DIVISION OFFICERS

W. E. CURLEY.....Terminal Superintendent
H. S. SYMON.....Superintendent Pass. Service
H. F. WILSON.....Asst. Supt. Pass. Service
T. J. REID.....Train Master Pass. Service
J. J. BERSCHINSKI.....Train Master
J. M. O'CONNOR.....Superintendent Freight Service
D. F. QUIETT.....Asst. Supt. Freight Service
J. K. SCOTT.....Train Master, Markham
F. ANDERSON.....Train Master, Markham
G. J. NASH.....Train Master, Hawthorne
J. M. DAWSON.....Train Master, Congress Street
B. P. SMITH.....Train Master, Congress Street
W. F. CORCORAN.....Assistant Train Master
O. LARSON.....Traveling Engineer
H. C. DIXON.....Traveling Engineer
M. J. MADDEN.....Chief Train Dispatcher
W. C. SCOTT.....Train Dispatcher
D. P. BENKERT.....Train Dispatcher
E. E. ELLSWORTH.....Train Dispatcher
P. C. CALHOUN.....Train Dispatcher
J. R. ADKINS.....Train Dispatcher
H. E. PRESTON.....Power Supervisor
R. C. COLE.....Load Supervisor
R. C. GOODWIN.....Load Supervisor
J. S. PARSHALL.....Load Supervisor
G. A. HOWARD.....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 TERMINAL DIVISION

THROUGH TRAIN TIME TABLE No.

88

Taking Effect at 12.01 a. m.

SUNDAY SEPTEMBER 30, 1951

Superseding Time Table No. 87

Dated April 29, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President
S. F. LYNCH, General Manager
C. J. FITZPATRICK, General Superintendent Transportation
R. L. TOOKER, Superintendent Transportation
W. E. CURLEY, Terminal Superintendent

RAND McNALLY, CHICAGO

CHICAGO TO RICHTON—Southward

TIME TABLE No. 88

Taking Effect September 30, 1951

Mile Posts	STATIONS	Distance between Stations	1081	25	1009		37	1	53	1017	11	1013	19
			FIRST CLASS										
			M. C. No. x-342. Mail and Express	The Southern Express	M. C. No. 346 The Mail		C. C. C. & St. L. No. 414 Local	The City of New Orleans	The City of Miami	M. C. No. 376 The Mercury	C. C. C. & St. L. No. 416 Cincinnati Special	M. C. No. 44 New York Special	The Daylight
			Ex. Mon.	Daily	Daily		Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily
1.4	..CENTRAL STA. (CHICAGO)..		L12 05AM	L12 20AM	L 2 00AM	.....	L 7 15AM	L 7 50AM	L 8 10AM	L 8 30AM	L 9 35AM	L 9 45AM	L10 30AM
7.9	.....63 STREET.....	6.5	.....	s12 30	.....	.....	s 7 26	s 8 01	s 8 21	s 8 40	s 9 47	s 9 55	s10 40
14.5	.....KENSINGTON....	6.6	A12 30AM	.....	A 2 20AM	.....	H 7 35	.....	.....	A 8 50AM	.....	A10 05AM	.....
20.0	.....HARVEY.....	5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.5	.....HOMEWOOD.....	3.5	.....	12 54	.....	.....	7 44	8 16	8 36	.....	10 03	.....	10 55
28.2	.....MATTESON.....	4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.3	.....RICHTON.....	1.1	.....	A 1 00AM	.....	.....	A 7 50AM	A 8 22AM	A 8 42AM	.....	A10 10AM	.....	A11 00AM

TIME TABLE No. 88

Taking Effect September 30, 1951

Mile Posts	STATIONS	Distance between Stations	31	39	1035		9	33	21	5	3	1061	15
			FIRST CLASS										
			Local Passenger	C. C. C. & St. L. No. 406 Carolina Special	M. C. No. 30 The Twilight		The Seminole	C. C. C. & St. L. No. 4 James Whitcomb Riley	The Green Diamond	The Panama Limited	The Louisiane	M. C. No. 358 The Canadian Niagara	C. C. C. & St. L. No. 438 Cincinnati Night Express
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sat.
1.4	..CENTRAL STA. (CHICAGO)..		L10 45AM	L12 50PM	L 4 15PM	.....	L 4 20PM	L 4 30PM	L 4 45PM	L 5 00PM	L 7 05PM	L 7 35PM	L 9 20PM
7.9	.....63 STREET.....	6.5	s10 56	s 1 02	s 4 25	.....	s 4 33	s 4 40	s 4 55	s 5 11	s 7 17	s 7 45	s 9 30
14.5	.....KENSINGTON....	6.6	s11 06	.....	A 4 35PM	.....	.....	.....	.....	.....	.....	A 7 55PM	.....
20.0	.....HARVEY.....	5.5	s11 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.5	.....HOMEWOOD.....	3.5	s11 30	1 18	.....	.....	4 48	4 57	5 09	5 26	7 34	.....	9 56
28.2	.....MATTESON.....	4.7	s11 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.3	.....RICHTON.....	1.1	A11 45AM	A 1 25PM	.....	.....	A 4 55PM	A 5 03PM	A 5 15PM	A 5 32PM	A 7 40PM	.....	A10 04PM

TIME TABLE No. 88

Taking Effect September 30, 1951

Mile Posts	STATIONS	Distance between Stations	1071	27	17		1091						
			FIRST CLASS										
			M. C. No. 342 Mail and Express	C. C. C. & St. L. No. 410 Royal Palm	The Night Diamond		M. C. No. 316 Motor City Special						
			Ex. Sat.	Daily	Daily		Daily						
1.4	..CENTRAL STA. (CHICAGO)..		L11 15PM	L11 30PM	L11 50PM	.....	L11 59PM	.....	.....	.....	.....	.....	.....
7.9	.....63 STREET.....	6.5	.....	s11 41	s12 04AM	.....	s12 10AM	.....	.....	.....	.....	.....	.....
14.5	.....KENSINGTON....	6.6	A11 35PM	.....	.....	.....	A12 23AM	.....	.....	.....	.....	.....	.....
20.0	.....HARVEY.....	5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.5	.....HOMEWOOD.....	3.5	.....	12 01AM	12 28	.....	.....	.....	.....	.....	.....	.....	.....
28.2	.....MATTESON.....	4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.3	.....RICHTON.....	1.1	.....	A12 10AM	A12 35AM	.....	.....	.....	.....	.....	.....	.....	.....

TIME TABLE No. 88

Taking Effect September 30, 1951

Miles from Richton	STATIONS	Distance between Stations	FIRST CLASS 26 The Northern Express	12 C. C. C. & St. L. No. 443 Chicago Night Express	18 The Night Diamond		1020 M. C. No. 315 Motor City Special	28 C. C. C. & St. L. No. 437 Royal Palm	1024 M. C. No. 39 North Shore Limited	4 The Louisiane	1022 M. C. No. x-345 Mail and Express	6 The Panama Limited	10 The Seminole
27.9	..CENTRAL STA. (CHICAGO)..		A 4 15AM	A 5 00AM	A 7 00AM	.....	A 7 20AM	A 7 30AM	A 8 12AM	A 8 15AM	A 8 40AM	A 9 30AM	A10 45AM
21.4	.....63 STREET.....	6.5	*g* 3 55	*s* 4 43	*s* 6 47	.....	*s* 7 02	*s* 7 15	*s* 7 55	*s* 8 00	.....	*s* 9 18	*s*10 32
14.8	.....KENSINGTON....	6.6	*g* 3 44	*H* 4 33	*N* 6 36	.....	L 6 46AM	.....	L 7 45AM	.....	L 8 15AM	.....	.....
9.3	.....HARVEY.....	5.5	.....	*H* 4 23	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	3 29	4 17	6 24	.....	.....	6 55	.....	7 41	.....	9 03	10 12
1.1	.....MATTESON.....	4.7	*t* 3 22	.....	*N* 6 18	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....RICHTON.....	1.1	L 3 20AM	L 4 10AM	L 6 15AM	.....	.....	L 6 47AM	.....	L 7 35AM	.....	L 8 58AM	L10 05AM
			Daily	Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily

TIME TABLE No. 88

Taking Effect September 30, 1951

Miles from Richton	STATIONS	Distance between Stations	FIRST CLASS 1034 M. C. No. 375 The Mercury	34 C. C. C. & St. L. No. 3 The James Whitcomb Riley	22 The Green Diamond		16 C. C. C. & St. L. No. 415 Chicago Special	1038 M. C. No. 355 The Michigan	36 C. C. C. & St. L. No. 419 White City Special	32 Local Passenger	1074 M. C. No. 323 Fast Mail	38 C. C. C. & St. L. No. 405 The Sycamore	1040 M. C. No. 31 The Twilight
27.9	..CENTRAL STA. (CHICAGO)..		A12 45PM	A 1 00PM	A 2 30PM	.....	A 3 30PM	A 4 40PM	A 4 55PM	A 8 05PM	A 8 30PM	A 8 35PM	A 8 45PM
21.4	.....63 STREET.....	6.5	*s*12 34	*s*12 45	*s* 2 16	.....	*s* 3 14	*s* 4 28	*s* 4 41	*s* 7 50	*s* 8 15	*s* 8 21	*s* 8 34
14.8	.....KENSINGTON....	6.6	L12 23PM	.....	.....	.....	.....	L 4 15PM	.....	.....	L 8 00PM	.....	L 8 22PM
9.3	.....HARVEY.....	5.5	.....	.....	.....	.....	.....	.....	.....	*s* 7 35	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	.....	12 28	1 59	.....	2 53	.....	4 23	.....	.....	8 03	.....
1.1	.....MATTESON.....	4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....RICHTON.....	1.1	.....	L12 23PM	L 1 54PM	.....	L 2 47PM	.....	L 4 15PM	L 7 20PM	.....	L 7 55PM	.....
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily

TIME TABLE No. 88

Taking Effect September 30, 1951

Miles from Richton	STATIONS	Distance between Stations	FIRST CLASS 20 The Daylight	52 The City of Miami	2 The City of New Orleans								
27.9	..CENTRAL STA. (CHICAGO)..		A10 15PM	A10 55PM	A11 55PM	.....	.....	.....	.....	.....	.....	.....	.....
21.4	.....63 STREET.....	6.5	*s*10 00	*s*10 42	*s*11 43	.....	.....	.....	.....	.....	.....	.....	.....
14.8	.....KENSINGTON....	6.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.3	.....HARVEY.....	5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.8	.....HOMEWOOD.....	3.5	9 43	10 26	11 25	.....	.....	.....	.....	.....	.....	.....	.....
1.1	.....MATTESON.....	4.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....RICHTON.....	1.1	L 9 37PM	L10 20PM	L11 20PM	.....	.....	.....	.....	.....	.....	.....	.....
			Daily	Daily	Daily								

MARKHAM TO RICHTON—Southward

Mile Post	TIME TABLE No. 88 Taking Effect September 30, 1951 STATIONS	Distance between Stations	SECOND CLASS 71	63	91		73	65	77	69	93	67	75
			C. N. 1	C. S. 3	Big Four Dispatch C. D. 8		C. N. 3	C. S. 5	S. E. I.	M. S. 1	Big Four Disp.-S.Y.2	C. S. 7	C. B. 9
			Daily	Daily	Daily		Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily
.....	.....MARKHAM.....		L12 30AM	L 9 00AM	L 1 30PM	.....	L 3 00PM	L 7 20PM	.....	.....	L 9 05PM	L10 00PM	L11 00PM
23.5	.....HOMEWOOD.....		12 45	9 15	1 40	.....	3 15	7 30	L 8 20PM	L 8 30PM	9 15	10 10	11 15
29.8	.....RICHTON.....	5.8	A 1 00AM	A 9 30AM	A 2 00PM	.....	A 3 30PM	A 7 50PM	A 8 35PM	A 8 45PM	A 9 35PM	A10 30PM	A11 30PM

RICHTON TO MARKHAM—Northward

Mile Post	TIME TABLE No. 88 Taking Effect September 30, 1951 STATIONS	Distance between Stations	SECOND CLASS 94	64	74		78	92	66	72	62	76	
			Big Four Dispatch C C 3	Dispatch S. C. 4	Dispatch N. C. 4		B. C. 2	Big Four Dispatch C C 1	S. C. 6	N. C. 2	S. C. 2	B. C. 4	
.....	.....MARKHAM.....		A 3 00AM	A10 30AM	A 2 00PM	.....	A 2 00PM	A 6 00PM	A 8 00PM	A 9 00PM	A11 00PM	A11 00PM	.....
23.5	.....HOMEWOOD.....	5.8	2 45	10 15	1 45	.....	1 45	5 45	7 30	8 35	10 35	10 45	.....
29.3	.....RICHTON.....		L 2 30AM	L10 00AM	L 1 20PM	.....	L 1 30PM	L 5 30PM	L 7 15PM	L 8 15PM	L10 20PM	L10 30PM	.....
			Daily	Daily	Ex. Sun.		Daily	Da ly	Daily	Daily	Daily	Daily	

REFERENCE NOTES

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

D—Stop to discharge revenue passengers from Rockford or beyond.

G—Stops only to discharge revenue passengers.

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

J—Stop daily to pick up mail.

K—Stop on Sundays to discharge revenue passengers.

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

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

WESTWARD

CHICAGO TO BROADVIEW | HAWTHORNE TO BROADVIEW

Mile Post	TIME TABLE No. 88 Taking Effect September 30, 1951 STATIONS	Distance between Stations	FIRST CLASS 15 The Iowan Daily	13 The Land O' Corn Daily	11 The Hawkeye Daily			SECOND CLASS 77 C. W. 1 Daily	71 C. A. 1 Daily	73 C. C. 1 Daily	75 C. C. 3 Daily		THIRD CLASS 91 Local Freight Ex. Sun.
1.4	..CENTRAL STA. (CHICAGO)..		L 8 15AM	L 5 15PM	L10 40PM	.....	.....	.....	.....	.....	.....	.....	.....
2.0	.....CLARK STREET...	.6	8 18	5 18	10 43	.....	.....	.....	.....	.....	.....	.....	.....
2.6	P. F. W. & C.-C. & W. I. Crossing..	.6	8 21	5 20	10 45	.....	.....	.....	.....	.....	.....	.....	.....
4.4	.....DRAWBRIDGE....	1.8	8 24	5 23	10 48	.....	.....	.....	.....	.....	.....	.....	.....
5.6	.....ASH STREET.....	1.2	8 29	5 26	10 51	.....	.....	.....	.....	.....	.....	.....	.....
7.2	.....I.N. CROSSING....	1.6	8 31	5 29	10 53	.....	.....	.....	.....	.....	.....	.....	.....
8.3	.....BELT CROSSING...	1.1	8 32	5 31	10 56	.....	.....	.....	.....	.....	.....	.....	.....
9.0	.....HAWTHORNE.....	.7	8 35	5 33	P10 59	.....	.....	L12 01AM	L 2 30AM	L10 30AM	L 9 00PM	.....	L 6 30AM
11.1	.....BERWYN.....	2.1	8 37	5 36	11 02	.....	.....	.....	.....	.....	.....	.....	.....
14.0	.....HINES.....	2.8	f 8 42	f 5 39	11 06	.....	.....	.....	.....	.....	.....	.....	.....
14.5	.....BROADVIEW.....	.5	A 8 45AM	A 5 40PM	A11 07PM	.....	.....	A12 45AM	A 3 15AM	A11 15AM	A 9 40PM	.....	A 8 15AM

EASTWARD

BROADVIEW TO CHICAGO | BROADVIEW TO HAWTHORNE

Miles from Broadview	TIME TABLE No. 88 Taking Effect September 30, 1951 STATIONS	Distance between Stations	FIRST CLASS 12 The Hawkeye Daily	14 The Land O' Corn Daily	16 The Iowan Daily			SECOND CLASS 72 A. C. 2 Daily	78 C. C. 2 Daily	76 C. C. 6 Daily	60 Stock Daily	74 C. C. 4 Daily	THIRD CLASS 92 Local Freight Ex. Sun.
13.0	..CENTRAL STA. (CHICAGO)..		A 7 40AM	A12 15PM	A 8 00PM	.....	.....	.....	.....	.....	.....	.....	.....
12.5	.....CLARK STREET...	.6	7 35	12 06	7 55	.....	.....	.....	.....	.....	.....	.....	.....
11.8	P. F. W. & C.-C. & W. I. Crossing..	.6	7 30	12 04	7 50	.....	.....	.....	.....	.....	.....	.....	.....
10.1	.....DRAWBRIDGE....	1.7	7 26	12 01PM	7 45	.....	.....	.....	.....	.....	.....	.....	.....
8.8	.....ASH STREET.....	1.2	7 23	11 57	7 42	.....	.....	.....	.....	.....	.....	.....	.....
7.3	.....I.N. CROSSING....	1.5	7 20	11 55	7 39	.....	.....	.....	.....	.....	.....	.....	.....
6.7	.....BELT CROSSING...	1.1	7 18	11 53	7 37	.....	.....	.....	.....	.....	.....	.....	.....
5.4	.....HAWTHORNE.....	.7	J 7 17	11 52	P 7 35	.....	.....	A 2 30AM	A 9 00AM	A 1 30PM	A10 50PM	A12 01AM	A 2 15PM
3.3	.....BERWYN.....	2.1	7 15	11 49	K 7 31	.....	.....	.....	.....	.....	.....	.....	.....
.5	.....HINES.....	2.8	f 7 12	11 45	D 7 26	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....BROADVIEW.....	.5	L 7 10AM	L11 44AM	L 7 25PM	.....	.....	L 2 00AM	L 8 15AM	L 1 00PM	L10 20PM	L11 20PM	L 1 35PM
			Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Ex. Sun.

SPECIAL INSTRUCTIONS (Continued on page 6)

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

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

3. Standard Clocks:

Randolph Street, trainmen's room, 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 5.
Hawthorne, agent's office.
Hawthorne, enginemen's room.

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

10(g). Maintenance of Way Department slow flags will be placed a minimum distance of one mile from point where reduced speed is required.

11, 14(g), 29, 99 and 990. To eliminate unnecessary whistling by trains on the Chicago Terminal Division, 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.

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

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

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

Suitable lights will be used as classification signals for both day and night use, except on diesel-electric locomotives.

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

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

83. Train Registers.

Hawthorne
Broadview
Central Station, telegraph office
Markham yard

Trains may register at Broadview by register ticket form 905.

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

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

83(a). Trains may leave initial station without clearance except Illinois Central and CCC&StL first class and passenger extra trains leaving Central Station must obtain a clearance at that point.

93. Yard Limits:

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

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

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

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

11th Place.....I.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

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

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

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

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. Trains and engines using balloon track will approach this crossing at reduced speed.

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.

99 and 102 (See page 8).

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

Territory or Location	Electric trains	Passenger trains with diesel engines	Passenger engines with passenger trains light or with caboose (see note A)	Passenger trains with 2030 class or improved mikado type engines	Passenger trains with other type freight engines	Freight trains with 2500 or 2600 class or improved mikado type engines	Freight trains with other freight engines	Dispatch loading with passenger or diesel engine (see note A)	Engines backing up with or without cars, engines without trucks	Derricks and 8 wheel locomotive cranes
	MILES PER HOUR									
Suburban tracks:										
1, 2, 3, 4, 5 and 6—11th Pl. to 51st St.	65	40	40	40	35	35	35	35	25	30
1, 2, 3 and 4—51st St. to Kensington	65	40	40	40	35	35	35	35	25	30
1 and 2—Kensington to Matteson	65	40	40	40	35	35	35	35	25	30
So. Chicago District	35	.....	35	35	35	35	35	35	25	30
Blue Island District	35	.....	35	35	35	35	35	35	25	30
1, 2, 3, 4, 5 and 6—18th St. to 23rd St.	25	25	25	25	25	25	25	25	25	25
Curves between 67th St. and Stony Island Ave., at South Shore and Cheltenham, and between State St. and Blue Island Junction	15	.....	15	15	15	15	15	15	15	15
Grade crossings at ends of station platforms	10	.....	10	.....	.....	10	10	10	10	10
1 Kensington platform	30	30	30	30	30	30	30	30	25	30
Passenger tracks:										
7 and 8—28th St. to 51st St.—See Note "B"	.....	75	70	55	45	50	45	45	25	30
5 and 6—51st St. to Kensington—See note "B"	.....	75	70	55	45	50	45	50	25	30
3 and 4—Kensington to Harvey	.....	75	70	55	45	50	45	50	25	30
Except through Kensington Interlocking limits	.....	45	45	45	45	45	45	45	25	30
3 and 4 Harvey to Richton	.....	79	70	55	45	50	45	50	25	30
7 and 8—21st St. to 23rd St., jumpover	.....	30	30	30	30	30	30	30	25	30
7 and 8—M. P. 4, curve	.....	60	60	55	40	40	40	40	25	30
5 and 6—63rd St. station platform	.....	15	15	15	15	15	15	15	15	15
Freight tracks:										
9 and 10—11th Pl. to 23rd St.	.....	30	30	30	30	30	30	30	25	30
9 and 10—23rd St. to 51st St.	.....	45	45	45	45	45	45	45	25	30
7 and 8—51st St. to Kensington	.....	45	45	45	45	45	45	45	25	30
5 and 6—Kensington to Richton	.....	30	30	30	30	30	30	30	25	30
Except between Harvey and Homewood St. Charles Air Line	.....	10	10	10	10	10	10	10	10	10
Clark Street to PFW&C-C&WI crossing	.....	25	25	25	25	25	25	25	25	25
Except through Interlocking limits	.....	15	15	15	15	15	15	15	15	15
PFW&C-C&WI crossing to Bridgeport Interlocking	.....	35	35	35	35	35	35	35	25	30
Except through Interlocking limits	.....	15	15	15	15	15	15	15	15	15
Bridgeport Interlocking to Ash Street	.....	40	40	40	40	40	40	40	25	30
Ash Street to Broadview	.....	60	60	55	40	40	45	45	25	30
Except curve M. P. W 6-2	.....	40	40	40	40	40	35	40	25	30
And Harlem Avenue grade crossing	.....	20	20	20	20	20	20	20	20	20
Harlem Branch	.....	.....	10	10	10	10	10	10	10	10
Diverging routes, through crossovers, junction and siding switches:										
Inter-locking Limits: Homewood	30	30	30	30	30	30	30	30	25	30
Except crossover moves, tracks 1 to 2; 2 to 1; 6 to 5; 6 to 7; and 6 to 8	15	15	15	15	15	15	15	15	15	15
Richton	30	30	30	30	30	30	30	30	25	30
Except crossover moves, tracks 2 to 1; 4 to 5; 5 to 4 and 6 to 5	15	15	15	15	15	15	15	15	15	15
Other interlocking plants, All Routes	15	15	15	15	15	15	15	15	15	15
Through turnout at spring switch, end of double track Broadview	.....	25	25	25	25	25	25	25	25	25
Through turnouts at other locations	15	15	15	15	15	15	15	15	15	15

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

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

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

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

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

101 (b). Lower Speed:

Trains handling ditchers, spreaders or air dump cars loaded or empty 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.

Speed of trains handling diesel switch engines or diesel road switchers in tow, must not exceed forty-five miles per hour.

Speed of trains handling diesel truck transfer cars, No's. X-2663, X-2668 and X-2669 must not exceed 45 miles per hour.

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

Balloon track, 82nd Street.....2500 and 2600 class.

To U. S. Yards via 51st St.....2100, 2300, 2400, 2500, 2600, 2700, 2800, 3600-3624 and 8000 class.

Between Chicago and Kedzie Ave..... 1500-1517, 2100, 2500, 2600, 2700, 2800, 3600-3624 and 8000 class.

Ash Street—Wye connection with Pennsylvania R. R.....All engines with trucks.

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

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

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

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

INSTRUCTIONS GOVERNING OPERATION AND USE OF MARS REAR END OSCILLATING RED LIGHT

Use of the rear end oscillating red light does not in any way relieve train and enginemen from complying with rules 99 and 102.

Light is installed in the roof above rear door of observation cars in streamlined trains.

A selector switch and detailed instructions concerning operation of light are located in electric locker inside of car.

A pilot light marked "Mars Light," located in door of electric locker, is provided to indicate whenever the Mars Light is operating.

When selector switch is in the "On Auto" position light operates automatically when speed is below approximately 18 miles per hour or train is stopped.

Conductors and trainmen on trains equipped with the Mars Light must become familiar with its operation and use and comply with the following instructions:

Selector switch in control box shall be placed in the "On Auto" position at all times—day and night—except as outlined in last paragraph, conditions "A", "B", "C", and "D", or in case of failure of axle generator, or automatic control, in which case selector switch shall be used to manually turn light "on" and "off."

Before departure from originating station it is the duty of flagman to see that light functions when selector switch is in automatic and manual positions. He must know, upon departure from originating station, or any intermediate station, where position of control of selector switch might have been changed, that selector switch is set for automatic control.

If automatic control feature, or axle generator fails, light will burn continuously regardless of speed. In such event light must be operated manually with selector switch.

While pilot light, when lit, indicates light is burning, flagman must make frequent inspections to determine if light is burning and functioning properly.

If both Mars Light and pilot light fail to burn, fuses must be checked.

Mars Lights use a 250 watt 32 volt locomotive headlight bulb. Spare bulb will be carried in rack in electric locker. A burned out bulb must be reported by the conductor to next servicing point where bulb can be replaced.

In multiple track territory, when Mars light is displayed on a preceding train, engineman on a following train on same track, observing the light, must stop a safe distance before light is reached. Engineman on a following train, on an adjacent track, must reduce speed and be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass.

Mars Light must be extinguished under the following conditions: (A) While train is standing in the clear at originating or terminating stations. (B) While switching is being performed from rear of train. (C) While train is clear of main track on siding and until a train to be met or passed has gone; after which light must again be placed in operation before entering main track. (D) When cars equipped with this light are not the rear cars.

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

104. Electrically locked hand throw switches:

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

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

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

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

Between 67th Street and 122nd Street switches are controlled by signalmen at 67th Street and Kensington towers (automatic phone 5796 and 3800).

At Matteson north end of suburban yard switch in track 1 is controlled by signalman at Richton (automatic phone 4894).

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

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

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

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

109. Bulletin Boards.

Randolph Street, trainmen's room and engineers' room.
Congress Street, yard office.
Central Station, second floor-station master's office and yard office east yard.
27th Street, engine house office.
Hawthorne, engine house office, yard office and agent's office.
Markham Yard, { engine house office, yard offices Nos. 1, 3, 4, 5, 6 and 7.

D-151. Two Tracks:

Between 67th Street and South Chicago.
Between P. 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.

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

Movements against current of traffic between 21st Street P. F. W. & C.-C. & W. I. Crossing and Clark Street N. Y. C.-C. R. I. & P. Crossing and 11th Place, and between Illinois Northern Crossing Mile Post W 7.19 and Belt Crossing Mile Post W 8.34, may be made without train orders on proper proceed interlocking or hand signal. Signalman or switchtender must know that the route is clear and all concerned have been notified before switches are lined. Trains in either direction will proceed at restricted speed.

More than two tracks:

Between Monroe Street and 11th Place.

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

Between 11th Place and 23rd Street.

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

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

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

Between 23rd Street and 51st Street:

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

Between 51st Street and Kensington:

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

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

Between Kensington and Richton:

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

Tracks No. 5 and 6 between Harvey and Homewood are part of Markham Yard and may be used in either direction when authorized by switchtender at Harvey or signalman at Homewood. Yard switches from E and F yards, Markham, to track 6 and crossovers between tracks 5 and 6 between Homewood and Harvey must not be used without permission from signalman at Homewood.

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

Track No. 7 between the above points has no block signals.

Between Indiana Avenue and Clark Street:

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

251—On Chicago Terminal block signal indications supersede timetable superiority.

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

261—Between 67th Street and Kensington, track 1 will be used by northward and southward trains and block signal indications supersede time table superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required. Trains or engines coming out of Burnside to move northward on track one will stop south of signal at Burnside and proceed only on proceed signal except as otherwise provided in Rule 509. Block card form 45 not 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 signalman in interlocking tower at West Pullman. (automatic phone 3043). Block card form 45 not required.

505. Automatic block system territory extends from:
Chicago to Richton
Chicago to Broadview.
67th St. to South Chicago.

509. If train or engine is stopped at stop signal (Rule 292) on northward South Chicago District main at 70th Street, permission to proceed may be given by signalman at 67th Street tower (automatic phone 5796). If train or engine is stopped at stop signals (Rule 292) on track 1 between 67th Street and Kensington, permission to proceed may be given by dispatcher on automatic telephone 2722. Trains or engines stopped by stop signal (Rule 292) on tracks 9 or 10 at 23rd St., permission to proceed may be given by switchtender at 23rd St. (automatic phone 2640). Block card form 45 not required.

535-Spring Switches:

Location	Normal position
▣Broadview	For eastward main.
11th Place Junction	For Track No. 5
171st Street	For outbound engine lead.
174th Street	For outbound road engine lead.
▣West Pullman, South end double track— 90th Street, South Chicago Branch —	For northward 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.

▣Equipped with lunar white marker.

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

605. When interlocking home signal on through passenger track 3, signal bridge 1437, Kensington, displays slow clear indication, route is lined via Michigan Central Railroad.

Aspect:	Upper light	Middle light	Bottom light
	Red	Red	Green

Indication: Proceed at slow speed within interlocking limits.

Slow Speed: A speed not exceeding fifteen (15) miles per hour.

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. To provide for the handling in tow of diesel switching and diesel road switching locomotives, Rule 728 is supplemented to permit a maximum of four such units to be handled in one train, and each unit must be separated by not less than two cars from any other unit or locomotive. Diesel units constituting passenger or freight locomotives will not be separated from each other as these locomotives at times consist of four units, but they must be separated from any other locomotive by not less than five cars.

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.

1220. 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 locomotives 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	4 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.

AUTOMATIC TELEPHONE NUMBERS

Superintendent Passenger Service	2804
Assistant Superintendent Passenger Service	2668
Superintendent Freight Service	4808
Assistant Superintendent Freight Service	4808
Train Master Passenger Service	2957
Train Master Randolph Street	2668
Train Master Congress Street	2683
Train Master Markham	4812
Train Master Hawthorne	2966
Traveling Engineer Randolph Street	2833
Traveling Engineer Markham	4927
Chief Train Dispatcher	2065
Train Dispatchers	2722
Power Supervisor Randolph Street	2622
Station Master Central Station	2612
Train Lister Markham	4820
Chief Special Agent	2893
Special Agent, Burnside North Gate	3865
Broadview	2049

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