at Kensington for permission to use Track No. 1 from 130th St. 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 signal indication at Homewood. Yard switches from E and F yards, Markham to track 6 and crossovers between tracks 5 and 6 between Homewood and Harvey must not be used without permission from General Yardmaster or Yardmaster at "E" yard.

Trains and engines serving Wesco plant at Richton may use southward main track 3 in the northward direction between Richton and Homewood interlocking upon verbal authority from train dispatcher at Champaign through train lister at Markham. Each time track 3 is used, it must be immediately released to the dispatcher at Champaign through the train lister.

Dispatcher on duty must ascertain that the track is cleared of opposing trains and home signal governing southward movement on track 3 at Homewood interlocking is displaying a stop indication, before authorizing the train or engine to move against the current of traffic on passenger track 3 at Richton to Homewood interlocking.

Dispatcher must continue to display stop indication on home signal governing southward movements on track 3 at Homewood interlocking until he is advised by the train lister that the movement against the current of traffic has been completed.

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

Track No. 7 between the above points has no block signals. Trains or Engines will move at reduced speed on Track No. 7 and flag procedure is not required.

Between Indiana Avenue and Clark Street:

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

221. At train order offices on Madison District, except at Monroe, flags and lights will be used as train order signals.

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

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

261. Between 67th Street and Kensington, track 1 will be used by northward and southward trains and block signal indications supersede time table superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

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

287. On the Freeport District trains and engines may move through trailing point switch at speed not to exceed 25 miles per hour when block signal shows a "slow-clear" indication.

290. When southward home signal at West Pullman Interlocking displays a proceed at restricted speed indication (red over yellow), this will authorize southward movements over northward track to spring switch at end of two main tracks.

Blue Island Branch, Southward two indication dwarf signal is in service on northward main track located approximately 530 feet south of Peoria Street and will govern southward movements from northward main track through spring switch to end of block at Blue Island.

505. Automatic block system territory extends from:

Chicago to Richton.

Chicago to West Junction.

67th St. to South Chicago.

Locust Street, Bloomington, M.P. 796.22 to Southward Approach Signal, Normal Interlocking M.P. 799.01.

Oglesby M.P. 850.53; to Midway M.P. 858.12.

509. If train or engine is stopped at stop signal (Rule 292) on northward South Chicago District main at 70th Street, permission to proceed may be given by leverman at 67th Street tower (automatic phone 5796). If train or engine is stopped at stop signals (Rule 292) on track 1 between 67th Street and Kensington, permission to proceed may be given by leverman (automatic telephone 3077). Trains or engines stopped by stop signal (Rule 292) on tracks 6, 7 and 8 at 23rd Street, also on 7 and 8 at 27th St., permission to proceed may be given by leverman (automatic phone 5796). Block card form 45 not required.

525. 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, phone 3077 or 3977 and/or train lister, Markham, phone 4820.

Centralized Traffic Control is in service between Richton and Stuenkel on Track No. 3 and on Track No. 4 between home signals at Richton.

### 539-539(a), 539(b)—Spring Switches:

Location	Normal position
Broadview(*)	For eastward main.
Indiana Ave.	For short hill
11th Place Junction	For Track No. 5
23rd St. Track No. 6	For engine house lead
23rd St. Track No. 7 South Switch	For Track No. 7
23rd St. Track No. 7 North Switch	For Track No. 8
23rd St. Track No. 8	For Track No. 7
27th St. Track No. 7	For engine house lead.
174th Street	For outbound road engine lead.
Matteson, crossover No. 1 to No. 2 main track	For crossover Richton—crossover No. 3 and No. 4 Tracks.
South switch Track No. 3	For Crossover
North Switch Track No. 4	For Track No. 4
West Pullman(*) South end double track—	For northward
90th Street, South Chicago Branch	—} main track.
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.

Munger: East and west switches, siding(\*) For main track  
Burlington: East and west switches, siding(\*) For main track

#### Colvin Park:

East and west switches, siding(\*) For main track  
Buckbee: East and west switches, siding(\*) For main track  
Case: West switch, siding(\*) For main track  
Alworth: West switch, siding(\*) For main track  
Seward: East and West switches, siding(\*) For main track

#### East Junction:

East crossover from Amboy District to Freeport District.

East Switch For Crossover

West Switch For Main Track

East switch of west crossover. For Main Track

West Junction: No. 1 Track and yard lead. For Track No. 1  
Woosung: South switch, siding(\*) For main track  
Amboy: South switch, siding(\*) For main track  
Mendota: South switch, siding(\*) For main track  
Midway: South Switch, siding(\*) For main track  
Oglesby: North switch, siding(\*) For main track  
Tonica: North switch, siding(\*) For main track  
Clinton: North switch north yard(\*) For Amboy District  
(\*) Equipped with Lunar white marker.

(\*) Spring switches are protected by reflector sign located 5000 ft. in advance of facing point switch and trains must approach prepared to stop unless signal to switch indicates proceed.

605. Trains and engine movements over C.B.&Q. railroad crossing at Rockford will be governed by color light home signals controlled by operator in Illinois Central passenger station. The two industry track switches in the I. C. track between the home signals are electrically locked. Derails on the industry tracks are pipe connected to, and operated by, switch mechanisms. Trainmen must contact operator for permission to operate the electrically locked hand throw switches. Instructions covering their operation are posted near the switches. When train or engine is stopped by stop indications on home signals with no conflicting moves evident, trainmen must contact operator. Telephone is located in booth at crossing.

663. In the event of signal failure at Kensington, 67th Street, 51st Street, Weldon and Randolph Street interlockings, trains and engines must stop at interlocking signal and must not proceed until proper authority is received from leverman. Verbal permission from leverman authorizes movement through interlocking at restricted speed.  
Wenona: Interlocking is normally lined against train and engine movements on the G.M.&O. railroad. When I.C. train or engine is stopped by stop indication, and no conflicting G.M. & O. movement is evident and gates on

G.M. & O. track are in stop position, movement over the crossing may be made on hand signal given from the crossing.

Trains or engines may pass stop indication on southward Milwaukee Junction signal, Mendota, Illinois, after stopping and ascertaining that switches are properly lined and the way is clear to southward home signal. This movement will be made at restricted speed.

672. At the following automatic interlocked railroad crossings trains must not exceed speed indicated until engine or leading car passes over crossing:

Location	Miles Per Hour
Amboy, C.B.&Q.R.R. ....	20
Dimmick, C.&N.W.R.R. ....	20
Lostant, N.Y.C.R.R. ....	40
Minonk, A.T.&S.F.R.R. ....	20
El Paso, T.P.&W.R.R. ....	20

717. Effective at once when hot boxes are discovered on passenger trains during the night hours, the employe inspecting the train should give stop signal in addition to signal provided for under rule 717.

728. Rule 728 is canceled insofar as it applies to transfer service on Richton and Broadview Districts.

920. When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the blazing box and all fire thoroughly extinguished and inspection made to know that no danger of fire exists.

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

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

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

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

1203. 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 must not work on any 1500 volt equipment, wiring, open switch box or equipment cover without first lowering and grounding all pantographs.

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

1204. Eight-wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains, during daylight hours.

1205. 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 locomotives, diesel truck transfer cars..	3 inches
Streamlined Passenger cars .....	5 inches
Office cars .....	5 inches
Conventional Passenger cars .....	9 inches
Freight cars .....	25 inches

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

1206. On portions of the railroad where trains are governed by block signals in accordance with Rule 261 or Rule 525, Train Dispatchers or levermen operators must be advised of proposed movement of Rail Detector Cars, Joint Oilers, Weed Burners and other such heavy equipment which can not readily be removed from the track, but which nevertheless may not positively shunt the track. An opposing train must not be permitted to enter a block occupied by such equipment.

Such equipment must not be operated over highway grade crossings which are provided with automatic protection, except by hand flagging, unless it is known that the automatic protection is operating.

Such equipment will come to a stop at railroad crossings where automatic interlocking is in use, and must not proceed over crossings until instructions covering emergency use of such crossings have been followed. (See Rule 672.)

Levermen or operators must not operate any switches or derails in the route lined for this equipment while it remains within interlocking limits.

1207. When four or more than four GP type diesel locomotives are operated handling train, when making an independent release of the brakes after an automatic brake application, the brakes on units back of the third unit will be considerably slower in releasing which may result in brakes sticking on these units.

When making a back-up movement with more than three units in multiple there is danger of a jack-knife action of the units which may result in rail turning over under locomotive. Before making back-up movement with more than three units, engines of the leading units must be isolated and only the rear three units allowed to work power. Enginemen must see that these instructions are strictly observed.

1208. Engineman of any train or engine approaching street crossing protected by gates on South Chicago or Blue Island Districts finding gate or gates up on either side, must stop before crossing street and then proceed over crossing at reduced speed.

1209. Southward trains departing Central Station, Chicago, will not make running test of brakes until rear of train has passed under Air Line bridge—Weldon interlocking. This to avoid sliding wheels in train if running test is made while train is moving through interlocking.

1210. Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

If train or engine with or without cars moving on main track over public crossing protected by automatic devices, stops within the limits of the track circuits which actuate the automatic device, train or engine with or without cars will proceed at a slow speed and will not foul crossing until automatic device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out between the crossing and insulated rail joint nearest the crossing on that track.

Trains or engines proceeding in accordance with Rule 509(a) will also proceed expecting to find crossing protection devices not working properly.

## ADJUSTED TONNAGE RULES AND RATINGS

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose) 5,000 tons  
Adjustment factor (75 x 10) ..... 750 tons  
Adjusting tonnage of train ..... 5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons of locomotive and tender weight.

5. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

6. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

7. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

8. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent Transportation.

9. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

## 100% TONNAGE RATING

Factor	9	8	6	5	5	10	5	6	6	5
Horse-power	Hawthorne to Wallace	Wallace to Hawthorne	Wallace to Monroe	Monroe to Madison	Madison to Monroe	Monroe to Wallace	Wallace to Clinton Ruling Grade—Dixon to Eldena	Clinton to Mendota Ruling Grade—Normal to Kerrick Single Train LaSalle to Midway—80% of Rating	Mendota to Amboy Ruling Grade—Mendota to Henkel	Amboy to Wallace Ruling Grade—Dixon to Woosung
1500	4735	4360	2765	2270	2045	4655	2925	3435	3365	3275
1750	5525	5090	3225	2650	2385	5430	3415	4005	3925	3820
3000	9470	8720	5530	4540	4090	9310	5855	6865	6725	6550
3250	10260	9450	5990	4920	4430	10085	6340	7440	7290	7095
3500	11050	10180	6445	5300	4770	10860	6830	8010	7850	7640
4500	14205	13080	8295	6810	6135	13965	8780	10300	10090	9825
4750	14995	13810	8755	7190	6475	14740	9270	10870	10655	10370
5000	15785	14540	9215	7570	6815	15515	9755	11445	11215	10915
5250	16575	15270	9675	7950	7155	16290	10245	12015	11780	11455

## AUTOMATIC TELEPHONE NUMBERS

Superintendent Passenger Service .....	2804
Superintendent Freight Service .....	4808
Train Master Passenger Service .....	2957
Train Master Randolph Street .....	2105
Train Master Markham .....	4812
Train Master Hawthorne .....	2966
Traveling Engineer Randolph Street .....	2833
Traveling Engineer Markham .....	4927
Chief Train Dispatcher .....	2065
Train Dispatchers .....	2722
Power Supervisor Randolph Street .....	2622
Station Master Central Station.....	2612-2613
Train Lister Markham .....	4820
Chief Special Agent .....	2043-2893
Broadview .....	2049
Call Board—63rd St. ....	5893-5982
Call Board—Markham (Enginemen).....	4925
Claim Agent Randolph Street.....	2815
Claim Agent Central Station.....	2775
Claim Agent 63rd Street.....	5735
Claim Agent Markham .....	4984

## Interlocking Towers:

Randolph Street .....	2948
Weldon .....	2616
67th Street .....	5796
Kensington .....	3977-3077
Riverdale .....	3963
West Pullman .....	3043
Clark Street .....	2817
21st Street .....	2818
Bridgeport .....	2819
Ash Street .....	2601
Hawthorne .....	2967