

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

EMPLOYES BUS SERVICE

WESTWARD

	A	C	E	G
Western Avenue Station.....	10:00 PM	11:55 PM	1:45 AM	3:30 AM
Chicago & Grand.....	10:02	11:57	1:47	3:32
North & Grand.....	10:07	12:02 AM	1:52	3:37
LeClaire & Grand.....	10:10	12:05	1:55	3:40
Central & Grand.....	10:12	12:07	1:57	3:42
Austin & Grand.....	10:13	12:08	1:58	3:43
Narragansett & Grand.....	10:15	12:10	2:00	3:45
Oak Park & Grand.....	10:16	12:11	2:01	3:46
Sayre & Grand.....	10:17	12:12	2:02	3:47
Harlem & Grand.....	10:18	12:13	2:03	3:48
75th & Grand.....	10:19	12:14	2:04	3:49
Thatcher & Grand.....	10:21	12:16	2:06	3:51
Rose & Franklin Avenue.....	10:26	12:21	2:11	3:56
Fairfield & Franklin Avenue.....	10:29	12:24	2:14	3:59
Green Street (Entrance to Yard).....	10:32	12:27	2:17	4:02
Bensenville Roundhouse.....	10:36	12:31	2:21	4:06
Bensenville Station.....	10:40 PM	12:35 AM	2:25 AM	4:10 AM

EASTWARD

	B	D	F	H
Western Avenue Station.....	11:52 PM	1:31 AM	3:10 AM	5:40 AM
Chicago & Grand.....	11:50	1:29	3:08	5:38
North & Grand.....	11:45	1:24	3:03	5:33
LeClaire & Grand.....	11:42	1:21	3:00	5:30
Central & Grand.....	11:40	1:19	2:58	5:28
Austin & Grand.....	11:39	1:18	2:57	5:27
Narragansett & Grand.....	11:37	1:16	2:55	5:25
Oak Park & Grand.....	11:36	1:15	2:54	5:24
Sayre & Grand.....	11:35	1:14	2:53	5:23
Rose & Franklin Avenue.....	11:34	1:13	2:52	5:22
75th & Grand.....	11:33	1:12	2:51	5:21
Thatcher & Grand.....	11:31	1:10	2:49	5:19
Rose & Franklin Avenue.....	11:26	1:05	2:44	5:14
Fairfield & Franklin Avenue.....	11:23	1:02	2:41	5:11
Green Street (Entrance to Yard).....	11:19	12:58	2:38	5:08
Bensenville Roundhouse.....	11:15	12:54	2:34	5:04
Bensenville Station.....	11:10 PM	12:50 AM	2:30 AM	5:00 AM

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

Bus Schedule E and G will also stop at Cragin Station.

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

**CHICAGO TERMINAL
DIVISION**

**TIME
TABLE
No. 1**

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

Sunday, October 25, 1959

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.

B. J. McCANNA, Assistant Superintendent.
R. W. GRAVES, Assistant Superintendent.

R. R. BROWN, General Superintendent.

V. P. SOHN, General Superintendent of Transportation.

W. E. SWINGLE, Assistant General Manager.
V. E. GLOSUP, General Manager.

WESTWARD

FIRST CLASS							TIME TABLE No. 1 Oct. 25, 1959 STATIONS	SEE RULE 6-A	FIRST CLASS					
259	147	55	205	135	133	27			209	117	5	145	113	211
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Sat. and Sunday only	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Sunday only	Daily	
L A.M. 12.10	L A.M. 12.20	L A.M. 1.30	L A.M. 6.30	L A.M. 8.15	L A.M. 8.30	L A.M. 8.55	L A.M. 9.17	L A.M. 9.30	L A.M. 10.00	L A.M. 11.45	L A.M. 11.55	L A.M. 12.00	L P.M. 12.20	
L A.M. 12.18	L A.M. 12.28	L A.M. 1.38	L A.M. 6.38	L A.M. 8.23	L A.M. 8.38	L A.M. 9.03	L A.M. 9.25	L A.M. 9.37	L A.M. 10.09	L A.M. 11.56	L P.M. 12.05	L P.M. 12.28	L P.M. 12.32	
12.22	A 12.32 A.M.	A 1.41 A.M.	6.42	A 8.26 A.M.	A 8.41 A.M.	A 9.06 A.M.	9.29	A 9.40 A.M.	A 10.09 A.M.	A 11.56 A.M.	A 12.09 P.M.		12.34	
s 12.24			s 6.44				s 9.30						s 12.34	
12.25			6.45				9.31						12.35	
s 12.27			s 6.46				s 9.33						s 12.37	
f 12.29			f 6.47				s 9.35						s 12.39	
f 12.31			s 6.49				f 9.37						s 12.41	
f 12.33			s 6.51				s 9.39						s 12.43	
s 12.35			s 6.53				s 9.41						s 12.45	
s 12.37			s 6.55				s 9.43						s 12.47	
s 12.40			s 6.58				s 9.46						s 12.49	
12.42			7.00				9.48						12.51	
s 12.43			s 7.04				s 9.50						s 12.53	
s 12.45			s 7.07				s 9.52						s 12.55	
12.49			7.11				9.56						12.59	
A 12.51 A.M.			A 7.17 A.M.				A 9.58 A.M.						A 1.02 P.M.	

EASTWARD

FIRST CLASS							STATIONS	FIRST CLASS						
56	204	130	132	206	260	32		4	210	212	134	214	216	142
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sat. and Sunday	Daily	Daily Ex. Saturday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Sat. and Sunday only	
A A.M. 5.15	A A.M. 6.18	A A.M. 6.45	A A.M. 7.15	A A.M. 7.17	A A.M. 7.27	A A.M. 7.41	A A.M. 7.45	A A.M. 7.46	A A.M. 7.57	A A.M. 8.05	A A.M. 8.08	A A.M. 8.11	A A.M. 8.14	
A A.M. 4.57	A A.M. 6.06	A A.M. 6.33	A A.M. 7.03	A A.M. 7.06	A A.M. 7.16	A A.M. 7.28	A A.M. 7.30	A A.M. 7.33	A A.M. 7.43	A A.M. 7.52	A A.M. 7.56	A A.M. 7.58	A A.M. 8.00	
L 4.50 A.M.	6.03	L 6.30 A.M.	L 7.00 A.M.	7.03	7.13	L 7.25 A.M.	L 7.28 A.M.	7.30	7.40	L 7.49 A.M.	7.53	7.55	L 7.57 A.M.	
	s 6.01			s 7.01	s 7.11			s 7.28	s 7.38		s 7.51			
	5.59			6.58	7.08			7.25	7.36		7.47	7.52		
	s 5.57			s 6.56	s 7.07			s 7.24	s 7.35		s 7.46			
	s 5.54			s 6.54	s 7.04			s 7.21	s 7.33		s 7.43			
	s 5.51			s 6.52	s 7.01			s 7.18	s 7.31		s 7.40	7.50		
	s 5.49			s 6.50	s 6.59			s 7.16	s 7.29		s 7.38			
	s 5.48			s 6.48	s 6.57			s 7.14	s 7.27		s 7.36			
	s 5.46			s 6.44	s 6.54			s 7.11	s 7.24		s 7.33			
	s 5.44			s 6.41	s 6.50			s 7.07	s 7.21		s 7.29			
	5.41			6.37	6.48			7.05	7.19		7.26	7.46		
	s 5.40			s 6.36	s 6.47			s 7.04	s 7.17		s 7.25			
	s 5.38			s 6.34	s 6.45			s 7.02	s 7.14		s 7.22	7.44		
	5.33			6.29	6.41			6.58	7.10		7.17	7.40		
L 5.32 A.M.				L 6.28 A.M.	L 6.40 A.M.			L 6.57 A.M.	L 7.09 A.M.		L 7.16 A.M.	L 7.39 A.M.		

No. 259 stops at Roundhouse and Yard Office, Bensenville.
 No. 205 stops at Yard Office and Roundhouse, Bensenville.
 No. 209 stops at Yard Office and Roundhouse, Bensenville.
 No. 211 stops at Roundhouse and Yard Office, Bensenville.
 No. 204 stops at Roundhouse, Bensenville.

No. 206 stops at Yard Office, Bensenville.
 No. 260 stops at Roundhouse and Yard Office, Bensenville.
 No. 210 stops at Roundhouse and Yard Office, Bensenville Sundays and holidays.
 No. 216 stops at Yard Office, Bensenville.

WESTWARD

3

FIRST CLASS						
15	215	149	217	221	111	137
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Saturday only	Saturday only	Saturday only	Daily Ex. Sunday	Daily	Daily Ex. Sunday
L P.M. 1.00	L P.M. 1.15	L P.M. 1.21	L P.M. 1.24	L P.M. 3.40	L P.M. 3.45	L P.M. 3.46
A 1.09 P.M.	L P.M. 1.23	L P.M. 1.29	L P.M. 1.32	L P.M. 3.48	L P.M. 3.52	L P.M. 3.54
	1.27	A 1.33 P.M.	1.36	3.52	3.56	A 3.58 P.M.
	1.29		s 1.38	s 3.54		
			1.39	3.55		
			s 1.41	s 3.57		
			s 1.43	s 3.59		
	1.32		s 1.45	s 4.01	4.01	
			s 1.47	s 4.03		
			s 1.49	s 4.05		
			s 1.52	s 4.07		
			s 1.55	s 4.09		
	1.36		1.57	4.11	4.05	
			s 1.58	s 4.13		
			s 2.00	s 4.15		
	1.42		2.03	4.19	4.08	
A S 1.44 P.M.		A S 2.05 P.M.	A S 4.21 P.M.	A S 4.09 P.M.		

TIME TABLE No. 1 Oct. 25, 1959 STATIONS
CHICAGO -2.9
WESTERN AVENUE (C. & N. W. Crossing) -2.5
TOWER A 5 (C. M. St. P. & P. Crossing) -0.5
HERMOSA -0.5
CRAGIN JCT. (C. & N. W. Crossing) -0.6
CRAGIN -0.7
HANSON PARK -0.9
GALEWOOD -0.5
MARS -0.4
MONT CLARE -0.7
ELMWOOD PARK -1.2
RIVER GROVE -1.3
TOWER B 12 (Soo Line Crossing) -0.5
FRANKLIN PARK -0.8
MANNHEIM -3.0
(C. M. St. P. & P. Crossing) TOWER B 17 -0.2
BENSENVILLE

FIRST CLASS						
23	223	143	155	39	225	227
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday
L P.M. 4.20	L P.M. 4.32	L P.M. 4.40	L P.M. 4.48	L P.M. 4.51	L P.M. 5.10	L P.M. 5.12
L P.M. 4.27	L P.M. 4.40	L P.M. 4.47	L P.M. 4.56	L P.M. 4.59	L P.M. 5.18	L P.M. 5.20
A 4.30 P.M.	4.44	A 4.51 P.M.	A 4.59 P.M.	A 5.02 P.M.	5.22	5.24
	s 4.46					
	4.47				5.25	5.28
	s 4.49					
	s 4.52					
	s 4.55				5.27	5.31
	s 4.57					
	s 4.59					
	s 5.02					
	s 5.05					
	5.07				5.31	5.37
	s 5.09					s 5.39
	s 5.11				5.33	5.41
	5.15				5.37	5.45
A S 5.17 P.M.					A 5.38 P.M.	A S 5.47 P.M.

EASTWARD

FIRST CLASS						
136	48	218	220	112	138	146
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sat. and Sunday	Daily Ex. Sunday
A A.M. 8.14	A A.M. 8.22	A A.M. 8.33	A A.M. 8.39	A A.M. 8.35	A A.M. 8.36	A A.M. 8.42
A A.M. 8.01	A A.M. 8.09	A A.M. 8.22	A A.M. 8.26	A A.M. 8.24	A A.M. 8.25	A A.M. 8.31
L 7.58 A.M.	L 8.06 A.M.	8.19	8.23	8.20	L 8.22 A.M.	L 8.28 A.M.
		s 8.17				
		8.16	8.20			
		s 8.15				
		s 8.13				
		s 8.10	8.17	8.15		
		s 8.06				
		s 8.04				
		s 8.01				
		s 7.57				
		7.55	8.11	8.10		
		s 7.54	s 8.10			
		s 7.52	8.08			
		7.48	8.05	8.06		
		L 7.47 A.M.	L 8.04 A.M.	L 8.05 A.M.		

STATIONS
CHICAGO -2.9
WESTERN AVENUE (C. & N. W. Crossing) -2.5
TOWER A 5 (C. M. St. P. & P. Crossing) -0.5
HERMOSA -0.5
CRAGIN JCT. (C. & N. W. Crossing) -0.6
CRAGIN -0.7
HANSON PARK -0.9
GALEWOOD -0.5
MARS -0.4
MONT CLARE -0.7
ELMWOOD PARK -1.2
RIVER GROVE -1.3
TOWER B 12 (Soo Line Crossing) -0.5
FRANKLIN PARK -0.8
MANNHEIM -3.0
(C. M. St. P. & P. Crossing) TOWER B 17 -0.2
BENSENVILLE

FIRST CLASS						
20	24	224	140	22	226	104
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Sunday only	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily
A A.M. 8.50	A A.M. 9.05	A A.M. 9.30	A A.M. 9.40	A A.M. 10.00	A A.M. 10.25	A A.M. 11.00
A A.M. 8.35	A A.M. 8.53	A A.M. 9.20	A A.M. 9.28	A A.M. 9.48	A A.M. 10.14	A A.M. 10.48
8.31	L 8.50 A.M.	9.17	L 9.25 A.M.	L 9.45 A.M.	10.11	10.45
		s 9.15			s 10.10	
		9.14			10.08	
		s 9.13			s 10.07	
		s 9.11			s 10.05	
		s 9.09			s 10.03	10.40
		s 9.07			s 10.01	
		s 9.05			s 9.59	
		s 9.03			s 9.56	
		s 9.01			s 9.53	
	8.15	8.59			9.50	10.35
		s 8.58			s 9.49	
		s 8.55			s 9.46	
	8.07	8.50			9.41	10.31
L 8.06 A.M.		L 8.49 A.M.			L 9.40 A.M.	L 10.30 A.M.

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

No. 224 stops at Roundhouse and Yard Office, Bensenville.
No. 226 stops at Yard Office, Bensenville.

WESTWARD

FIRST CLASS						
139	229	53	231	141	159	153
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily	Daily Ex. Sat. and Sunday	Saturday only	Sunday only
L P.M. 5.15	L P.M. 5.18	L P.M. 5.21	L P.M. 5.27	L P.M. 5.43	L P.M. 5.43	L P.M. 5.43
L P.M. 5.23	L P.M. 5.26	L P.M. 5.29	L P.M. 5.35	L P.M. 5.51	L P.M. 5.51	L P.M. 5.51
A 5.27 P.M.	5.30	A 5.33 P.M.	5.38	A 5.55 P.M.	A 5.55 P.M.	A 5.55 P.M.
	5.35		5.41			
			5.43			
			5.45			
			5.47			
	5.39		5.50			
			5.53			
	s 5.43		5.56			
	s 5.46		5.59			
	s 5.50		6.03			
	5.51		6.05			
	s 5.52		6.07			
	s 5.56		6.09			
	6.01		6.14			
A 6.02 P.M.		A 6.16 P.M.				

TIME TABLE
No. 1
Oct. 25, 1959
STATIONS

CHICAGO -2.9
WESTERN AVENUE (C. & N. W. Crossing) -2.5
TOWER A 5 (C. M. St. P. & P. Crossing) -0.5
HERMOSA -0.5
CRAGIN JCT. (C. & N. W. Crossing) -0.6
CRAGIN -0.7
HANSON PARK -0.9
GALEWOOD -0.5
MARS -0.4
MONT CLARE -0.7
ELMWOOD PARK -1.2
RIVER GROVE -1.3
TOWER B 12 (Soo Line Crossing) -0.5
FRANKLIN PARK -0.8
MANNHEIM -3.0
(C. M. St. P. & P. Crossing) TOWER B 17 -0.2
BESENVILLE

FIRST CLASS						
233	35	101	103	253	19	9
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily
L P.M. 5.46	L P.M. 5.48	L P.M. 5.55	L P.M. 6.10	L P.M. 6.25	L P.M. 6.30	L P.M. 7.00
L P.M. 5.54	L P.M. 5.56	L P.M. 6.02	L P.M. 6.17	L P.M. 6.33	L P.M. 6.37	L P.M. 7.08
5.58	A 6.00 P.M.	6.06	6.21	6.36	6.41	A 7.11 P.M.
s 6.00				s 6.39		
6.01				6.40		
s 6.03				s 6.42		
s 6.05				s 6.44		
s 6.07		6.11	6.26	s 6.46	6.46	
s 6.09				s 6.48		
s 6.11				s 6.50		
s 6.14				s 6.52		
s 6.16				s 6.54		
6.18		6.15	6.30	6.56	6.50	
s 6.20				s 6.58		
6.22				s 7.00		
6.25		6.18	6.33	7.05	6.53	
A 6.26 P.M.		A 6.19 P.M.	A 6.34 P.M.	A 7.07 P.M.	A 6.54 P.M.	

EASTWARD

FIRST CLASS						
12	102	228	150	144	16	242
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Sat. and Sunday only	Daily Ex. Sat. and Sunday	Daily	Daily
A A.M. 11.05	A A.M. 11.15	A P.M. 12.42	A P.M. 12.55	A P.M. 1.15	A P.M. 2.55	A P.M. 3.15
A A.M. 10.53	A A.M. 11.03	A P.M. 12.31	A P.M. 12.41	A P.M. 1.02		A P.M. 3.00
L 10.50 A.M.	11.00	12.28	L 12.38 P.M.	L 12.59 P.M.	L 2.39 P.M.	2.57
		s 12.25				s 2.54
		12.23				2.53
		s 12.22				s 2.52
	10.55	s 12.21				s 2.50
		s 12.19				s 2.48
		s 12.17				f 2.47
		s 12.15				s 2.46
		s 12.13				s 2.44
		s 12.11				s 2.42
	10.50	12.09				2.40
		s 12.08				s 2.39
		s 12.04 P.M.				s 2.36
	10.46	11.59				2.31
L 10.45 A.M.		L 11.58 A.M.				L 2.30 P.M.

STATIONS

CHICAGO -2.9
WESTERN AVENUE (C. & N. W. Crossing) -2.5
TOWER A 5 (C. M. St. P. & P. Crossing) -0.5
HERMOSA -0.5
CRAGIN JCT. (C. & N. W. Crossing) -0.6
CRAGIN -0.7
HANSON PARK -0.9
GALEWOOD -0.5
MARS -0.4
MONT CLARE -0.7
ELMWOOD PARK -1.2
RIVER GROVE -1.3
TOWER B 12 (Soo Line Crossing) -0.5
FRANKLIN PARK -0.8
MANNHEIM -3.0
(C. M. St. P. & P. Crossing) TOWER B 17 -0.2
BESENVILLE

FIRST CLASS					
152	148	46	246	44	154
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sunday	Sunday only	Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Sunday only
A P.M. 3.30	A P.M. 4.35	A P.M. 5.25	A P.M. 5.41	A P.M. 6.55	A P.M. 7.00
A P.M. 3.17	A P.M. 4.24	A P.M. 5.13	A P.M. 5.29	A P.M. 6.42	A P.M. 6.48
L 3.14 P.M.	L 4.21 P.M.	L 5.10 P.M.	5.26	L 6.37 P.M.	L 6.45 P.M.
				s 5.24	
				5.22	
				s 5.21	
				s 5.19	
				s 5.17	
				f 5.15	
				s 5.13	
				s 5.11	
				s 5.09	
				5.07	
				s 5.06	
				s 5.04	
				4.58	
				L 4.57 P.M.	

No. 229 will not exceed 30 M.P.H. between Mars and Mont Clare.
No. 231 stops at Roundhouse, Bensenville, Saturday and Sunday only.
No. 253 stops at Yard Office and Roundhouse, Bensenville.
No. 228 stops at Roundhouse and Yard Office, Bensenville.

No. 246 stops at Roundhouse and Yard Office, Bensenville.
No. 246 stops at Mars to pick up passengers for Western Ave. and Chicago.
No. 242 stops at Roundhouse and Yard Office, Bensenville.
No. 242 stops at Roundhouse, Western Avenue.

WESTWARD

5

FIRST CLASS						TIME TABLE No. 1 Oct. 25, 1959 STATIONS	FIRST CLASS		SECOND CLASS				
11	131	255	57	257	151		1	275	277				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Coach	Coach				
Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily	Daily	Daily		Daily	Daily	Daily				
L P.M. 7.15	L P.M. 7.17	L P.M. 7.35	L P.M. 9.00	L P.M. 9.15	L P.M. 9.20	L P.M. 11.00							
L P.M. 7.23	L P.M. 7.25	L P.M. 7.43	L P.M. 9.07	L P.M. 9.23	L P.M. 9.28	L P.M. 11.07	L A.M. 6.00	L P.M. 2.00					
A 7.26 P.M.	A 7.28 P.M.	7.47	A 9.09 P.M.	9.27	A 9.32 P.M.	A 11.10 P.M.	6.04	2.04					
		s 7.50		s 9.28			s 6.05	s 2.05					
		7.51		9.29			6.07	2.07					
		s 7.53		s 9.32			s 6.09	s 2.09					
		f 7.55		s 9.34			s 6.11	s 2.11					
		f 7.57		s 9.36			s 6.13	s 2.13					
		f 7.59		f 9.38			f 6.15	f 2.15					
		s 8.01		s 9.40			s 6.17	s 2.17					
		s 8.03		s 9.42			s 6.19	s 2.18					
		s 8.06		s 9.45			s 6.21	s 2.21					
		8.08		9.47			6.23	2.23					
		s 8.09		s 9.48			s 6.25	s 2.25					
		s 8.11		s 9.50			s 6.27	s 2.27					
		8.15		9.54			6.33	2.33					
		A 8.17 P.M.		A 9.56 P.M.			A 6.35 A.M.	A 2.35 P.M.					

EASTWARD

FIRST CLASS							STATIONS	SECOND CLASS					
2	250	118	58	158	258	156		274	276				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Coach	Coach				
Daily	Daily	Daily	Daily	Sunday only	Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily				
A P.M. 7.20	A P.M. 7.55	A P.M. 8.00	A P.M. 9.40	A P.M. 10.00	A P.M. 10.45	A P.M. 11.00							
L 7.07 P.M.	A P.M. 7.43	A P.M. 7.48	A P.M. 9.27	A P.M. 9.48	A P.M. 10.33	A P.M. 10.48	A A.M. 7.43	A P.M. 3.41					
	7.40	L 7.45 P.M.	L 9.25 P.M.	L 9.45 P.M.	10.30	L 10.45 P.M.	7.43	3.41					
	s 7.38				s 10.28		s 7.40	s 3.39					
	7.37				10.27		7.38	3.38					
	s 7.36				s 10.26		s 7.37	s 3.37					
	f 7.34				f 10.24		s 7.35	s 3.35					
	s 7.32				f 10.22		s 7.33	s 3.33					
	f 7.31				f 10.20		f 7.31	f 3.31					
	s 7.30				s 10.18		s 7.29	s 3.29					
	s 7.28				s 10.16		s 7.27	s 3.27					
	s 7.25				s 10.14		s 7.25	s 3.25					
	7.23				10.11		7.23	3.23					
	s 7.22				s 10.10		s 7.22	s 3.22					
	s 7.20				s 10.08		s 7.20	s 3.20					
	7.16				10.01		7.06	2.42					
L 7.15 P.M.					L 10.00 P.M.		L 7.05 A.M.	L 2.40 P.M.					

No. 257 stops at Yard Office and Roundhouse, Bensenville.
 No. 258 stops at Yard Office, Bensenville.
 No. 250 stops at Mars to pick up passengers for Western Ave. and Chicago.

No. 250 stops at Roundhouse and Yard Office, Bensenville.
 Coach Run No. 275 will wait at the Yard Office for passengers from D&I No. 206, to handle employees Westbound for the Repair Track and Roundhouse.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

G1 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.

G2 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 employee must ride on the footboard.

G3 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.

G4 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.

G5 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.

G6 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.

G7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G9 Employees must not step on track rails nor other similar objects when it can be avoided.

G10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above 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.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan cabooses oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G11 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.

Switch rear "S.R." cars.

G12 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.

G13 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.

G14 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 steam must be shut off as soon as the train stops in the station.

G15 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 employees 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 system should be utilized at stations when available.

G16 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.

G17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen — Miles City — Deer Lodge — Othello All Trains
St. Paul Freight trains only
Minneapolis Passenger trains only

G18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G19 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.

G20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G21 In complying with Rule 3 of the Consolidated Code of Operating Rules, 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 their time slip.

G22 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed 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 diesel engine on 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.

G23 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the engine 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.

G24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling ore cars Loaded.....	35
Empty.....	40
Trains handling ore loaded in open top equipment other than ore cars.....	40
Trains handling loaded air dumps (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars on Branch Lines.....	20
on Main Line.....	25

The following diesel engines either dead in train or operating under own power:

1670 and 1671, 2000 to 2006 AB (New Nos. 820 and 821, 690 AB to 696 AB) .	50
1610 to 1635 (New Nos. 960 to 985).....	45
1600 to 1603 (New Nos. 980 to 983).....	40
1699 to 1709 (New Nos. 990 to 997).....	30

G26 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.

G27 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.

G28 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 bulletin.

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.

G29 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.

G30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
Chicago Terminals.....	20 M.P.H.	20 M.P.H.

X-2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
Chicago Terminals.....	20 M.P.H.	20 M.P.H.

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.
Tower B-17.....	First Crossover west of Tower B-17 between main tracks 1 and 2 on D. & I. Division.
Tower B-17.....	First crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.

X3 (a) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the 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 points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

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.
C&E Line Clybourn Ave.	End of double track	Switch on north side of street for No. 1 main track; switch on south side of street for No. 2 main track.	Dwarf signal.

Station C&E Line	Location C&E Junction Switch.	Normal Position For Bloomingdale Line.	Signal Governing Dwarf signal located on left hand side of track. Dwarf signal.
Western Ave., Coach Yard	Mad line track 200 ft. east of California Avenue.	For Coach Yard Lead.	
Western Ave. Coach Yard	East of California Ave. west divide switch between outbound and inbound diesel track.	For outbound diesel track.	Dwarf signal.
Western Ave. Coach Yard	Diesel House tracks 270 ft. west of safety walk east end Coach Yard.	For Inbound Diesel House track.	Dwarf signal.
Franklin Park	No. 4 main track 1400 ft. west of station.	For No. 5 yard lead track.	Dwarf signal.
Franklin Park	East end of No. 5 lead 1450 ft. west of Franklin Park Station.	For No. 5 yard lead track.	Dwarf signal.
Bensenville	Engine lot east end to in and outbound engine lead.	Outbound engine lead.	Dwarf signal.
Bensenville	West end coach track at round-house.	For inbound engine track.	Dwarf signal.
Bensenville	Engine lot east end to steam engine tracks.	Diesel House lead.	Dwarf signal.
Bensenville	Just west of coach track crossover from inbound to outbound engine track.	East end of crossover for crossover movement. West end of crossover for outbound track.	Dwarf signal.
Bensenville	Divide switch between pullback track & repair track	For pullback track.	Dwarf signal

X-3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

Chicago Terminal Division..... None

X-4 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions.)

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Nos. 1, 2 and 3 main tracks, Tower A-2 to Mars.....	60	45
Nos. 1 and 2 main tracks, Mars to Bensenville.....	79	45
No. 3 main track, Mars to Tower B-12.....	79	45
No. 3 main track, Tower B-12 to Mannheim.....	35	35
No. 4 main track, Mannheim to Western Ave.....	35	35
Western Ave. (Tower A-2) over C&NW Crossing.....	20	20
Tower A-5 (D&I Division trains).....	15	15
Tower A-5 (Milwaukee Division trains).....	60	45
Cragin Jct. over C&NW crossing, Nos. 1, 2 and 3 main tracks.....	60	45
Cragin Jct. over C&NW crossing, No. 4 main track..	20	20
Between Galewood and Tower B-12, movements against the current of traffic on Nos. 1, 2 and 3 main tracks.....	25	25
Tower B-12 over SooLine crossing.....	45	30
Tower B-12 (Movements on No. 3 and 4 main tracks to and from IHB main tracks).....	15	15
Tower B-12 (Westward movement from No. 3 to No. 2 and from No. 2 to No. 1 main tracks, and westward movement from No. 1 to No. 2 main track, also eastward movement from No. 1 to No. 2, and from No. 2 to No. 3 main tracks, and from No. 2 to No. 1 main track.....	40	40
Tower B-12 (around 2 degree curve 1 mile east)....	70	45
Tower B-17.....	60	45
Tower B-17 (Westward movements from No. 1 to No. 2 main tracks and Eastward movements from No. 2 to No. 1 main tracks through third crossover east of the tower).....	40	40
Tower A-5 (around all legs of the wyes).....	15	15
Tower A-5 (around 9 degree curve).....	15	15
Galewood (around 3 degree curve).....	55	25
Galewood, Yard track No. 6 across Narragansett Ave. for trains entering and leaving the Yard.....	15	15
Tower A-2 to Tower A-4 (trains operating over tracks north of No. 1 main).....	15	15

X-7 Between 8:15 A. M. and 4:00 P. M. daily except Saturdays, Sundays and Holidays, No. 4 main track between Tower A-3 and a point 1200 feet east of Tower A-4 will be occupied by passenger equipment.

Trains and engines using this track when it is not occupied by passenger equipment, must not exceed 15 MPH between these points.

X-8 Union Pacific locomotives must not be run in or out of tracks 1 and 3 Chicago Union Station because of insufficient clearance.

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, employes must guard against injury due to close clearance at bridge girders at various subways in this territory.

X-10 DESIGNATION OF MAIN TRACKS

Beginning at the north the main tracks are numbered consecutively No. 1, No. 2, No. 3 and No. 4 between Western Avenue and Mannheim and No. 1 and No. 2 between Mannheim and Bensenville.

AUTOMATIC BLOCK SYSTEM IS IN USE

On No. 1 and No. 2 main tracks between Western Avenue and Bensenville and on No. 3 main track between Western Avenue and Tower B-12. On Eastward and Westward tracks between Tower B-17 and Bryn Mawr.

USE OF TRACKS

Double track is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the LEFT.

Four main tracks are in use between Western Avenue and Mannheim. Two main tracks are in use between Mannheim and Bensenville.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-2 and Tower A-5 is controlled by the levermen at Towers A-2, A-3, A-4 and A-5.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-5 and Mannheim and No. 1 and No. 2 main tracks between Mannheim and Bensenville is controlled by the Phone Director.

Between Tower A-2 and Tower A-5 there are four main tracks.

- No. 1 is a westward track.
- No. 2 is an eastward track.
- No. 3 is an eastward and westward track.
- No. 4 is an eastward freight track.

Rules 251, 253 and 254 are in effect on No. 1 and No. 2 main tracks for movement with the current of traffic.

On No. 3 main track between Tower A-2 and Tower A-5, movement of trains and engines is governed by signal indication. Rules 261, 263 and 264 are in effect.

Between Tower A-2 and Tower A-5 trains or engines must not enter No. 3 main track unless authorized by Interlocking Signal indication or permission is obtained from the levermen.

Between Tower A-5 and Tower B-12 there are four main tracks.

- No. 1 is a westward track.
- No. 2 is an eastward track.
- No. 3 is a westward track.
- No. 4 is an eastward freight track.

Rules 251, 253 and 254 are in effect on No. 1, No. 2 and No. 3 main tracks for movement with the current of traffic.

Between Tower B-12 and Mannheim there are four main tracks.

- No. 1 is an eastward and westward track.
- No. 2 is an eastward and westward track.
- No. 3 is a westward freight track.
- No. 4 is an eastward freight track.

Between Mannheim and Bensenville there are two main tracks.

- No. 1 is an eastward and westward track.
- No. 2 is an eastward and westward track.

On No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17, movement of trains and engines will be governed by signal indications. Rules 261, 263 and 264 are in effect.

Trains or engines may enter No. 3 main track between Tower A-5 and Tower B-12 and No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17 only when authorized as follows:

- (a) At Tower A-5, Cragin Jct., Tower B-12 and Tower B-17 when authorized by signal indication.
- (b) At points where switchtenders are on duty after receiving a proceed signal given with a yellow flag or a yellow light (Switchtender must secure permission from Phone Director for the movement to enter these tracks.)
- (c) At other locations, after receiving permission from the Phone Director.

Switchtenders will not permit any movement to enter No. 1, No. 2 and No. 3 tracks between Tower A-5 and Tower B-12 or No. 1 and No. 2 tracks between Tower B-12 and Tower B-17 without permission from the Phone Director.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements against the current of traffic must not be made without permission of the Phone Director or authority conferred by Interlocking Signal Indication.

When an Interlocking Signal displays an indication for movement against the current of traffic such movement may be made as follows:

On No. 1 and No. 2 tracks between Towers A-2 and A-3, Towers A-3 and A-4 and Towers A-4 and A-5.

On No. 1, No. 2 and No. 3 tracks between Tower A-5 and Cragin Jct., and Cragin Jct. and Tower B-12.

First class trains must not be operated against the current of traffic on these tracks unless the movement is made between Interlocking Stations where the movement is governed by signal indication.

EXCEPTION:—If, in emergency, a first class train is required to make a crossover movement from one main track to the other at locations where switchtenders are on duty, the train must be brought to a stop before the crossover movement is made.

First class trains operating against the current of traffic on any track between Tower A-5 and Tower B-12, will approach crossovers at Galewood and Cragin at restricted speed and know that switches are properly lined for their movement. At Galewood, at west end of yard, when switchtenders are on duty such movements must also receive a proceed signal from switchtender given with a yellow flag or yellow light.

First class trains running against the current of traffic will not be permitted to enter an occupied block. Following movements will not be permitted to enter until preceding first class train has cleared the block.

X-11 Trains 19, 20, 101, 102, 103, 104, 111, and 112 will display train number instead of engine number in place provided on front of engine. Other trains and engines will display engine number.

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 At Western Avenue Coach Yard, color light type signals are in service on each side of the track at the east and west ends of the car washing plant. When these signals display a yellow indication, movement may be made through the car washer. When a red indication is displayed, or when one long blast of the air whistle is sounded at the plant, movement must be stopped at once.

A color light type signal, located on the side of Tower A-4, will repeat the indications displayed by the signals at the east and west ends of the car washing plant.

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 Where Rules of the Consolidated Code of Operating Rules and General Instructions reference is made to the SUPERINTENDENT, such reference will apply to the GENERAL SUPERINTENDENT of the Chicago Terminal Division.

X-16 At Mont Clare Station Westward passenger trains on No. 1 Main track when making station stop must stop with engine just East of signal 9-7.

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 movements on No. 5 and 6 yard tracks 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** At Clybourn Jct., eastward trains and engines must approach the end of the double track located approximately 500 feet west of the C&NW crossing prepared to stop. When the eastward Home Interlocking signal displays a Stop indication, eastward trains and engines must stop to clear the end of double track. When the eastward Home Signal displays a proceed indication, such indication does not indicate that the connection at the end of the double track is clear. It must be known that the way is clear and that the movement can be made with safety before fouling the connection.
- A color light type signal indicates the position of the spring switch at the end of double track for facing point movements and displays the following indications for westward trains and engines:
- Red over yellow..... Indicates switch is lined for movement through the connection.
 - Yellow over red..... Indicates switch is lined for movement to the eastward track.
 - Red..... Indicates switch points are open and switch is not properly lined. STOP and be governed by Rule 522.
- X-21** Automatic crossing signals are in service on all crossings on the C&E Line, between bridge JO Kinzie Street and Roscoe and Racine Avenues. Cars must be left to clear the insulated yellow joints located a few feet each side of the crossing.
- X-22** Automatic crossing protection signals are located at the following crossings which signals can also be controlled manually:
- | | |
|---------------------------------|------------------------------|
| Kingsbury St. (at Illinois St.) | Sayre Avenue |
| Grand Avenue (at Kingsbury St.) | Nordica Avenue |
| Erie Street | Neva Avenue |
| Chicago Avenue | Harlem Avenue |
| Division & Halsted Sts. | 73rd Avenue, Elmwood Park |
| North Avenue (at Kingsbury St.) | 75th Avenue, Elmwood Park |
| North Avenue (at Cherry Ave.) | Grand Avenue, Elmwood Park |
| Clybourn Avenue | Thatcher Avenue, River Grove |
| Webster Avenue | River Road, Franklin Park |
| Wrightwood Avenue | Rose Street, Franklin Park |
| Schubert Avenue | Scott Street, Franklin Park |
| Nelson Street | York Road, Bensenville |
| Barry Avenue | Center Street, Bensenville |
| Cornelia Avenue | Addison Street, Bensenville |
| Narragansett Ave., Galewood | Church Street, Bensenville |
| Oak Park Avenue | |
- 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** At Bensenville Roundhouse the switch at the east end of the Coach track is to be lined and locked for the inbound and outbound steam engine tracks immediately after use.
- X-26** Whether heading over, or backing over STREET CAR or CTA BUS 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; North Avenue and Kingsbury Street; Grand Avenue and Kingsbury Street; and Narragansett Avenue, where fixed dwarf signals are installed to govern movements over these crossings that must be observed in all cases.
- X-27** When coupling car 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 employees 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-28(A).** Between midnight and 7:30 AM, engine whistle must not be sounded while passing through Village of Elmwood Park except in case of emergency.
- Between 7:30 AM and midnight, enginemen must exercise good judgment in the use of the engine whistle to avoid complaints account excessive whistling.
- 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 in committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this Statute, employees responsible therefor will be called upon to bear the fine imposed. When suits are brought against employees 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, employees 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 and extreme east end of Yard, Galewood, yardmen will be alert and exercise the utmost caution to prevent injury while trains are passing these points in either direction on No. 3 main track. If switching is in progress at these points, 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 rip tracks 2 and 3 at Western Ave. Coach Yard will look out for water hydrants protruding above ground.
- X-35** At Western Avenue, steam connections for heating passenger equipment are located on No. 4 Main track, and on No. 1, 2, 3, 4 and 5 tracks in the Freight Yard.
- In complying with Rule 26, these tracks will be considered as separate tracks east and west of California Ave.
- The steam connections are on top of the ground and care must be used in switching to and from these tracks to avoid damage and injuries.
- X-36** Because of close clearance in all roundhouse districts of Chicago Terminal, employees 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** At Western Avenue Coach Yard, because of restricted clearance, employees are prohibited from riding on top or side of engines or cars or from extending any part of their bodies out of doors or windows and doors and windows must be closed while they are moving through the Diesel Engine Washer track located just east of California Avenue.
- These instructions also apply when engines or cars are moving through the car washing plant.
- X-38** Account restricted clearances, employees are prohibited from riding the tops or sides of engines or cars as follows:
- While moving on No. 1, 2, 4A and 7 tracks within the plant of Mars Inc., Galewood District.
 - While moving in or out of the warehouse buildings of the A. M. Castle & Co. and the Precision Steel Warehouses, Inc., in the Clearing Industrial Area, Franklin Park.
 - While moving through platform area on south side of yard track 68, east end "A" yard Bensenville, adjacent to the caboose facilities.
- X-39** When taking charge of train to back it out of the Union Station or Coach Yard 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 Coach Yard 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-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 lunar white light indicator is installed on westward approach signal No. 11-3 at Thatcher Avenue, River Grove, to hold freight trains on No. 3 main track to avoid blocking highway crossings at Thatcher Avenue and River Road. When it is desired to hold freight trains, a lunar white light will be displayed and freight trains will remain east of Thatcher Avenue until the lunar white light is extinguished. This lunar white light indicator does not relieve train and enginemen from the observance of the other indications of this 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 (eastward track) and the outside freight house track known as track No. 8 between Union Street and Jefferson Street located between Western Avenue and Chicago Union Station.

In this territory employes are prohibited from riding on the side of engines or cars and from extending any part of their bodies out of engine cabs or windows, caboose windows or passenger car vestibules or windows.

X-45 Trains being operated with electro-pneumatic braking system (electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, changeover to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be reported to Superintendent by wire.

Incoming crews will notify relieving crews at all change-off points when electro-pneumatic brakes are cut out.

X-46 Switchtenders at following locations will use a yellow flag by day and a yellow light by night to give hand signals:

At east end Western Avenue Coach and Freight Yard,
Galewood.

The Switchtenders at west end of "B" and "C" Yard, Bensenville Yard will use a yellow flag by day and a yellow light by night only to comply with the provisions of Special Instructions X-47.

Electric lanterns may be used by switchtenders for displaying yellow lights.

X-47 At Bensenville Yard, switchtenders at west end of "B" and "C" Yard are authorized to use a yellow flag by day and a yellow light by night ONLY to signal Milwaukee Division and D&I Division trains entering the yard.

After switches have been lined for the inbound train and conflicting movements controlled, switchtender will then give a proceed signal to the inbound train with a yellow flag or a yellow light from a location west of the car checker's shanty where it can be plainly seen and understood and which must be acknowledged as per rule 14 (g). Train may then proceed in accordance with the rules.

X-48 Engines equipped with radio are prohibited from entering building of Seng Terminal Warehouse located at Canal Street, Union Street District, account no clearance for radio antenna.

X-49 All freight trains including terminal transfers entering Bensenville "C" Yard will maintain a speed of 10 MPH passing the train checkers' buildings located at the east end and west end of receiving yard "C".

X-50 When switching the Thompson Terminal Warehouse located in the Kinzie Street district the handling of more than two (2) cars in addition to cars spotted on their track is prohibited.

X-51 Between the hours of 7:50 AM and 8:30 AM and between 4:50 PM and 6:20 PM, engine and train movements across Chicago Avenue at Montgomery Ward plant on the C&E Line are prohibited. The same restrictions will apply between the hours of 6:50 AM and 7:30 AM and between 3:50 PM and 4:20 PM during the time that the City of Chicago is on Daylight Saving Time.

X-53 At the C&NWRR Crossing, located just south of Bridge "JO" at Kinzie Street, movements over the crossing are governed by color light type dwarf signals displaying indications in accordance with Rules 601-A and 601-F and are controlled by the operator located in the C&NW Wells Street Tower. A push-button annunciator is located on the side of each home signal for use in notifying the operator in the tower when it is desired to make a movement over the crossing.

Wells Street Tower is open continuously from 3:59 PM Sunday until 7:59 AM Saturday and is closed from 7:59 AM Saturday until 3:59 PM Sunday.

During the hours the operator is on duty, when it is desired to make a movement over the crossing, a member of the crew must depress the push-button annunciator once for a northward movement and twice for a southward movement. If the indication of the home signal does not change from a stop to a proceed indication, the member of the crew must contact the operator and the movement must then be governed by his instructions.

A telephone for communicating with the operator is located in a box at the crossing.

During the hours that Wells Street Tower is closed, all movements over the crossing must be made in accordance with Rule 672.

X-54

TRACK SKATES

TRACK SKATES WILL BE USED AS FOLLOWS:

LOCATION	YARD	PLACED ON
Bensenville	Classification-East end	Both rails on all tracks.

Yardmasters at east end of yard have jurisdiction over skatemen.

Skatemen must place track skates on designated tracks and in addition must set hand brakes on a sufficient number of cars to prevent cars from running onto leads.

Skatemen when going on duty, must check all tracks and see that skates have been placed on the designated rail or rails on each track. Skatemen must also see that skates are properly placed on the rail.

Skates must be placed on rail with point of skate a sufficient distance from inside of rail to prevent flange of the wheel from striking the point of the skate.

A small amount of sand, gravel or dirt must be placed on the point of the skate and on the rail immediately ahead of the skate.

When not in use, track skates must be placed on their side along outside of rail.

Yardmen moving over or pulling cars from tracks where track skates are used, must remove them keeping sharp lookout for track skates that may be under other than the head car. After movement has been completed, track skates must be replaced on rails by the Yardman.

Trains or engines moving on or showing cars through tracks where track skates are used, will stop clear of frog and see that no skate is under engine or car before moving onto lead.

In event a car or cars should move beyond the fouling point, skatemen must immediately contact Yardmaster and take action to protect other movements until car or cars have been moved clear of the fouling point.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS;

Location	Name	Office and Phone
Chicago.....	§IR. Householder, Chief Surgeon.....	Chicago Wesley Memorial Hospital, DELaware 7-6500. Union Station, CENTral 6-7600
Chicago.....	§IJ. R. Hines, Asst. to Chief Surgeon.....	Chicago Wesley Memorial Hospital, DELaware 7-6500. Union Station, CENTral 6-7600.
Chicago.....	§IF. W. Munson, Asst. to Chief Surgeon.....	Chicago 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.....	302 W. Green Street, Phone PORTer 6-0600.
Bensenville....	Joseph P. McKay, M. D.....	22 North Addison St., Phone PORTer 6-0072.
Elmhurst.....	C. O. Evanson, M. D.....	172 Schiller St., Phone TERRace 4-1120.
Elmhurst.....	E. H. Droegemueller, M. D.....	172 Schiller St., Phone TERRace 4-1120.
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..... 3240 W. Madison St.....	S. Rosenau.	Chicago..... C. & N. W. Station.....	M. Miller.
Chicago..... 5929 W. Chicago Ave.....	R. L. Scott.	Chicago..... 4026 Milwaukee Ave.....	W. Heurich.
Chicago..... 2222 W. Madison St.....	A. Hess & Son.	Chicago..... 7135 W. Grand Avenue..	London Jewelers.
Chicago..... 3637 W. Chicago Ave.....	F. M. Padgett.	Bensenville..... 21 S. Center.....	Walker Jewelers.
Chicago..... 10 N. Cicero Ave.....	M. Goldblatt.	Elmhurst..... 114 Adelaide St.....	E. M. Hagel.
Chicago..... 707 W. North Ave.....	Wm. C. Kleiner.	Elgin..... 18 S. Grove St.....	Edwards Jewelers.
Chicago..... 5946 W. North Ave.....	Theodore H. Byhring.	Franklin Park... 9602 Franklin Ave.....	Daniel Lutz.
Chicago..... 29 E. Madison St.....	Milton J. Heegn.	Libertyville... 326 N. Milwaukee.....	Ruttkey's Jewelers.
Chicago..... Union Station.....	C. H. Bern.	Chicago..... 5754 W. Belmont Ave....	Roman Kosinski Jewelers.

YARD LIMITS

Extended 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 & Lake St. Tower.	Tower B-12.....	In tower.
Union Street.....	Yardmaster's office Green Street.	Bensenville.....	Switchtender, west end B & C Yard. Hump Yardmaster. General Yardmaster, Tower C. Locker Room, at east end of yard. Caller's Office. Consolidated Yard office. Southwest corner, Bensenville Depot. Car Foreman's Office, at west end Yard C.
Western Avenue.....	Tower A-2. Yardmaster—Freight Yard. Tower A-3. Yardmaster—Coach Yard. Roundhouse. Tower A-4 Chicago and Kedzie Ave.	Tower B-17.....	In Tower.
Tower A-5.....	In tower.	Bloomington Line...	Clybourn Jct. tower.
Cragin Jct.....	In tower.	Division Street.....	Yardmaster's Office.
Galewood.....	Belt Water tank, at Cicero Ave. Yardmaster's office east end. Switchtender's shanty, at top of hill. On pole, 500' east of Oak Park Ave.	Kinzie Street.....	Yardmaster's Office.

LOCATION OF BLOCK LINE PHONES

At Augusta Blvd. on signal bridge, 800 feet west of Tower A-4.	Grand Ave. Crossing on pole line.
At Potomac Avenue, one-half mile west of Tower A-4 on a pole.	West of Thatcher Ave. on pole line.
East of Cragin Depot on pole.	West of River Road on pole.
East of Narrangansett Ave. on pole.	Hermosa, 600' west of station on north side of No. 1 main mounted on cement pole.
Mars—Switchtender's Shanty on pole, 500' east of Oak Park Ave.	
Harlem Ave. Crossing flagman's Shanty.	

LOCATION OF TELEPHONES CONNECTED WITH TOWERS

Tower A-4.....	East of signal bridge, Chicago Avenue, on relay house.	Tower B-17.....	Westward home signal. Connected with D&I Dispatcher, Tower B-12 and Tower B-17.
Tower A-5....	Milw. Div..... East of Tower A-5 between Lemoine and North Ave. West of Tower A-5 near Armitage Ave.		Following telephones connected with D&I Train Dispatcher and D&I Block: Eastward home signal, on pole west of Addison St. East of Church Road.
	D. & I. Div..... West of Tower A-5 near Karlov Ave.		Other Phones Located as follows:
	Bloomington Line... East of Tower A-5 near Lawn-dale Ave.	Bryn Mawr.....	All phones connected with Tower B-17 and C&NW Block Line. Located at each of the signals, also in relay house and in shanty north of relay house.
Tower B-12...	At westward home signal. At eastward home signal. At Franklin Ave. on relay house on south side. West of Ruby Street on south side.	Mannheim.....	Phone at Mannheim Bridge connected to IHB line.

LOCATION OF BULLETIN BOARDS

Chicago.....	In conductor's room and GB telegraph office.	Bensenville.....	Caller's office, west end B yard. Yardmen's locker room, east end of B yard. In roundhouse register room. In consolidated Yard office.
Western Avenue.....	In freight yardmaster's office. In coach yardmaster's office. In roundhouse register room.	Union Station.....	In switchmen's locker room.
Galewood.....	In Galewood west end Yardmen's locker room. In Galewood east end Yardmaster's office. In Galewood roundhouse register room. Train Desk, Galewood office.	Union Street.....	In yardmaster's office.
		Kinzie Street.....	In yardmaster's office.
		Division Street.....	In yardmaster's office.

C. L. WITHEE
A. V. O'HARA
G. A. CHAMBERLAIN

S. C. PULFORD
F. A. BARTON

} TRAINMASTERS

C. F. NEUMANN
G. W. RAUCHENECKER
W. G. STOTZ

J. I. CAMP
B. W. TANCULA
A. T. WISEMAN

} PHONE DIRECTORS