

J. H. Johnson

9/20/50

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

## CHICAGO TERMINAL DIVISION

# TIME TABLE No. 32

Taking effect at 2:01 A. M.  
Central Standard Time

### Sunday, Sept. 24, 1950

For the government and information  
of employes only

This time-table confers no authority for any of the first class schedules shown thereon. Between Western Avenue and Tower A-5, Milwaukee Division time-table governs the schedules and between Western Avenue and Bensenville, Dubuque and Illinois Division time-table governs the schedule of first class trains.

This time-table confers no authority between Western Ave. and Alton Junction (150 ft. south of South Branch bridge). Chicago Union Station Company time-table and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Ave. and Alton Junction.

**G. F. WILSON,**  
Assistant Superintendent.

**K. R. SCHWARTZ,**  
Superintendent.

**J. L. BROWN,**  
General Superintendent of Transportation.

**J. J. O'TOOLE,**  
Assistant General Manager

**W. J. WHALEN,**  
General Manager

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

## WESTWARD

TIME TABLE No. 32 Sept. 24, 1950 STATIONS	SEE RULE 6-A	FIRST CLASS									
		259	55	205	135	27	133	209	29	117	5
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily
CHICAGO 2.9 (C. & N. W. Crossing)	BIJKOPRV	L 12.10AM	L 1.30AM	L 6.30AM	L 7.10AM	L 8.10AM	L 8.13AM	L 9.13AM	L 9.20AM	L 9.45AM	L 10.30AM
WESTERN AVENUE 2.5	BCIJKOPTVWXZ	Ls 12.18AM	L 1.38AM	Ls 6.38AM	Ls 7.18AM	L 8.18AM	Ls 8.21AM	Ls 9.21AM	L 9.28AM	L 9.52AM	
TOWER A-5 (C. M. St. P. & P. Crossing)	LJPHY	12.22	A 1.41AM	6.42	A 7.22AM	A 8.21AM	A 8.25AM	9.25	A 9.31AM	A 9.55AM	A 10.39AM
HERMOSA 0.5	X	s 12.24		s 6.43				s 9.26			
CRAGIN JCT. (C. & N. W. Crossing)	PX	12.25		6.44				9.27			
CRAGIN 0.6	VWX	s 12.27		s 6.46				s 9.29			
HANSON PARK 0.7	PX	f 12.29		f 6.47				s 9.31			
GALEWOOD 0.9	BCOPTWX	f 12.31		s 6.49				f 9.34			
MARS 0.5	PX	f 12.33		s 6.51				s 9.36			
MONT CLARE 0.4	X	s 12.35		s 6.58				s 9.38			
ELMWOOD PARK 0.7	X	s 12.37		s 7.01				s 9.40			
RIVER GROVE 1.2	X	s 12.40		s 7.04				s 9.43			
TOWER B 12 (Soo Line Crossing)	IPVX	12.42		7.05				9.45			
FRANKLIN PARK 0.5	VX	s 12.43		s 7.12				s 9.47			
MANNHEIM 0.8	BHPX	s 12.45		s 7.16				s 9.49			
TOWER B 17 (C. M. St. P. & P. Crossing)	BCIKOPTWX	12.49		7.23				9.53			
BENSENVILLE 0.2	X	As 12.51AM		As 7.32AM				As 9.56AM			

## EASTWARD

STATIONS	FIRST CLASS										
	204	56	130	2	132	206	260	32	210	212	4
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sat. & Sun	Saturday only	Daily Except Sat. & Sun.	Daily Except Saturday	Daily Except Sat. & Sun.	Daily
CHICAGO 2.9 (C. & N. W. Crossing)	As 6.18AM	As 6.20AM	As 6.45AM	As 6.50AM	As 7.16AM	As 7.18AM	As 7.27AM	As 7.41AM	As 7.44AM	As 7.57AM	As 8.00AM
WESTERN AVENUE 2.5	As 6.08AM	As 6.12AM	As 6.35AM	As 6.40AM	As 7.06AM	As 7.08AM	As 7.17AM	As 7.31AM	As 7.34AM	As 7.46AM	A 7.49AM
TOWER A-5 (C. M. St. P. & P. Crossing)	6.05	L 6.08AM	L 6.31AM	L 6.37AM	L 7.02AM	7.05	7.14	L 7.27AM	7.31	7.41	L 7.44AM
HERMOSA 0.5	s 6.03					s 7.02	s 7.11		s 7.28	s 7.38	
CRAGIN JCT. (C. & N. W. Crossing)	6.01					7.00	7.08		7.25	7.36	
CRAGIN 0.6	s 5.59					s 6.59	s 7.07		s 7.24	s 7.35	
HANSON PARK 0.7	s 5.56					s 6.57	s 7.04		s 7.21	s 7.33	
GALEWOOD 0.9	s 5.53					s 6.55	s 7.01		s 7.18	s 7.31	
MARS 0.5	s 5.51					s 6.53	s 6.59		s 7.16	s 7.29	
MONT CLARE 0.4	s 5.49					s 6.51	s 6.57		s 7.14	s 7.27	
ELMWOOD PARK 0.7	s 5.46					s 6.48	s 6.54		s 7.11	s 7.24	
RIVER GROVE 1.2	s 5.44					s 6.45	s 6.50		s 7.07	s 7.21	
TOWER B 12 (Soo Line Crossing)	5.41					6.42	6.48		7.05	7.19	
FRANKLIN PARK 0.5	s 5.40					s 6.41	s 6.47		s 7.04	s 7.17	
MANNHEIM 0.8	s 5.38					s 6.39	s 6.45		s 7.02	s 7.14	
TOWER B 17 (C. M. St. P. & P. Crossing)	5.33					6.34	6.41		6.58	7.10	
BENSENVILLE 0.2	Ls 5.32AM					Ls 6.33AM	Ls 6.40AM		Ls 6.57AM	Ls 7.09AM	

No. 259 stops at Roundhouse and New Yard Office, Bensenville.

No. 205 stops at New Yard Office and Roundhouse, Bensenville.

No. 209 stops at New Yard Office and Roundhouse, Bensenville.

No. 204 stops at Roundhouse, Bensenville.

No. 206 stops at New Yard Office, Bensenville.

No. 210 Sundays only, stops at Roundhouse and New Yard Office, Bensenville.

No. 260 stops at Roundhouse and New Yard Office, Bensenville.

## WESTWARD

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**TIME TABLE**  
**No. 32**  
**Sept. 24, 1950**  
**STATIONS**

### FIRST CLASS

	FIRST CLASS										
	145	113	21	103	211	101	215	149	217	15	23
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Saturday only	Saturday only	Saturday only	Daily	Daily	
CHICAGO 2.9 (C. & N. W. Crossing)	L 11.45AM	L 11.50AM	L 12.30PM	L 12.50PM	L 12.54PM	L 1.00PM	L 1.15PM	L 1.21PM	L 1.24PM	L 3.30PM	L 3.35PM
WESTERN AVENUE 2.5 TOWER A 5 (C. M. St. P. & P. Crossing)	Ls 11.53AM	Ls 11.58AM		L 12.57PM	Ls 1.02PM		Ls 1.23PM	Ls 1.29PM	Ls 1.32PM		L 3.42PM
HERMOSA 0.5					s 1.08				s 1.38		
CRAGIN JCT. (C. & N. W. Crossing)					1.09		1.29		1.39		
CRAGIN 0.7					s 1.11				s 1.41		
HANSON PARK 0.9					s 1.13				s 1.43		
GALEWOOD 0.5					s 1.15		1.32		s 1.45		
MARS 0.4					s 1.16				s 1.47		
MONT CLARE 0.7					s 1.18				s 1.49		
ELMWOOD PARK 1.2					s 1.21				s 1.52		
RIVER GROVE 1.3					s 1.23				s 1.55		
TOWER B 12 (Soo Line Crossing)				1.08	1.25		1.36		1.57		
FRANKLIN PARK 0.5					s 1.27				s 1.58		
MANNHEIM 0.8					s 1.29		1.38		s 2.00		
(C. M. St. P. & P. Crossing)											
TOWER B 17 0.2				1.12PM	1.33		1.42		2.03		
BENSENVILLE					As 1.36PM		As 1.44PM		As 2.05PM		

## EASTWARD

### FIRST CLASS

	FIRST CLASS										
	134	214	216	142	136	48	218	42	138	220	146
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sunday	Sat. & Sun. only	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sunday	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sunday	Daily Except Sunday	
CHICAGO 2.9 (C. & N. W. Crossing)	As 8.05AM	As 8.08AM	As 8.11AM	As 8.14AM	As 8.14AM	As 8.22AM	As 8.30AM	As 8.33AM	As 8.36AM	As 8.39AM	As 8.42AM
WESTERN AVENUE 2.5 TOWER A 5 (C. M. St. P. & P. Crossing)	As 7.55AM	As 7.58AM	As 8.01AM	As 8.04AM	As 8.04AM	As 8.12AM	As 8.20AM	As 8.23AM	As 8.26AM	As 8.29AM	As 8.32AM
HERMOSA 0.5	L 7.51AM	7.54	7.57	L 8.00AM	L 8.00AM	L 8.08AM	8.17	L 8.20AM	L 8.23AM	8.26	L 8.29AM
CRAGIN JCT. (C. & N. W. Crossing)		s 7.51					s 8.15				
CRAGIN 0.6		7.47	7.52				8.13			8.22	
HANSON PARK 0.7		s 7.46					s 8.12				
GALEWOOD 0.9		s 7.43					s 8.09				
MARS 0.5		s 7.40	7.50				s 8.07			8.19	
MONT CLARE 0.4		s 7.38					s 8.04				
ELMWOOD PARK 0.7		s 7.36					s 8.02				
RIVER GROVE 1.2		s 7.33					s 7.59				
TOWER B 12 (Soo Line Crossing)		s 7.29					s 7.55				
FRANKLIN PARK 0.5		7.26	7.46				7.53			8.12	
MANNHEIM 0.8		s 7.25					s 7.52			s 8.11	
(C. M. St. P. & P. Crossing)		s 7.22	7.44				s 7.50			8.09	
TOWER B 17 0.2		7.17	7.40				7.46			8.06	
BENSENVILLE		Ls 7.16AM	Ls 7.39AM				Ls 7.45AM			Ls 8.04AM	

No. 211 stops at Roundhouse and New Yard Office, Bensenville.

## WESTWARD

TIME TABLE No. 32 Sept. 24, 1950 STATIONS	FIRST CLASS										
	137	221	223	143	155	19	39	225	227	139	153
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.
CHICAGO 2.9 (C. & N. W. Crossing)	L 3.37PM	L 3.40PM	L 4.30PM	L 4.43PM	L 4.46PM	L 4.55PM	L 4.58PM	L 5.10PM	L 5.12PM	L 5.15PM	L 5.15PM
WESTERN AVENUE 2.5	Ls 3.45PM	Ls 3.48PM	Ls 4.38PM	L 4.50PM	Ls 4.54PM	L 5.03PM	Ls 5.06PM	Ls 5.18PM	Ls 5.20PM	Ls 5.23PM	Ls 5.23PM
TOWER A 5 (C. M. St. P. & P. Crossing)	A 3.49PM	3.52	4.41	A 4.54PM	A 4.57PM	A 5.06PM	A 5.09PM	5.22	5.24	A 5.27PM	A 5.27PM
HERMOSA 0.5		s 3.54	s 4.43								
CRAGIN JCT. (C. & N. W. Crossing)		3.56	4.44					5.24	5.27		
CRAGIN 0.6		s 3.57	s 4.46								
HANSON PARK 0.7		s 3.59	s 4.48								
GALEWOOD 0.9		s 4.01	s 4.51					5.26	5.30		
MARS 0.5		s 4.03	s 4.53								
MONT CLARE 0.4		s 4.05	s 4.55								
ELMWOOD PARK 0.7		s 4.07	s 4.58								
RIVER GROVE 1.2		s 4.10	s 5.02								
TOWER B 12 (Boo Line Crossing)		4.12	5.04					5.30	5.36		
FRANKLIN PARK 0.5		s 4.13	s 5.07						s 5.38		
MANNHEIM 0.8		s 4.16	s 5.09					5.32	5.40		
(C. M. St. P. & P. Crossing)											
TOWER B 17 3.0		4.24	5.12					<sup>71</sup> 5.36	<sup>71</sup> 5.44		
BENSENVILLE 0.2		As 4.26PM	As 5.16PM					A 5.37PM	As 5.46PM		

## EASTWARD

STATIONS	FIRST CLASS										
	18	22	24	108	224	140	226	12	20	10	228
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Sunday only	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily
CHICAGO 2.9 (C. & N. W. Crossing)	As 8.45AM	As 8.50AM	As 9.05AM	As 9.10AM	As 9.30AM	As 9.40AM	As 10.25AM	As 10.35AM	As 10.55AM	As 11.35AM	As 12.32PM
WESTERN AVENUE 2.5	A 8.34AM	As 8.40AM	A 8.55AM	A 9.00AM	As 9.20AM	As 9.30AM	As 10.15AM	A 10.25AM	A 10.45AM	A 11.25AM	As 12.22PM
TOWER A 5 (C. M. St. P. & P. Crossing)	L 8.32AM	L 8.35AM	L 8.52AM	8.57	9.17	L 9.27AM	10.10	L 10.22AM	L 10.42AM	L 11.22AM	12.18
HERMOSA 0.5					s 9.15		s 10.08				s 12.15
CRAGIN JCT. (C. & N. W. Crossing)				8.54	9.14		10.05				12.13
CRAGIN 0.6					s 9.13		s 10.04				s 12.12
HANSON PARK 0.7					s 9.11		s 10.02				s 12.11
GALEWOOD 0.9				8.51	s 9.09		s 10.00				s 12.09
MARS 0.5					s 9.07		s 9.58				s 12.07
MONT CLARE 0.4					s 9.05		s 9.56				s 12.05
ELMWOOD PARK 0.7					s 9.03		s 9.53				s 12.03
RIVER GROVE 1.2					s 9.01		s 9.50				s 12.01PM
TOWER B 12 (Boo Line Crossing)				8.42	8.59		9.48				11.59
FRANKLIN PARK 0.5					s 8.58		s 9.47				s 11.58
MANNHEIM 0.8				8.40	s 8.55		s 9.44				s 11.54
(C. M. St. P. & P. Crossing)											
TOWER B 17 3.0				8.36	8.50		9.39				11.49
BENSENVILLE 0.2				L 8.35AM	Ls 8.49AM		Ls 9.38AM				Ls 11.48AM

No. 221 stops at New Yard Office, Repair Track and Roundhouse, Bensenville.

No. 224 stops at Roundhouse and New Yard Office, Bensenville.

No. 226 stops at New Yard Office, Bensenville.

No. 228 stops at Roundhouse and New Yard Office, Bensenville.

# WESTWARD

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**TIME TABLE**  
No. 32  
Sept. 24, 1950  
**STATIONS**

## FIRST CLASS

STATIONS	53	229	45	231	159	141	35	233	7	107	253
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily Except Sat. & Sun	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily	Saturday only	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily Except Sat. & Sun.	Daily	Daily	Daily Except Sunday
CHICAGO 2.9 (C. & N. W. Crossing)	L 5.18PM	L 5.21PM	L 5.24PM	L 5.27PM	L 5.30PM	L 5.41PM	L 5.44PM	L 5.50PM	L 6.20PM	L 6.25PM	L 6.30PM
WESTERN AVENUE 2.5	Ls 5.26PM	Ls 5.29PM	Ls 5.32PM	Ls 5.35PM	Ls 5.38PM	Ls 5.49PM	Ls 5.52PM	Ls 5.58PM	L 6.28PM	L 6.33PM	Ls 6.38PM
TOWER A 5 (C. M. St. P. & P. Crossing)	A 5.30PM	5.33	A 5.36PM	5.39	A 5.42PM	A 5.53PM	A 5.56PM	6.02	A 6.31PM	6.37	6.42
HERMOSA 0.5				s 5.42				s 6.04			s 6.44
CRAGIN JCT. (C. & N. W. Crossing)		5.36		5.43				6.05		6.39	6.45
CRAGIN 0.7				s 5.46				s 6.07			s 6.47
HANSON PARK 0.9				s 5.48				s 6.09			s 6.49
GALEWOOD 0.5		5.39		s 5.50				s 6.12		6.41	s 6.51
MARS 0.4				s 5.53				s 6.14			s 6.53
MONT CLARE 0.7		s 5.42		s 5.56				s 6.16			s 6.55
ELMWOOD PARK 1.2		s 5.44		s 5.59				s 6.18			s 6.57
RIVER GROVE 1.3		s 5.48		s 6.03				s 6.21			s 7.00
TOWER B 12 (Soo Line Crossing)		5.50		6.05				6.23		6.46	7.02
FRANKLIN PARK 0.5		s 5.52		s 6.07				s 6.24			s 7.03
MANNHEIM 0.8		s 5.56		f 6.09				6.25		6.47	s 7.05
(C. M. St. P. & P. Crossing)											
TOWER B 17 0.2		6.00		6.13				6.28		6.50	7.09
BENSENVILLE		As 6.02PM		As 6.16PM				As 6.29PM		A 6.51PM	As 7.12PM

# EASTWARD

## FIRST CLASS

STATIONS	144	28	16	6	242	152	148	150	46	246	44
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily Except Sat. & Sun.	Sunday only	Saturday only	Daily	Daily Except Sunday	Daily Except Sat. & Sun.
CHICAGO 2.9 (C. & N. W. Crossing)	As 1.15PM	As 1.21PM	As 1.45PM	As 2.40PM	As 3.15PM	As 4.30PM	As 4.35PM	As 4.50PM	As 5.20PM	As 5.50PM	As 7.00PM
WESTERN AVENUE 2.5	As 1.05PM	A 1.11PM			As 3.05PM	As 4.20PM	As 4.25PM	As 4.40PM	A 5.10PM	As 5.40PM	As 6.50PM
TOWER A 5 (C. M. St. P. & P. Crossing)	L 1.02PM	L 1.08PM	L 1.31PM	L 2.27PM	3.02	L 4.16PM	L 4.21PM	L 4.36PM	L 5.07PM	5.37	L 6.44PM
HERMOSA 0.5					s 3.00					s 5.34	
CRAGIN JCT. (C. & N. W. Crossing)					2.57					5.31	
CRAGIN 0.7					s 2.55					s 5.30	
HANSON PARK 0.9					s 2.52					s 5.27	
GALEWOOD 0.5					s 2.50					s 5.24	
MARS 0.4					f 2.48						
MONT CLARE 0.7					s 2.46					s 5.21	
ELMWOOD PARK 1.2					s 2.44					s 5.18	
RIVER GROVE 1.3					s 2.42					s 5.16	
TOWER B 12 (Soo Line Crossing)					2.40					5.12	
FRANKLIN PARK 0.5					s 2.39					s 5.11	
MANNHEIM 0.8					s 2.36					s 5.08	
(C. M. St. P. & P. Crossing)											
TOWER B 17 0.2					2.31					5.04	
BENSENVILLE					Ls 2.30PM					Ls 5.02PM	

No. 231 stops at Mannheim to let off and take on revenue passengers only.  
No. 231 stops at Roundhouse, Bensenville, Saturday and Sunday only.  
Nos. 242 and 246 stop at Roundhouse and New Yard Office, Bensenville.

No. 246 stops at Mars to pick up passengers for Western Ave. and Chicago.  
No. 253 stops at New Yard Office and Roundhouse, Bensenville.

## WESTWARD

TIME TABLE No. 32 Sept. 24, 1950 STATIONS	FIRST CLASS										
	11	131	9	255	57	257	51	151	17	3	1
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily Except Sunday	Daily	Daily Except Sat. & Sun.	Daily	Daily	Sunday only	Daily	Daily	Daily	Daily
CHICAGO 2.9 (C. & N. W. Crossing)	L 6.45PM	L 6.48PM	L 7.30PM	L 7.35PM	L 9.00PM	L 9.15PM	L 9.25PM	L 9.30PM	L 10.00PM	L 10.20PM	L 11.15PM
WESTERN AVENUE 2.5	L 6.53PM	Ls 6.56PM	L 7.38PM	Ls 7.43PM	L 9.08PM	Ls 9.23PM	L 9.33PM	Ls 9.38PM	L 10.09PM	L 10.28PM	L 11.24PM
TOWER A 5 (C. M. St. P. & P. Crossing)	A 6.56PM	A 6.59PM	A 7.41PM	7.47	A 9.12PM	9.27	A 9.36PM	A 9.42PM	A 10.13PM	A 10.31PM	A 11.28PM
HERMOSA 0.5				s 7.50		s 9.28					
CRAGIN JCT. (C. & N. W. Crossing)				7.51		9.29					
CRAGIN 0.6				s 7.53		s 9.32					
HANSON PARK 0.7				f 7.55		s 9.34					
GALEWOOD 0.9				f 7.58		s 9.36					
MARS 0.5				f 7.59		f 9.38					
MONT CLARE 0.4				s 8.01		s 9.40					
ELMWOOD PARK 0.7				s 8.03		s 9.43					
RIVER GROVE 1.2				s 8.06		s 9.46					
TOWER B 12 (Soo Line Crossing)				8.08		9.48					
FRANKLIN PARK 0.5				s 8.09		s 9.49					
MANNHEIM 0.8				s 8.12		s 9.51					
(C. M. St. P. & P. Crossing)				8.15		9.55					
TOWER B 17 0.2				As 8.17PM		As 9.59PM					
BENSENVILLE											

## EASTWARD

STATIONS	FIRST CLASS									
	154	100	118	250	102	14	158	156	58	258
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Sunday only	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Except Sunday	Daily	Daily Except Sunday
CHICAGO 2.9 (C. & N. W. Crossing)	As 7.00PM	As 7.15PM	As 7.50PM	As 7.53PM	As 9.10PM	As 9.40PM	As 10.10PM	As 10.15PM	As 10.30PM	As 10.45PM
WESTERN AVENUE 2.5	As 6.50PM		A 7.40PM	As 7.43PM	A 8.59PM	A 9.30PM	As 10.00PM	As 10.05PM	A 10.20PM	As 10.35PM
TOWER A 5 (C. M. St. P. & P. Crossing)	L 6.46PM	L 7.02PM	L 7.37PM	7.40	8.56	L 9.27PM	L 9.56PM	L 10.01PM	L 10.16PM	10.32
HERMOSA 0.5				s 7.35						s 10.29
CRAGIN JCT. (C. & N. W. Crossing)				7.34						10.28
CRAGIN 0.6				s 7.33						s 10.26
HANSON PARK 0.7				f 7.31						f 10.24
GALEWOOD 0.9				s 7.29						f 10.22
MARS 0.5				f 7.27						f 10.20
MONT CLARE 0.4				s 7.26						s 10.18
ELMWOOD PARK 0.7				s 7.24						s 10.16
RIVER GROVE 1.2				s 7.20						s 10.14
TOWER B 12 (Soo Line Crossing)				7.18	8.47					10.11
FRANKLIN PARK 0.5				s 7.17						s 10.10
MANNHEIM 0.8				s 7.15						s 10.08
(C. M. St. P. & P. Crossing)				7.10	8.42PM					10.01
TOWER B 17 0.2				Ls 7.09PM						Ls 10.00PM
BENSENVILLE										

No. 257 stops at New Yard Office and Roundhouse, Bensenville.  
No. 255 stops at Jefferson Street to pick up R. R. mail.

No. 250 stops at Mars to pick up passengers for Western Ave. and Chicago.  
No. 250 stops at Roundhouse and New Yard Office, Bensenville.  
No. 258 stops at New Yard Office, Bensenville.

# WESTWARD

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TIME TABLE No. 32 Sept. 24, 1950 STATIONS	FIRST CLASS				SECOND CLASS			
	147				275	277	279	
	Passenger Daily				Coach Daily	Coach Daily	Coach Daily	
CHICAGO 2.9 (C. & N. W. Crossing)	L 11.40PM							
WESTERN AVENUE 2.5	Ls 11.48PM				L 6.00AM	L 2.00PM	L 10.00PM	
TOWER A 5 (C. M. St. P. & P. Crossing)	A 11.52PM				6.04	2.04	10.04	
HERMOSA 0.5					s 6.05	s 2.05	s 10.05	
CRAGIN JCT. (C. & N. W. Crossing)					6.07	2.07	10.07	
CRAGIN 0.7					s 6.09	s 2.09	s 10.09	
HANSON PARK 0.9					s 6.11	s 2.11	s 10.11	
GALEWOOD 0.5					s 6.13	s 2.13	s 10.13	
MARS 0.4					f 6.15	f 2.15	f 10.15	
MONT CLARE 0.7					s 6.17	s 2.17	s 10.17	
ELMWOOD PARK 1.2					s 6.19	s 2.19	s 10.19	
RIVER GROVE 1.3					s 6.21	s 2.21	s 10.21	
TOWER B 12 (Soo Line Crossing)					6.23	2.23	10.23	
FRANKLIN PARK 0.5					s 6.25	s 2.25	s 10.24	
MANNHEIM 0.8					s 6.27	s 2.27	s 10.26	
(C. M. St. P. & P. Crossing)								
TOWER B 17 0.2					6.33	2.33	10.38	
BENSENVILLE					As 6.35AM	As 2.35PM	As 10.40PM	

# EASTWARD

STATIONS	SECOND CLASS							
	274	276	278					
	Coach Daily	Coach Daily	Coach Daily					
CHICAGO 2.9 (C. & N. W. Crossing)								
WESTERN AVENUE 2.5	As 7.48AM	As 3.45PM	As 11.45PM					
TOWER A-5 (C. M. St. P. & P. Crossing)	7.43	3.41	11.41					
HERMOSA 0.5	s 7.40	s 3.39	s 11.39					
CRAGIN JCT. (C. & N. W. Crossing)	7.38	3.38	11.38					
CRAGIN 0.7	s 7.37	s 3.37	s 11.37					
HANSON PARK 0.9	s 7.35	s 3.35	s 11.35					
GALEWOOD 0.5	s 7.33	s 3.33	s 11.33					
MARS 0.4	f 7.31	f 3.31	f 11.31					
MONT CLARE 0.7	s 7.29	s 3.29	s 11.29					
ELMWOOD PARK 1.2	s 7.27	s 3.27	s 11.27					
RIVER GROVE 1.3	s 7.25	s 3.25	s 11.25					
TOWER B 12 (Soo Line Crossing)	7.23	3.23	11.23					
FRANKLIN PARK 0.5	s 7.22	s 3.22	s 11.22					
MANNHEIM 0.8	s 7.20	s 3.20	s 11.20					
(C. M. St. P. & P. Crossing)								
TOWER B 17 0.2	6.37	2.42	10.43					
BENSENVILLE	L 6.36AM	L 2.40PM	L 10.41PM					

All Coach Runs on No. 1 and 2 main tracks will stop at the New Yard Office and Coaches moving on No. 3 and 4 through the yard will stop at the New Yard Office crossing.

Coach Run No. 275 will wait at the New Yard Office for passengers from D&I No. 206, to handle employes Westbound for the Repair Track and Roundhouse.

## EMPLOYES BUS SERVICE

## WESTWARD

	A	C	E
Western Avenue Station	12:05 AM	1:45 AM	3:30 AM
Chicago & Grand	12:07	1:47	3:32
North & Grand	12:12	1:52	3:37
LeClaire & Grand	12:15	1:55	3:40
Central & Grand	12:17	1:57	3:42
Austin & Grand	12:18	1:58	3:43
Narragansett & Grand	12:20	2:00	3:45
Oak Park & Grand	12:21	2:01	3:46
Sayre & Grand	12:22	2:02	3:47
Harlem & Grand	12:23	2:03	3:48
75th & Grand	12:24	2:04	3:49
Thatcher & Grand	12:26	2:06	3:51
Rose & Franklin Avenue	12:31	2:11	3:56
Fairfield & Franklin Avenue	12:34	2:14	3:59
Green Street (Entrance to Yard)	12:37	2:17	4:02
Bensenville Roundhouse	12:41	2:21	4:06
Bensenville Station	12:45 AM	2:25 AM	4:10 AM

## EASTWARD

	B	D	F
Western Avenue Station	1:31 AM	3:10 AM	4:55 AM
Chicago & Grand	1:29	3:08	4:53
North & Grand	1:24	3:03	4:48
LeClaire & Grand	1:21	3:00	4:45
Central & Grand	1:19	2:58	4:43
Austin & Grand	1:18	2:57	4:42
Narragansett & Grand	1:16	2:55	4:40
Oak Park & Grand	1:15	2:54	4:39
Sayre & Grand	1:14	2:53	4:38
Harlem & Grand	1:13	2:52	4:37
75th & Grand	1:12	2:51	4:36
Thatcher & Grand	1:10	2:49	4:34
Rose & Franklin Avenue	1:05	2:44	4:29
Fairfield & Franklin Avenue	1:02	2:41	4:26
Green Street (Entrance to Yard)	12:58	2:38	4:23
Bensenville Roundhouse	12:54	2:34	4:19
Bensenville Station	12:50 AM	2:30 AM	4:15 AM

Note: During Daylight Saving Time Bus Schedule A will stop at California and Grand Ave.

## SPECIAL INSTRUCTIONS

- G-1** Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:
- When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.
- Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.
- These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.
- The operation and use of this device does not in any way relieve trainmen and engineers from full compliance with Rules 99 and 102.
- Emergency Red Rear End Lights.** Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:
- The emergency red rear end light will be used on trains so equipped in the following manner:
- To provide protection to trains on adjacent tracks as required by Rule 102.
- To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.
- A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.
- The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.
- Portable emergency red lights must be removed before coupling onto the car.
- G-2** The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.
- In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.
- G-3** Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.
- G-4** Employees are prohibited from:
- Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
- Standing on top of high cars while passing under bridges or through tunnels.
- Getting on the end of an engine or of a car as it approaches them.
- Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
- Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
- Kicking or holding draw bar in position to make a coupling with an approaching car or engine.
- Following other dangerous practices.
- G-5** When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.
- G-6** Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.
- G-7** Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.
- G-8** When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.
- G-9** Employees must not step on track rails nor other similar objects when it can be avoided.
- G-10** When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.
- G-11** Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.
- G-12** Employees are prohibited from riding:
- On engine footboards or pilot steps between engine and car when cars are being pushed.
- On leading footboard or pilot steps while coupling engine to cars.
- On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
- On ends of cars containing lading which may shift.
- On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
- On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.
- In the gangway of engine.
- G-13** When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.
- G-14** The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.
- This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.
- G-15** The provisions of Rule 815 also apply to transfer movements within yards.
- G-16** All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.
- The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.
- Diesel power units 600 and 1000 H.P. Switchers. . . . . 4½ inches  
All other Diesel engines and Gas-Electric Motor cars. . . . . 3 inches  
When operating through water under own power, controller should be in Series position.
- G-17** The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:
- Bad order cars.  
Wood underframe flat cars.  
Switch rear "S.R." cars.
- G-18** Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.
- G-19** For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible.
- When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.
- G-20** In case of heavy rain or violent windstorm, the operator must notify the section foreman.
- G-21** A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.
- G-22** Centralized Traffic Control. A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.
- Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.
- C.T.C.—Abbreviation for Centralized Traffic Control.

## DEFINITIONS

### CENTRALIZED TRAFFIC CONTROL

- G-23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.
- (b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.
- (c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the CTC. When the CTC is controlled by other than the Train Dispatcher, the Train Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.
- (d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.
- (e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at control station.
- (f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.
- (g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

- (h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.
- (i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.
- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control Switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

### GENERAL SPEED RESTRICTIONS

- G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.
- G-25 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.  
Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.  
Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or Diesel engines.  
Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.  
A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.  
Engines with side rods removed from one side only, must not be hauled in trains.  
Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.
- G-26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.
- G-27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.  
Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.
- G-28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.
- G-29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.
- G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction must be made where conditions require.

TYPE OF EQUIPMENT	M P H
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale test cars on branch lines 20, on main lines	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used)	50
S-2 and S-3 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603, inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603, inclusive	40
All 44 ton Diesel engines:	
When moved dead in train	25
When under own power	30
G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins. The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.	
G-32 The speed of trains handled by Gas-Electric or other similar type power when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.	
G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed. These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed. Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.	
G-34 Spring switches: Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed. Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed. Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour. If movement is through turnout the allowable turnout speed must be observed. See Rules 520 to 525 inclusive.	
G-34 (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.	
G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad: When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars. The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified. When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.	
G-36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.	
G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.	
G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay. Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so. Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains. Public Address Systems should be utilized both at stations and on trains when available.	
G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.	

G-40 When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The number and suffix letter of the leading unit only to be used in train orders.

X-1 Trains handling steam derrick must not exceed 20 miles per hour. This speed must be further reduced on tangents and curves where track is not in proper condition for the maximum speed.

X-2 When practicable, locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed 20 miles per hour except where slower speed is required for freight trains. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized. Turnouts laid with long frogs are located at:

Station	Location
Tower A-4	Crossover between main tracks 1 and 2 west of Chicago Ave.
Tower A-4	Crossover between main tracks 3 and 4 west of Chicago Ave.
Tower A-4	First crossover west of Kedzie Ave. between main tracks 2 and 3.
Tower A-4	Crossover between main tracks 1 and 2 west of Kedzie Ave.
Tower A-5	First crossover north of Cortland Street between main tracks 1 and 2.
Franklin Park	Crossover between main tracks 3 and 4 at IHB connection.
Mannheim	Crossover between main tracks 1 and 2.
Mannheim	Crossover between main tracks 2 and 3.
Tower B-17	First Crossover west of Tower B-17 between main tracks 1 and 2 on Illinois Line.
Tower B-17	First crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.
Tower B-17	Second crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.

**X-4 SPEED RESTRICTIONS.**  
(In addition to General Speed Restrictions.)

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
No. 1 and 2 main tracks	60	45
No. 1 and 2 main tracks around 3 degree curve at Galewood	55	25
Around all Wyes at Tower A-5	15	15
Over Interlocked railroad crossings:		
Western Ave. (A-2)	20	20
Tower A-5 (D&I Trains)	15	15
Tower A-5 (Milw. Trains)	60	45
Cragin Jct.	60	45
Franklin Park (B-12)	45	30
Franklin Park (B-12)—No. 3 and 4 main tracks, within interlocking limits on movements to and from IHB main tracks	15	15
Bensenville (B-17)	60	45
Trains 102 and 103 between Western Ave. and West Terminals limit 90 miles per hour with following restrictions:		
Between Tower A-2 and Tower A-5	60	
Around 9 deg. curve at Tower A-5	15	
Over C&NW crossing at Cragin Jct.	60	
To 3 deg. curve at Galewood	70	
Around 3 deg. curve at Galewood	55	
To 2 deg. curve 1 mile east of Tower B-12	75	
Around 2 degree curve 1 mile east of Tower B-12	70	
Over Soo Line Crossing at Tower B-12	45	
Over the Cut-off Crossing at Tower B-17	60	
Class L-2, L-3, S-3 Engines through slip switches at Union Station	10	10
When making backup movement with all L-2 and L-3 class engines through No. 7 slip crossover from 4 to 3 main track at Tower A-2 Interlocking Plant Western Ave.	10	10
Class F-5 engines	75	
Class S-2 engines—Handling passenger trains	70	
Class S-2 engines—running light		45
Class S-2 engines on No. 1 and 2 main track 1250 ft. east of Hermosa Station	10	10
Class S-3 engines around curve at Canal Street	10	10
Class S-3 engines—handling passenger train	70	
Class S-3 engines—running light		45
Steam engines when running backward, either light or handling trains	25	25
Trains detoured through track just north of No. 1 main track, west of Tower A-3	15	15
No. 3 main track, between Western Ave. and Tower A-5	45	25
No. 3 main track, Tower A-5 to Cragin	25	25
No. 3 main track, between Mars and Mannheim	35	35
No. 3 main track, passenger trains handled by F-7 engines between the East line of Spaulding Ave. (1100 feet west of A-4) and Tower A-5	40	
No. 4 main track, between Western Ave. and Cragin	25	25
No. 4 main track, between Mars and Mannheim	35	35

In all cases where passenger trains use No. 3 main track between Tower A-5 and Mannheim and No. 4 main track between Tower A-2 and Mannheim, they must run at restricted speed due to no signal protection.

X-5 Class S-2 engines must not be used on joint tracks between Western Ave. and Union Station. Class L-2 and L-3 engines may be used in this territory only in cases of emergency.

X-6 Class S-2 engines must not be operated around Northwest leg of Wye at Tower A-5.

S-2 and S-3 engines must not be operated around Southeast leg of Wye of Tower A-5, or be detoured between Union Station, Chicago and Tower A-5 via the Bloomingdale Road or the C&E Line, or be used on No. 3 and No. 4 main tracks between Cragin Station and Spaulding Avenue (1100 feet west of Tower A-4).

S-3 engines can be operated around the Northwest leg of the Wye at Tower A-5 at a restricted speed of 5 MPH, with the engine headed towards Milwaukee and moving in a forward direction or with the engine headed towards Galewood and moving in a forward direction. S-3 engines must not be backed around the Northwest leg of the Wye in either direction.

X-7 Class F-3, F-4, F-5, F-6 and F-7 engines must not be operated around the Northeast or Southeast wyes at Tower A-5 except in case of emergency.

X-8 It will be permissible to turn passenger trains at Tower A-5 when handled with S-2 or S-3 engines but the procedure as indicated below must be followed in all cases:

**TRAINS FROM D&I DIVISION FIRST DISTRICT.**

Direct movement must be made to the Bloomingdale Line from D. & I. Division 2 main track and after train clears interlocking plant, road engine will be cut off and yard engine will handle train around southeast leg of wye and proceed to Western Avenue with same. The road engine will make reverse movement via Bloomingdale Line (Straight Track) to D. & I. No. 2 main track and proceed to Western Avenue Roundhouse via southwest leg of wye.

**TRAINS FROM MILWAUKEE DIVISION FIRST DISTRICT.**

These trains will be handled through crossover located south of Armitage Ave. from Milwaukee No. 2 to No. 1 main track and around northeast leg of wye to Bloomingdale Line. Same procedure will be followed in disposing of train and road engine as shown in handling trains and engines from D. & I. Division, First District. Movements around northeast leg of wye must not exceed speed of 10 miles per hour.

X-9 Steam heat lines on eastward passenger trains must be blown out between Cragin and Tower A-5 except on trains with air-conditioned equipment when the steam lines must not be blown out until train is 1500 feet east of Tower A-2. When operating steam heat valves located underneath the sills, employees must guard against injury due to close clearance at bridge girders at various subways in this territory.

X-10 Automatic Block System is in use between Western Avenue and Bensenville on No. 1 and No. 2 main tracks, also on No. 3 main track between Western Ave. and Tower A-5, and between Tower B-17 and Bryn Mawr.

Four main tracks and yard running tracks are in use between Western Ave. and Mannheim and are designated as follows:

Nos. 1, 2, 3 and 4 and are numbered consecutively from the north side of the right-of-way (except Nos. 3 and 4 between Cragin and Mars. Between Cragin and Mars Nos. 3 and 4 are Galewood Yard running tracks).

No. 1—Westward passenger main track.

No. 2—Eastward passenger main track.

No. 3—Eastward freight main track between Western Avenue and Cragin. Eastward Galewood Yard running track between Cragin and Mars. Westward freight main track between Mars and Mannheim. This track will be used by D. & I. Division eastward passenger trains daily except Sunday between 7:00 AM and 9:00 AM from Tower A-5 to Tower A-2, and must run prepared to stop short of train ahead.

No. 4—Westward freight main track between Western Avenue and Cragin. Westward Galewood Yard running track between Cragin and Mars. Eastward freight main track between Mars and Mannheim.

Double track is in use between Mannheim and Bensenville.

X-11 Rules 251, 253 and 254 are in effect on eastward and westward tracks between Bensenville and Mannheim and on No. 1 and No. 2 main tracks between Mannheim and Western Avenue, for movements with the current of traffic.

X-12 Trains originating at and moving out of Western Avenue freight or coach yard for the Dubuque and Illinois Division or for the Milwaukee Division will receive their train orders and be cleared by the operator on duty at Tower A-4. Such trains must not leave Western Avenue coach or freight yard without a clearance Form A from the operator at Tower A-4 as required by Rule 83 (B).

Coach trains and transfer trains are not required to obtain Clearance Form A at their initial station.

X-13 Colorlight type signals are in service on each side of the track at the east and west ends of the car washing plant at Western Avenue Coach Yard. When signals display yellow indication train movements may be made through the car washer. When red indication is displayed, or when one long blast of the air whistle at the plant is sounded, train movements must be stopped at once. When no lights are displayed the car washing plant is out of service.

X-14 Train orders for movement between Chicago and Tower A-5, will be issued over the signature of the superintendent of the Milwaukee Division.

Train orders for movements between Chicago and Bensenville will be issued over the signature of superintendent of the D. & I. Division.

X-15 Trains will not be operated on main tracks No. 1 and No. 2 between Western Avenue and B-17 against the current of traffic, except in cases of extreme emergency due to track conditions, derailments, etc. which would prohibit the normal use of main tracks.

X-16 At Galewood Yard, the crossovers between yard tracks 10 and 12 and between track 10 House and yard track 13, west end yard 3, are to be lined and locked for straight movement on the respective tracks immediately after use.

X-17 All tracks on Galewood Freight House from No. 1 to No. 10 inclusive will be properly flagged so as to safeguard all employes working in and about cars being loaded and unloaded on these tracks. When inbound merchandise cars are to be placed on Yard Tracks 1, 2, 3, 9 and 10, engine foreman will call office of Assistant Agent at Galewood advising number of cars and track they are to be placed on. Assistant Agent will then arrange to see that men working on that particular track are notified and then arrange for removal of the flags so the cars can be placed.

X-18 At Franklin Park when the Automatic Block Signal located on the west side of Ruby Street governing eastward movement on No. 4 main track or the color light dwarf signal governing eastward movement on No. 5 yard track displays a Stop-indication, eastward trains or engines must stop and a trainman or the engineman must communicate by telephone with the operator at Tower B-12 and receive instructions from him before proceeding.

X-19 At Tower B-12, the switches at the junction with the I. H. B. are interlocked and operated from the tower. When the signal displays a Stop-indication for an approaching train or engine and no conflicting movement is evident, a trainman or the engineman must communicate with the operator at Tower B-12 and be governed by instructions from him.

X-20 Eastward trains and engines must approach the end of two main track approximately 500 feet west of the C. & N. W. crossings at Clybourn Junction prepared to stop. When the eastward home interlocking signal indicates Stop, eastward trains and engines must stop to clear the end of double track. When the eastward home signal displays Proceed, this does not indicate that the connection at the end of two main tracks is clear and it must be known that the way is clear and movement can be made with safety before fouling the connection.

X-21 The switches of the crossover between 1 and 2 main tracks and at the east end of crossover between 2 and 3 main tracks east of Mannheim are equipped with electric locks.

Instructions to trainmen for operating the locks are posted inside the boxes stenciled "A-B" and "C".

Crossover and turn out switches in 1 and 2 main tracks west of Galewood Depot are equipped with electric locks.

Instructions to trainmen for operating the locks are posted inside the housing containing the releases.

X-22 Manually controlled signals are in use at:

Webster Avenue	Melrose Street
Belden Avenue	School Street
Altgeld Street	Newport Avenue
Wrightwood Avenue	Cornelia Avenue
Marianna Street	Eddy Street
Diversey Parkway	Waveland Avenue
Wolfram Street	Grace Street
Oakdale Avenue	River Road, Franklin Park
Wellington Avenue	Rose Street, Franklin Park
Nelson Street	Thatcher Avenue, River Grove
Barry Avenue	Bryn Mawr Ave., Bensenville
Fletcher Street	Mt. Prospect Rd., Bensenville

X-23 In complying with Rule 26 in Western Ave. Coach Yard, Chicago, it will be understood that through tracks east and west of California Avenue will be considered as separate tracks.

X-24 Location of spring switches, normal position, and signals governing:

Station	Location	Normal Position	Signal Governing
Clybourn Jct Interlocking	End of double track.	For westward track.	Mounted on mast of eastward home signal reading in westerly direction.
Franklin Park	No. 4 main track 1400 ft. west of station.	For No. 5 yard lead track.	Dwarf signal.
Galewood	No. 4 yard running track east of Narragansett Ave.	No. 4 yard running track. Galewood.	Dwarf signal.
Bensenville Yard	No. 26 yard running track at County Line.	For Roundhouse lead.	Dwarf signal.
Bensenville Yard	No. 26 yard running track east of Roundhouse lead.	For No. 26 yard running track.	Dwarf signal.
Bensenville Yard	No. 26 yard running track at Roundhouse.	For No. 26 yard running track.	Dwarf signal.
Bensenville Yard	Roundhouse divide switch at County Line.	Inbound engine track.	Dwarf signal located on left hand side of track.
Bensenville Yard	Outbound engine lead near coal shed	For outbound engine lead.	Dwarf signal.
Bensenville Yard	West end new auxiliary lead at west end of Westbound Yard.	For outbound departure yard track.	Dwarf signal
Western Ave., Coach Yard	Mad line track 200 ft. east of California Avenue.	For Coach Yard Lead.	Dwarf signal.
C&E Line	C&E Junction Switch	For Bloomingdale Line.	Dwarf signal located on left hand side of track.

These switches are not equipped with facing point locks.

X-25 A crossing ten feet wide has been installed in C. & E. Main tracks 1 & 2, yard tracks 3 & 4 and Birk Bros. Industry track No. 5, leading to the grain unloading chute at Birk Bros. Brewery. Trucks making delivery of grain at this point will use the 18 foot concrete driveway east of No. 1 main track and back over the new crossing to unload grain at the unloading chute. The crossing will be kept open, except when switching is being performed at the plant. Extra precautions must be taken in approaching this crossing, particularly on No. 1 and No. 2 main tracks to avoid accident while trucks are backing over same. Whistle should be blown in case of emergency, to avoid accident at this point.

X-26 Whether heading over, or backing over STREET CAR CROSSINGS between sun-down and sun-up, regardless of position of the gates, the cars and engines must first be brought to a stop and Yardman must go onto the center of the crossing with lantern and remain there in a position to protect street traffic against the movement of his train over the crossing with the exception of the crossings at North Avenue and Cherry Street and North Avenue and Kingsbury Street, where fixed dwarf signals are installed to govern movements over these crossings that must be observed in all cases.

X-27 When coupling cars preparatory to shoving over street crossings, slack must be taken to assure cars and engines are coupled.

X-28 Within the limits of the City of Chicago, enginemen will not sound the whistle except when necessary to prevent injury to life and property or when necessary to warn or signal employes or the public. The bell must be rung continuously when train or engine is moving within city limits except when moving on tracks which have been elevated. On elevated tracks, the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

At Narragansett Avenue crossing located just west of Galewood Depot, signal 14(1) should not be sounded except in case of emergency.

- X-29 The Statutes of the State of Illinois provide that no railroad shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and imposes a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineman or conductor violating the provisions of the Act, to be recovered in an action of debt in the name of the people of the State of Illinois for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this Statute, employes responsible therefor will be called upon to bear the fine imposed. When suits are brought against employes for violating the above Statute, the Company will take no action in defending same.
- X-30 At Chicago, whenever passenger trains are being detoured via the Chicago-Evanston and Bloomingdale line, single track operation must be maintained between Chicago Union Station and Larrabee Street due to close clearance between the two main tracks between drawbridge J-O at Kinzie Street and Larrabee Street.
- X-31 Bridges in track elevation territory will not clear a man riding on the side of a car.
- X-32 Account restricted clearance on Number 2 and 3 main tracks at subway shelter located at east end of Western Ave. passenger station platform, employes are prohibited from riding on side of cars or engines passing this point.
- X-33 When general switching is in progress on No. 4 main lead at the extreme east end of Yard No. 1 Western Avenue Freight Yard, yardmen will be alert and exercise the utmost caution to prevent injury while trains are passing this point in either direction on No. 3 main track. If switching is in progress at this point when a train is approaching in either direction on No. 3 main track, the movement will be stopped temporarily to afford full protection to the yardmen on the ground.
- X-34 Men working between slip tracks 2 and 3 at Western Ave. Coach Yard will look out for water hydrants protruding above ground.
- X-35 Steam connections for heating passenger equipment are installed on tracks 1, 2, 3, 4, 5 and 6 in Western Ave. freight yard. Connections are on top of ground and care must be used in switching to and from these tracks to avoid damage or injuries.
- X-36 Because of close clearances in all roundhouse districts of Chicago Terminal, employes are prohibited from riding on the side of engines or cars and not get out on cab steps of engine while in motion.
- X-37 A color light type signal is located on the side of Tower A-4. This signal will repeat the indications displayed by the existing signals at the east and west ends of the car washing plant at Western Avenue Coach Yard.
- X-38 Manual Block System Rules will apply when trains are run against the current of traffic in Automatic Block System territory.
- X-39 When taking charge of train to back it out of the Union Station or Coachyard the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coachyard or from Union Station until the pilot has identified himself.
- When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.
- When the engineman hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.
- If from any cause the air signal whistle does not respond, there must be a thorough understanding between the enginemen and the pilot in regard to the hand or lamp signals to be given by the pilot before applying the brake from the rear, and they should also have an understanding that the enginemen will start back on receipt of the regulation back up hand or lamp signal after the brakes have applied and released properly.
- To reduce speed of the train, the back up valve should be opened gradually until the speed is reduced, then closed. When stopping the train, the valve should be opened gradually and left open until train is stopped. In case of an emergency, open the valve wide until train stops.
- X-40 Class F and L engines either forward or backward are not to be moved through double slip switches and short connections from Mil. No. 4 main to No. 3 main track and from Mil. No. 3 to No. 4 main track over Tower A-2 Interlocking plant.
- X-41 Flagmen on all passenger trains in both directions between Tower A-5 and Union Station, Chicago, will ride on rear platform of rear car. In event of blind cars on rear of the train, he will ride in accordance with Rule 854.
- X-42 A light indicator has been installed on westward approach Signal No. 11-3 at Thatcher Avenue, River Grove, to hold trains or engines on No. 3 main track so as to avoid blocking the crossing at Thatcher Avenue and River Road. When it is desired to hold trains or engines, a yellow light will be displayed and trains or engines will remain east of Thatcher Avenue until the light is extinguished. The indicator does not relieve Train and Enginemen from the observance of the other indications of the Signal. Telephone for communicating with Tower B-12 is located on a pole at Thatcher Avenue.
- X-43 Five minute fuses will be used in all territory Chicago Terminals.
- X-44 A restricted clearance exists between Joint No. 2 main track and the outside freight house track known as track No. 8, between Union Street and Jefferson Street.
- Employes are prohibited from riding on the side of engines or cars or to put their heads out of engine cab or caboose windows in this territory.





**COMPANY SURGEONS ARE LOCATED AS FOLLOWS:**

Location	Name	Residence and Phone	Office and Phone
Chicago.....	§†A. R. Metz, Chief Surgeon.....		Wesley Memorial Hospital, DElaware 7-6500. Union Station, CEntral 6-7600.
Chicago.....	§†R. Householder, Asst. Chief Surgeon.....		Wesley Memorial Hospital, DElaware 7-6500. Union Station, CEntral 6-7600
Chicago.....	§†F. W. Munson, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, DElaware 7-6500. Union Station, CEntral 6-7600.
Chicago.....	§*Virgil Wescott, Oculist.....		30 North Michigan Ave., DEarborn 2-3127.
Chicago.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., WAbash 2-2272.
Chicago.....	H. A. Hooper, Dentist.....		53 E. Washington St., STate 2-0509.
Bensenville....	Kenneth L. Fisk, M. D.....		102 W. Green Street, Phone Bens. 805.
Bensenville....	Joseph P. McKay, M. D.....		200 S. York St., Phone Bensenville 72.
Evanston.....	D. F. Clark, M. D.....		636 Church St., Phone Greenleaf 0273.
Elmhurst.....	C. O. Evanson, M. D.....		105 S. York St., Phone Elmhurst 125.
Elmhurst.....	E. H. Droegemueller, M. D.....		105 S. York St., Phone Elmhurst 125.
Galewood.....	John R. Lend, M. D.....		5247 W. North Ave., Phone Merrimac 7-7766.

§Indicates salaried Company surgeons who should be used whenever possible.  
 †Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.  
 \*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

**WATCH INSPECTORS**

Location	Inspectors	Location	Inspectors
Chicago.....	55 E. Washington St.... National Railway Service Co.	Chicago.....	3004 N. Cicero Ave..... C. H. Ander.
Chicago.....	3240 W. Madison St.... S. Rosenau.	Chicago.....	Union Station..... C. H. Bern.
Chicago.....	5152 W. Chicago Ave.... Don J. Eitzbach.	Chicago.....	3023 W. Diversey Ave... J. A. Wallace.
Chicago.....	2220 W. Madison St.... A. Hess & Son.	Chicago.....	C. & N. W. Station.... M. Miller.
Chicago.....	3637 W. Chicago Ave.... F. M. Padgett.	Chicago.....	4026 Milwaukee Ave.... W. Heurich.
Chicago.....	10 N. Cicero Ave..... M. Goldblatt.	Elmwood Park.....	Colonnade Jewelers
Chicago.....	707 W. North Ave.... Wm. C. Kleiner.	Franklin Park... 9602 Franklin Ave.....	Daniel Lutz.
Chicago.....	5946 W. North Ave.... Theodore H. Byhring.	Elmhurst.....	E. M. Hagel.
Chicago.....	29 E. Madison St..... Milton J. Heegn.	Elgin.....	161 Chicago St..... Schneff Bros.
Chicago.....	Davalle Jewelers..... 5520 Belmont Ave.	Libertyville....	532 N. Milwaukee..... D. W. Mackey.

**YARD LIMITS**

Extend from Western Avenue to 2573 feet west of Tower A-5;  
 to 2000 feet west of Bensenville Depot.  
 from Bensenville Yard to Bryn Mawr.

**LOCATION OF PHONE DIRECTORS TELEPHONES**

Union Station.....	Trainmaster's office Union Station.	Bensenville Yard....	Yardmaster's office, east end, Westbound Yard.
Union Street.....	Yardmaster's office Green Street.		Car Repairer's Office, west end, Westbound Yard.
Western Avenue.....	Tower A-2. Yardmaster—Freight Yard.		Scale, North Side of Westbound Yard.
	Tower A-3. Chief Carpenter's office.		Yardmaster's Office, Northwest Bridge.
	Yardmaster—Coach Yard.		Roundhouse.
	Roundhouse.		Consolidated Yard office.
	Tower A-4 Chicago and Kedzie Ave.		Southwest corner, Bensenville Station.
Tower A-5.....	In tower.		Repair track office.
Cragin Jct.....	In tower.	Tower B-17.....	In tower.
Galewood.....	Cicero Ave., Belt Water tank. Switch tender's shanty, east end. Yardmaster's office east end. Roundhouse.	Bloomington Line...	Clybourn Jct. tower.
	Top of Hill, Switchtender's shanty.	Division Street.....	Yardmaster's office.
		Kinzie Street.....	Yardmaster's office.
		Larrabee Street.....	Crossing flagman's shanty.

**LOCATION OF BLOCK LINE PHONES**

On Pole Line just west of Thatcher Ave.  
 Crossing flagman's shanty Grand Ave.  
 Narragansett Ave. Crossing flagman's shanty.  
 Mars—Switchtender's shanty, 800 feet east of Oak Park Ave.  
 Crossing Flagman's Shanty, Harlem Ave.

**LOCATION OF TELEPHONES CONNECTED WITH TOWER A-5**

Phones are on signal relay cases

Milw. Div. 1st Dist. .	1775 feet east of Tower A-5 between Lemoyne and North Ave.	D. & I. Div. 1st Dist.	1850 feet west of Tower A-5 near Karlov Ave.
	1400 feet west of Tower A-5 near Armitage Ave.	Bloomington Line...	600 feet east of Tower A-5 near Lawndale Ave.

**LOCATION OF BULLETIN BOARDS**

Chicago.....	In conductor's room and GB telegraph office.	Bensenville.....	In yardmaster's office, west end, Eastbound yard.
Western Avenue.....	In freight yardmaster's office. In coach yardmaster's office. In roundhouse register room.		In yardmaster's office, east end, Westbound Yard.
Galewood.....	In crew director's office Galewood freight house. In Locker room, Staker lead. In Galewood west end yardmaster's office. In Galewood east end Yardmaster's office. In Galewood roundhouse register room. In Train Desk, Galewood Freight House Office.		In roundhouse register room. In consolidated Yard office.
		Union Street.....	In yardmaster's office.
		Kinzie Street.....	In yardmaster's office.
		Division Street.....	In yardmaster's office.

K. O. SCHOENECK, C. L. WITHEE, }  
 J. N. MALVIN, A. W. JENNINGS. } TRAINMASTERS.  
 J. E. RYAN, }

C. F. NEUMANN, W. G. STOTZ, }  
 G. W. RAUCHENECKER. B. W. TANCULA. } PHONE DIRECTORS.  
 J. I. CAMP, }