

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

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

WATCH INSPECTORS

R. L. Soott.....	5929 W. Chicago Ave.....	Chicago
Theodore H. Byhring.....	5946 W. North Ave.....	Chicago
Milton J. Heegn.....	29 E. Madison St.....	Chicago
C. H. Bern.....	Union Station.....	Chicago
Redhelm Jewelers, Inc.....	8 Douglas Ave.....	Elgin
Daniel Lutz.....	9602 Franklin Ave.....	Franklin Park
Ruttkay's Jewelers.....	326 N. Milwaukee.....	Libertyville

CHICAGO TERMINAL DIVISION

AND

DUBUQUE & ILLINOIS DIVISION

First Subdivision

JOINT TIME TABLE No. 4

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

Sunday, October 28, 1962

For the government and information
of employees only

R. R. BROWN,
General Superintendent.
Chicago Terminal
Division

A. C. NOVAK,
Superintendent.
Dubuque and Illinois
Division

D. P. VALENTINE,
General Superintendent of Transportation

W. E. SWINGLE,
Assistant General Manager

L. V. ANDERSON,
General Manager.

WESTWARD—FIRST SUBDIVISION—WESTWARD

FIRST CLASS				Capacity in cars	Telephone calls	Distance from Chicago	TIME TABLE No. 4		Distance from Elgin	Office Hours	SEE RULE 6-A	FIRST CLASS		
259	147	205	135				Stations	Stations				27	209	117
Passenger	Passenger	Passenger	Passenger	Stations	Stations	Passenger	Passenger	Passenger	Stations	Stations	Stations	Stations	Stations	
Daily	Daily	Daily Ex. Sunday	Daily	Stations	Stations	Daily Ex. Sunday	Daily	Daily	Stations	Stations	Stations	Stations	Stations	
L A. M. 12.10	L A. M. 12.20	L A. M. 6.30	L A. M. 8.30		GB	0.0	CHICAGO	36.6	Continuous	BLJKPRV	L A. M. 8.55	L A. M. 9.17	L A. M. 9.30	
						2.9	(C. & N. W. Crossing) TOWER A 2 WESTERN AVE.	33.7	Continuous	BLJKOPTVWX	L A. M. 9.03	L A. M. 9.25	L A. M. 9.37	
12.18	12.28	6.38	8.38			5.4	TOWER A 5 (C. M. St. P. & P. Crossing)	31.2	Continuous	IPXY	A 9.06 A. M.	9.29	A 9.40 A. M.	
12.22	12.31 A. M.	6.42	8.41 A. M.		CJ	5.9	HERMOSA	30.7	No Office	X		9.30		
12.23		6.43				6.4	CRAIG JCT. (C. & N. W. Crossing)	30.2	No Office	IPVX		9.31		
12.24		6.44				7.0	CRAIG	29.6	No Office	PX		9.32		
12.25		6.45				7.7	HANSON PARK	28.9	No Office	XZ		9.34		
12.27		6.47				8.6	GALEWOOD	28.0	No Office	BPRX		9.36		
12.29		6.49				9.1	MARS	27.5	No Office	PX		9.38		
12.31		6.51				9.5	MONT CLARE	27.1	No Office	PX		9.40		
12.33		6.53				10.2	ELMWOOD PARK	26.4	No Office	X		9.42		
12.35		6.55				11.4	RIVER GROVE	25.2	No Office	X		9.45		
12.38		6.58				12.7	(Soo Line Crossing) TOWER B 12	23.9	Continuous	IPX		9.47		
12.40		7.00			WR	13.2	FRANKLIN PARK	23.4	No Office	PVX		9.49		
12.42		7.02				14.0	MANNHEIM	22.6	No Office	PX		9.51		
12.44		7.04				15.5	SENSENVILLE YARD	21.1	No Office	BHIJKOPRTVWXZ		9.56		
12.49		7.09			BN	17.0	TOWER B 17	19.6	Continuous	PLX		9.57		
12.50		7.10				17.2	SENSENVILLE	19.4	No Office	PX		10.00		
12.53		7.13		6		19.1	WOOD DALE	17.5	No Office	P		10.03		
12.56		7.16		43	SC	21.0	ITASCA	15.6	No Office	P		10.06		
12.59		7.19				23.0	MEDINAH	13.6	No Office			10.09		
1.02		7.22		40	RO	24.4	ROSELLE	12.2	No Office	P		10.15		
1.08		7.28		12		28.4	ONTARIOVILLE	8.2	No Office	P		10.18		
1.11		7.31		22	B	30.1	BARTLETT	6.5	No Office	P		10.21		
1.14		7.34		E-62 W-81	Yard	SG	SPAULDING (E. J. & E. Crossing)	3.9	Continuous	IPVWXYZ		10.24		
1.17		7.37				FR	TOWER B 35 (C. & N. W. Crossing) (West End of Two Main Tracks)	1.4	Continuous	IPVX		10.32		
A 1.25 A. M.		A 7.45 A. M.		Yard	G	36.6	(East End of Double Track) ELGIN	0.0	3:45 am to 11:45 am 12:30 pm to 8:30 pm	BKOPRTWX		10.32 A. M.		

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

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.

C. T. C. is in use between Tower B-17 and Tower B-35.

Four main tracks are in use between Western Avenue and Mannheim; two main tracks are in use between Mannheim and Tower B-35.

Double track is in use between Tower B-35 and Elgin except across Fox River Bridge.

Automatic Block Signal System is in use on No. 1, No. 2 and No. 3 main tracks between Western Ave. and Tower B-12 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-35, and between Tower B-36 and Elgin.

Rules 251, 251(A), 253 and 254 are in effect on No. 1 and No. 2 main tracks between Western Ave. and Tower B-12 and on No. 3 main track between Tower A-5 and Tower B-12 for movement with the current of traffic.

Extra trains may be run between Tower B-17 and Elgin without train orders when C. T. C. is in use, but Westward extra trains must not pass Tower B-35 without a D-97 Clearance or a train order authorizing movement on the Second Subdivision.

Rules 261, 263 and 264 are in effect on No. 3 main track between Western Ave. and Tower A-5 and on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17.

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.

Nos. 205, 209 and 259 stop at Yard office and Roundhouse Bensenville and at National Street, Elgin.

At Tower B-17, the train order signal has two units. The light in the upper unit governs westward D&I Division trains on the main tracks. The light in the lower unit governs westward D&I Division trains starting from Bensenville Yard.

Rule 83-(B) does not apply at Tower B-17 to westward trains starting at Tower B-17 when train order signal indicates proceed as per Rule 200 C.

WESTWARD—FIRST SUBDIVISION—WESTWARD

FIRST CLASS

155	39	159	225	227	139	229
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Saturday only	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday
L P.M. 4.48	L P.M. 4.51	L P.M. 5.05	L P.M. 5.10	L P.M. 5.12	L P.M. 5.15	L P.M. 5.18
L P.M. 4.56	L P.M. 4.59	L P.M. 5.13	L P.M. 5.18	L P.M. 5.20	L P.M. 5.23	L P.M. 5.26
A 4.59 P.M.	A 5.02 P.M.	A 5.16 P.M.	5.22	5.24	A 5.26 P.M.	5.30
			5.23	5.25		5.35
			5.25	5.27		5.39
						5.43
						5.46
						5.50
			5.29	5.32		5.51
				5.35		5.52
			5.30	5.37		5.56
			5.32	5.39		6.01
			5.33	5.41	A 6.02 P.M.	
			5.37	5.44		
				5.47		
				5.50		
				5.53		
				5.59		
				6.03		
			5.48	6.06		
			5.51	6.09		
			A 6.00 P.M.	A 6.20 P.M.		

TIME TABLE

No. 4

Oct. 28, 1962

STATIONS

CHICAGO 2.9
(C. & N. W. Crossing) TOWER A 2 WESTERN AVE. 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 1.2
ELMWOOD PARK 0.7
RIVER GROVE 1.3
(Soo Line Crossing) TOWER B 12 0.5
FRANKLIN PARK 0.8
MANNHEIM 1.5
SENSENVILLE YARD 1.6
TOWER B 17 0.2
SENSENVILLE 1.9
WOOD DALE 1.9
ITASCA 2.0
MEDINAH 1.4
ROSELLE 4.0
ONTARIOVILLE 1.7
BARTLETT 2.6
SPAUDLING (E. J. & E. Crossing) 2.5
TOWER B 35 (C. & N. W. Crossing) (West End of Two Main Tracks) 1.4
(East End of Double Track) ELGIN

FIRST CLASS

53	231	141	153	233	35
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Daily	Daily Ex. Sat. and Sunday	Sunday only	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday
L P.M. 5.21	L P.M. 5.27	L P.M. 5.43	L P.M. 5.43	L P.M. 5.46	L P.M. 5.48
L P.M. 5.29	L P.M. 5.35	L P.M. 5.51	L P.M. 5.51	L P.M. 5.54	L P.M. 5.56
A 5.32 P.M.	5.39	A 5.55 P.M.	A 5.55 P.M.	5.58	A 5.59 P.M.
	5.40			5.59	
	5.41			6.00	
	5.43			6.01	
	5.45			6.03	
	5.47			6.05	
	5.49			6.07	
	5.51			6.09	
	5.54			6.11	
	5.57			6.14	
	5.59			6.16	
	6.01			6.18	
	6.03			6.20	
	6.08			6.25	
	6.09			6.26	
	6.12			6.29	
	6.15			6.32	
	6.18			6.35	
	6.21			6.38	
	6.27			6.43	
	6.30			6.46	
	6.33			6.49	
	6.36			6.52	
	A 6.40 P.M.			A 7.01 P.M.	

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

No. 225, 227, 231 and 233 stop at National Street, Elgin.

No. 227 stops at Medinah to let off passengers from Chicago and Western Avenue and to pick up passengers for Elgin.

At Mont Clare station westward passenger trains on No. 1 main track when making station stop must stop with engine just East of signal 8-7.

No. 229 will not exceed 30 MPH between Mars and Mont Clare.

No. 231 Sundays only, stops en flag at Spaulding.

No. 231 Saturdays and Sundays stops at Roundhouse Bensenville and at Ontarioville.

WESTWARD—FIRST SUBDIVISION—WESTWARD

FIRST CLASS						TIME TABLE No. 4 Oct. 28, 1962 STATIONS	FIRST CLASS					
103	253	11	19	9	131		255	57	257	151	1	55
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sat. and Sunday	Daily	Daily	Daily	Daily	Daily
L P.M. 6.00	L P.M. 6.35	L P.M. 6.30	L P.M. 7.00	L P.M. 7.10	L P.M. 7.17	CHICAGO 2.9	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. 11.59
L P.M. 6.07	L P.M. 6.43	L P.M. 6.37	L P.M. 7.07	L P.M. 7.18	L P.M. 7.25	(C. & N. W. Crossing) TOWER A 2 WESTERN AVE. 2.5	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. 12.08
6.11	6.47	A 6.39 P.M.	7.11	A 7.21 P.M.	A 7.28 P.M.	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	7.47	A 9.09 P.M.	9.27	A 9.31 P.M.	A 11.10 P.M.	A 12.11 A.M.
	6.48					HERMOSA 0.5	7.48		9.28			
	6.49					CRAGIN JCT. (C. & N. W. Crossing) 0.6	7.49		9.29			
	6.50					CRAGIN 0.7	7.50		9.30			
	6.52					HANSON PARK 0.9	f 7.52		9.32			
6.16	6.54		7.16			GALEWOOD 0.9	f 7.54		9.34			
	6.56					MARS 0.4	f 7.56		9.36			
	6.58					MONT CLARE 1.2	7.58		9.38			
	7.00					ELMWOOD PARK 0.7	8.00		9.40			
	7.03					RIVER GROVE 1.3	8.03		9.43			
6.20	7.05		7.20			(Soo Line Crossing) TOWER B 12 0.5	8.05		9.45			
	7.07					FRANKLIN PARK 0.8	8.07		9.47			
	7.09					MANNHEIM 1.5	8.09		9.49			
6.23	7.14		7.23			BENSENVILLE YARD 1.5	8.14		9.54			
6.24	7.15		7.24			TOWER B 17 0.2	8.15		9.55			
	7.18					BENSENVILLE 1.9	f 8.18		9.58			
	7.21					WOOD DALE 1.9	8.21		10.01			
	7.24					ITASCA 2.0	8.24		10.04			
6.30	7.27		7.30			MEDINAH 1.4	8.27		10.07			
	7.32					ROSELLE 4.0	f 8.32		10.12			
	7.35					ONTARIOVILLE 1.7	8.35		10.15			
6.36	f 7.38		7.36			BARTLETT 2.6	f 8.38		10.18			
6.38	7.41		7.38			SPAULDING (E. J. & E. Crossing) 2.5	8.41		10.21			
A f 6.45 P.M.	A 7.50 P.M.		A 7.49 P.M.			TOWER B 35 (C. & N. W. Crossing) (West End of Two Main Tracks) 1.4						
						(East End of Double Track) ELGIN	A 8.50 P.M.		A 10.30 P.M.			

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

Nos. 253 and 257 stop at Yard Office and Roundhouse, Bensenville.

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.

Nos. 253, 256 and 257 stop at National Street Elgin.

No. 103 stops at Elgin to pick up revenue passengers for beyond Savanna.

EASTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS

	56	204	130	132	206	32
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday
A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.
5.00	6.18	6.45	7.15	7.17	7.41	7.41
A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.
4.38	6.06	6.33	7.02	7.06	7.28	7.28
L A.M.	6.03	L A.M.	L A.M.	7.03	L A.M.	L A.M.
4.35	6.01	6.30	6.59	7.03	7.25	7.25
	6.01			7.01		
	5.59			6.58		
	5.57			6.56		
	5.54			6.54		
	5.52			6.52		
	5.50			6.50		
	5.49			6.48		
	5.47			6.46		
	5.45			6.44		
	5.43			6.42		
	5.42			6.41		
	5.40			6.39		
	5.35			6.34		
	5.34			6.33		
	5.31			6.30		
	5.28			6.26		
	5.25			6.23		
	5.22			6.20		
	5.16			6.14		
	5.13			6.11		
	5.09			6.07		
	5.06			6.04		
L A.M.	5.03			L A.M.	6.01	L A.M.

**TIME TABLE
No. 4
Oct. 28, 1962
STATIONS**

CHICAGO	2.9
(C. & N. W. Crossing)	
TOWER A 2	
WESTERN AVE.	2.6
TOWER A 5	
(C. M. St. P. & P. Crossing)	0.5
HERMOSA	0.5
CRAGIN JCT.	0.6
(C. & N. W. Crossing)	
CRAGIN	0.7
HANSON PARK	0.9
GALEWOOD	0.9
MARS	0.9
MONT CLARE	1.2
ELMWOOD PARK	0.7
RIVER GROVE	1.3
(Boo Line Crossing)	
TOWER B 11	0.5
FRANKLIN PARK	0.8
MANNHEIM	1.6
SENSENVILLE YARD	1.6
TOWER B 17	0.2
SENSENVILLE	1.9
WOOD DALE	1.9
ITASCA	2.0
MEDINAH	1.4
ROSELLE	4.0
ONTARIOVILLE	1.7
BARTLETT	2.6
SPAULDING	2.6
(E. J. & E. Crossing)	
TOWER B 35	1.4
(C. & N. W. Crossing)	
(West End of Two Main Tracks)	
(East End of Double Track)	
ELGIN	

FIRST CLASS

	4	210	212	134	214	216	136
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily Ex. Saturday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday
A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.
7.45	7.46	7.57	8.05	8.08	8.11	8.14	8.14
A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.	A A.M.
7.32	7.35	7.43	7.52	7.56	7.58	8.01	8.01
L A.M.	7.32	7.40	L A.M.	7.49	7.53	7.55	L A.M.
7.30	7.30	7.38	7.30	7.38	7.51		
	7.27	7.37			7.48	7.52	
	7.26	7.36			7.47		
	7.23	7.34			7.45		
	7.20	7.32			7.43	7.50	
	7.18	7.30			7.41		
	7.16	7.28			7.39		
	7.14	7.26			7.36		
	7.12	7.24			7.34		
	7.10	7.22			7.31	7.46	
	7.09	7.21			7.30		
	7.07	7.19			7.27	7.44	
	7.03	7.15			7.22	7.41	
	7.02	7.14			7.21	7.40	
	6.58	7.11			7.35		
	6.54	7.08			7.32		
	6.51	7.05			7.12		
	6.49	7.03			7.27		
	6.43	6.57			7.05	7.22	
	6.40	6.55			7.20		
	6.36	6.51			7.01	7.17	
	6.33	6.48			6.58	7.14	
L A.M.	L A.M.	L A.M.	L A.M.	L A.M.	L A.M.	L A.M.	L A.M.
6.30	6.45	6.45	6.55	7.11	7.11	7.11	7.11

Passenger trains must not exceed maximum speed of 78 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

At Elgin, the train order signal applies only to trains operating through in either direction between the First and Second Subdivisions and Rule 83-(B) does not apply to such through trains if the train order signal indicates proceed as per Rule 200 C.

Trains which do not start or terminate at Elgin will not be required to register at that station. Operators at Elgin will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start their trip at that station.

At Tower B-35 a light will not be displayed on train order signal until interlocking route is lined for movement of a train. The westward train order signal has two arms. The lower arm or light governs westward trains terminating at Elgin. The upper arm or light governs other westward trains.

Eastward suburban trains scheduled to stop at stations Mannheim to Galewood, inclusive, will wait five (5) minutes for any passengers that approach the station from the south and are unable to get to the train because of being blocked by moving eastward or westward transfers.

- No. 204, 206, 210, 212, 214 and 216 stop at National Street, Elgin.
- No. 204 stops at Roundhouse, Bensenville.
- No. 206 stops at Yard Office, Bensenville.
- No. 210 stops at Yard Office and at Roundhouse Bensenville Sundays and holidays.
- No. 210 stops at Medinah Sunday Only to let off or pick up passengers.
- No. 216 stops at Ontarioville Saturday Only.
- No. 206 stops at Roundhouse, Bensenville, Saturday only.

EASTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS							TIME TABLE No. 4 Oct. 28, 1962 STATIONS	FIRST CLASS					
142	48	218	138	220	146	20		24	224	140	22	112	226
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Sat. and Sunday only	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	
A A.M. 8:14	A A.M. 8:22	A A.M. 8:33	A A.M. 8:36	A A.M. 8:39	A A.M. 8:42	A A.M. 8:50	A A.M. 8:54	A A.M. 9:05	A A.M. 9:20	A A.M. 9:28	A A.M. 9:51	A A.M. 10:01	A A.M. 10:14
L 7:59 A.M.	L 8:09 A.M.	8:19	L 8:22 A.M.	8:23	L 8:28 A.M.	8:33	L 8:51 A.M.	9:17	L 9:25 A.M.	L 9:48 A.M.	9:59	10:10	10:10
		8:17						9:15				10:09	
		8:16		8:20				9:14				10:07	
		8:15						9:13				10:06	
		8:13						9:11				10:03	
		8:10		8:17		8:29		9:09			9:50	10:00	
		8:06						9:07				9:58	
		8:04						9:05				9:56	
		8:01						9:03				9:54	
		7:57						9:01				9:52	
		7:55		8:11		8:24		8:59			9:43	9:50	
		7:54		8:10				8:58				9:49	
		7:52		8:08				8:55				9:47	
		7:46		8:05		8:17		8:50			9:39	9:42	
		L 7:45 A.M.		8:04		8:16		8:49			9:38	9:41	
				8:01				f 8:44				9:38	
				7:58				8:41				9:35	
				7:55				f 8:38				9:32	
				7:52		8:06		8:36			9:33	9:29	
				f 7:46				8:29				9:23	
				7:43				8:26				9:20	
				f 7:40		7:57		8:22			9:26	f 9:16	
				7:37		7:53		8:18			9:23	9:13	
				L 7:34 A.M.		L 7:50 A.M.		L 8:15 A.M.			L 9:21 A.M.	L 9:10 A.M.	

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

No. 220 stops at Spaulding on flag to pick up and let off passengers and stops at Ontarioville to pick up passengers for Western Ave. and Chicago.

No. 220, 224 and 226 stop at National Street Elgin.

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

No. 218 Stops at Yard Office Bensenville.

Eastward suburban trains scheduled to stop at stations Mannheim to Galewood, inclusive, will wait five (5) minutes for any passengers that approach the station from the south and are unable to get to the train because of being blocked by moving eastward or westward transfers.

EASTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS							TIME TABLE No. 4 Oct. 28, 1962 STATIONS	FIRST CLASS						
104	12	228	144	16	242	152		148	46	246	44	154	2	250
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		Sunday only	Daily	Daily Ex. Sunday	Daily Ex. Sat. and Sunday	Sunday only	Daily	Daily
A P.M. 12.20	A P.M. 12.50	A P.M. 12.52	A P.M. 1.25	A P.M. 2.55	A P.M. 3.15	A P.M. 3.30	CHICAGO 2.9	A P.M. 4.35	A P.M. 5.25	A P.M. 6.20	A P.M. 7.00	A P.M. 7.00	A P.M. 7.20	A P.M. 7.55
A P.M. 12.02	A P.M. 12.39	A P.M. 12.41	A P.M. 1.13		A P.M. 3.05	A P.M. 3.17	(C. & N. W. Crossing) TOWER A 2 WESTERN AVE. 2.5	A P.M. 4.24	A P.M. 5.13	A P.M. 6.09	A P.M. 6.47	A P.M. 6.50		A P.M. 7.44
11.59	L 12.36 P.M.	12.37	L 1.10 P.M.	L 2.40 P.M.	3.01	L 3.14 P.M.	TOWER A 5 (C. M. St. P. & P. Crossing) 0.5	L 4.21 P.M.	L 5.10 P.M.	6.05	L 6.42 P.M.	L 6.47 P.M.	L 7.07 P.M.	7.40
		12.36			3.00		HERMOSA 0.5			6.04				7.39
		12.34			2.58		CRAGIN JCT. (C. & N. W. Crossing) 0.6			6.02				7.37
		12.33			2.57		CRAGIN 0.7			6.01				7.36
		12.30			2.54		HANSON PARK 0.9			5.59				7.34
11.50		12.27			2.51		GALEWOOD 0.5			5.56				7.31
		12.25			2.49		MARS 0.4			5.54				7.29
		12.23			2.46		MONT CLARE 1.2			5.51				7.26
		12.21			2.44		ELMWOOD PARK 0.7			5.49				7.24
		12.19			2.42		RIVER GROVE 1.3 (See Line Crossing) TOWER B 12 0.5			5.47				7.22
11.43		12.17			2.40		FRANKLIN PARK 0.8			5.45				7.20
		12.16			2.39		MANNHEIM 1.5			5.44				7.19
		12.14			2.37		SENSENVILLE YARD 0.2			5.42				7.17
11.39		12.09			2.32		TOWER B 17 1.9			5.37				7.12
11.38		12.08			2.31		SENSENVILLE 1.9			5.36				7.11
		12.05			2.28		WOOD DALE 1.9			5.33				7.08
		12.02 P.M.			2.25		ITASCA 2.0			5.30				7.05
		11.59			2.22		MEDINAH 1.4			5.27				7.02
11.33		11.56			2.19		ROSELLE 4.0			5.24				6.59
		11.50			2.13		ONTARIOVILLE 1.7			5.18				6.53
		11.47			2.10		BARTLETT 2.6			5.15				6.50
11.26		11.44			2.07		SPAULDING (E. J. & E. Crossing) 2.5			5.12				6.47
11.23		11.40			2.03		TOWER B 25 (C. & N. W. Crossing) (West End of Two Main Tracks) 1.4			5.08				6.43
L 11.21 A.M.		L 11.37 A.M.			L 2.00 P.M.		(East End of Double Track) ELGIN 1.4			L 5.05 P.M.				L 6.40 P.M.

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

No. 228, 242, 246 and 250 stop at Roundhouse Bensenville.

No. 228, 242, 246 and 250 stop at Yard Office Bensenville.

No. 228, 242 246 and 250 stop at National Street, Elgin.

No. 246 and 250 stop at Mars to pick up passengers for Western Ave. and Chicago.

No. 242 stops at Roundhouse Western Ave.

EASTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS				TIME TABLE No. 4 Oct. 28, 1962 STATIONS		FIRST CLASS						
		118	58			158	258	156				
		Passenger	Passenger			Passenger	Passenger	Passenger				
		Daily	Daily			Sunday only	Daily Ex. Sunday	Daily Ex. Sunday				
		A P.M. 8:45	A P.M. 9:40	CHICAGO -2.0		A P.M. 9:50	A P.M. 10:34	A P.M. 11:00				
		8:36	9:28	(C. & N. W. Crossing) TOWER A 2 WESTERN AVE. -2.5		L 9:47 P.M.						
		L 8:33 P.M.	L 9:25 P.M.	TOWER A 5 (C. M. St. P. & P. Crossing) -0.5			10:30	L 10:46 P.M.				
				HERMOSEA -0.5			10:29					
				CRAGIN JCT. (C. & N. W. Crossing) -0.5			10:27					
				CRAGIN -0.7			10:26					
				HANSON PARK -0.9			10:23					
				GALEWOOD -0.5			10:20					
				MARS -0.4			10:18					
				MONT CLARE -1.2			10:15					
				ELMWOOD PARK -0.7			10:13					
				RIVER GROVE -1.3			10:11					
				(Soo Line Crossing) TOWER B 12 -0.5			10:09					
				FRANKLIN PARK -0.8			10:08					
				MANNHEIM -1.5			10:06					
				BENSENVILLE YARD -1.5								
				TOWER B 17 -0.2			10:02					
				BENSENVILLE -1.9			10:01					
				WOOD DALE -2.0			9:58					
				ITASCA -1.4			9:55					
				MEDINAH -1.4			9:52					
				ROSELLE -4.0			9:49					
				ONTARIOVILLE -1.7			9:43					
				BARTLETT -2.6			9:40					
				SPAULDING (E. J. & E. Crossing) -2.5			9:37					
				TOWER B 35 (C. & N. W. Crossing) (West End of Two Main Tracks) -1.4			9:33					
				(East End of Double Track) ELGIN			L 9:30 P.M.					

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour. Passenger trains consisting of engine and one car only must not exceed a maximum speed of 70 miles per hour.

No. 258 stops at Yard Office Bensenville and at National Street, Elgin.

Train orders covering conditions involving Dubuque & Illinois Division Trains between Elgin and Western Avenue will be issued by the Train Dispatcher at Savanna.

Z. G. REIFF,
L. W. NIGUS,
W. C. EDWARDS,

A. P. THOSTENSON,
W. J. CLIFTON,
O. B. LAMBERT,

Train Dispatchers
Savanna

Train orders covering conditions involving Milwaukee Division trains between Tower A-5 and Western Avenue will be issued by the Train Dispatcher at Milwaukee.

I. A. KURTH
J. J. SCHWANTES
J. C. ZORN
R. J. TOBIN

W. C. GRANDSTAFF
G. D. SANDERS
E. W. BENSON
T. E. BIGLEY
Train Dispatchers
Milwaukee

G. L. WEIS
R. J. MOGAN
E. H. ZELLMER

H. L. MARTIN
Chief Dispatcher
Milwaukee

ALL SUBDIVISIONS

G-1 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 drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-2 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.

G-3 When, for any reason, adjustment is necessary to a drawbar, 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-4 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, employes 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 employes are out from between the cars or engines, and under no circumstances must employes 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-5 Employes 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-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-8 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.

G-9 Employes must not step on track rails nor other similar objects when it can be avoided.

G-10 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 caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-11 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.

G-12 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-13 In addition to Consolidated Code Rule 806 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 condition, 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-14 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.

G-15 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakeman 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 System should be utilized at stations when available.

G-16 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-17 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-OthelloAll Trains

St. PaulFreight Trains only

MinneapolisPassenger Trains only

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 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.

G-22 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 and 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.

G-23 Diesel engines moving dead in train will come under the provisions of Rule 513 and when the doors of the engines 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.

G-24 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

G-25 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	M.P.H.
Trains handling ore cars Loaded.....	35
Empty	40
Trains handling ore, except silicon 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 Lines.....	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 965.....	45
1600 to 1603 new Nos. 980 to 983.....	40
1699 to 1709 new Nos. 990 to 997.....	30

G-26 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-27 Diesel or electric engines with unobstructed view in either direction may be operated at 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.

G-28 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.

G-29 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-30 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 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 engine 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.

G-31 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

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.
Between Bensenville and Elgin.....	40 m.p.h.	30 m.p.h.

X-2 Trains handling snow plows of all types, 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.
Between Bensenville and Elgin.....	35 m.p.h.	25 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.

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 eastward and westward tracks on Techny Cutoff north of Tower B-17.
Wooddale	Crossover west of depot
Itasca	Crossover.
Bartlett	Just west of depot.
Spaulding	West crossover.
Elgin	Crossover west of depot.
Turnouts laid with long frogs and curved points where maximum speed for all trains is 40 M.P.H. are located at:	
Station	Location
Roselle	East and West Crossover.
Spaulding	Crossover within Interlocking.
Tower B-35	Turnouts at east and west limits.

X-3 (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 on left hand side of track.
C&E Line Clybourn Av.	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.
C&E Line	C&E Junction Switch.	For Bloomingdale Line.	Dwarf signal located on left hand side of track.
Western Ave. Coach Yard	Mad line track 200 ft. east of California Avenue.	For Coach Yard Lead.	Dwarf signal.
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 Pk.	No. 4 main track 1400 ft. west of station.	For No. 5 yard lead track.	Dwarf signal.
Franklin Pk.	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 roundhouse.	For inbound engine track.	Dwarf signal.
Bensenville	Engine lot east end to engine track leading to turntable.	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 and repair track.	For pullback track.	Dwarf signal.
Bensenville	East divide switch between outbound diesel engine track and engine washer run around track.	For outbound diesel engine track.	Dwarf signal located on left hand side of track.
Elgin	West end roundhouse lead.	For roundhouse lead.	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:

First Subdivision.....Westbound at M.P. 25 and 28

X-3 (c) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-3 (d) Rule 3 (C) of the Consolidated Code of Operating Rules is amended to read as follows:

Employs governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are:

Elgin—13/0 size, 23 jewel, B. W. Raymond.

Ball—13 ligne, 21 jewel, Official Railroad Standard 1604B stainless steel.

Under Rule 2, wrist watches of the above make and type may be used by the designated employes as a standard watch.

X-3 (e) Referring to Rule 920 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand Brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified, accordingly.

The above instructions will apply at the following points:

Western Ave. (Chicago Terminal) Bensenville
Western Ave. (Division Street) Galewood

X-4 Speed restrictions (in addition to general speed restrictions).

LOCATION	Maximum Speed	
	Passenger Trains	Other Trains
Nos. 1, 2 and 3 main tracks, Tower A-2 to Elmwood Park	60	45
Nos. 1 and 2 main tracks Elmwood Park to Bensenville	79	45
No. 3 main track; Elmwood Park 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	59	49
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. 5 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
Deering Line from 400 ft. south to 400 ft north of Fullerton Avenue bridge.....	10	10

X-4 (a) At Tower A-2 Western Avenue, trains or back-up movements having billevel suburban cars in their consist, must not be operated through the double slip (puzzle) switches within the Interlocking Limits.

X-5 Five minute fuseses will be used in the Automatic Block Signal territory and in all of the Chicago Terminal territory.

X-5 (a) Rule 11 of the Chicago Union Station Co. Rules of the Operating Department is modified for CMStP&P trains and engines between Western Ave. Tower A-2 and South Branch Bridge as follows:
A train or engine finding a fusee burning red on or near its track must stop, and may then proceed at restricted speed for one mile.

A train or engine finding a fusee burning red beyond the nearest rail of an adjacent main track need not stop, but must proceed at restricted speed for one mile.

X-6 Union Pacific locomotives must not be run in or out of tracks 1 and 3 Chicago Union Station because of insufficient clearance.

X-7 Where Rules of the Consolidated Code of Operating Rules reference is made to the SUPERINTENDENT, such reference will apply to the GENERAL SUPERINTENDENT of the Chicago Terminal Division.

X-8 Trains 19, 20, 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-9 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 852.

X-10 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-11 At the C&NW Railroad Crossing, located just south of Bridge "JO" at Kinzie Street, movements over the crossings are governed by color light type dwarf signals displaying indications in accordance with Rules 240-A and 240-K and are controlled by the Operator in C&NW Wells Street Tower. A push button annunciator is located on the side of each home signal for use in notifying the Operator when it is desired to make a movement over the crossing.

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 indication to a proceed at restricted speed indication, the member of the crew must contact the Operator and be governed by his instructions.

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

Operators are on duty continuously except from 6:59 AM Saturdays until 2:59 PM Sundays.

During the hours an operator is not on duty, movements over the crossing must be made in accordance with Consolidated Code Rule 671.

X-12 **REMOTE CONTROL INTERLOCKING**
Station Location By whom operated
Tower A-4 All power operated switches and interlocking signals between Sacramento Blvd. and Augusta Blvd on No. 1, No. 2, No. 3 and No. 4 main tracks, on Roundhouse Coachyard lead and on No. 5 track. Leverman at Tower A-5

X-13 **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 Tower B-35.

AUTOMATIC BLOCK SIGNAL SYSTEM IS IN USE

On No. 1, No. 2 and No. 3 main tracks between Western Avenue and Tower B-12; on No. 1 and No. 2 main tracks between Tower B-12 and Tower B-35 and between Tower B-35 and Elgin. On Eastward and Westward tracks between Tower B-17 and Bryn Mawr.

USE OF TRACKS

Four main tracks are in use between Western Avenue and Mannheim. Two main tracks are in use between Mannheim and Tower B-35.

Double track is in use between Tower B-35 and Elgin except across Fox River Bridge; and is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the left between Tower B-17 and Bryn Mawr.

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 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 Tower B-17 is controlled by the Phone Director.

C. T. C. System between Tower B-17 and Tower B-35 is controlled by the Operators at Tower B-17, Spaulding and Tower B-35 under the supervision of the Train Dispatcher at Savanna.

Between Tower B-17 and Tower B-35, when a train or engine enters a siding or other track where the switches are not interlocked or equipped with electric locks and the entire train is reported clear of the main track, such train or engine must not again enter the main track without a train order from the Train Dispatcher in the following form:

(Train) may enter (track) at (station) and will proceed from..... to..... in compliance with Rules 513 and 514.

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, 251(A), 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 main tracks between Tower A-5 and Tower B-12 or No. 1 and No. 2 main 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 hand-throw crossovers at Galewood and Cragin at restricted speed and know that switches are properly lined for their movement.

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-13(A) Between Chicago and Elgin and between Chicago and Walworth-Fox Lake, bilevel suburban cars are in use and are numbered as follows:

- Trailer cars 300-331 inclusive
- Control cars 380-387 inclusive

Each Control Car is equipped with an engine control cab at one end with necessary appliances for proper compliance with Rules 16, 17, 17(D), 20 and 21 and Automatic Cab Signal Instructions.

When train is being operated from the Control Car, the engine will be located at the rear of the train and Rule 19 (B) must be complied with. Rule 19 (D) will not apply on such equipped trains when operated in either direction. Rules 17, 17(D) 20 and 21 will be considered as having been complied with when the head light and/or classification signals are properly displayed, when required, on the leading end of the Control Car.

When a train is being operated from the control cab of a Control Car and such train is operated as an extra train or as a section of a schedule, the number of the engine will be used in train orders and the classification signals will be displayed on the leading end of the control car instead of the engine. The Note preceding Rule 20 is amended accordingly.

Under Rule 852, when the engine is the rear of the train, the flagman will ride in the rear car.

X-14 Westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain a Clearance at Western Avenue.

At Tower A-5, Rule 83(B) will not apply to eastward Milwaukee Division trains and will not apply to westward Milwaukee Division trains starting from Chicago if train order signal indicates proceed as per Rule 200 C.

X-15 Dubuque and Illinois Division and Milwaukee Division trains originating at Western Avenue freight yard and coach yard will receive their train orders and Clearance Form A at Tower A-5.

Such trains must not leave the freight yard or coach yard without first obtaining permission from the Operator at Tower A-5 to do so.

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

X-16 Trains starting at Galewood must obtain Clearance Form A at Tower A-5.

X-17 At Tower A-5, the train order Signal governs Westward Milwaukee Division Trains only.

X-18 Rule 83 (B) does not apply to Milwaukee Division trains at Tower B-17. At Tower B-17, a single unit color light type train order signal, located south of Milwaukee Division tracks, governs westward Milwaukee Division trains. When this light does not display a proceed indication as per Rule 200-C, trains must secure CMSt&P Clearance Form A, and in addition, must secure a clearance from the C&NW. The operator at Tower B-17 will not display a proceed indication of this train order signal without instructions from both the C. M. St. P. & P., and C. & N. W. train dispatchers. Rule D-97 does not apply between Tower B-17 and Bryn Mawr and between Shermer and Tower A-20. Extra trains may be run between these points without train orders.

X-19 Steam heat lines on eastward passenger trains must be blown out: On Milwaukee Division trains between Healy and Tower A-5.

On Dubuque & Illinois Division trains between Cragin and Tower A-5 except on trains with air-conditioned equipment the steam heat lines must not be blown out until train is 1500 ft. east of Tower A-2. If train men are unable to blow out the steam heat line because of a defective steam heat valve or for any other reason, they will not attempt to operate the steam heat valves by leaning out from vestibules due to hazard and close clearance at bridge girders at various subways, but instead will proceed into Chicago Union Station and on arrival notify the Carman when steam heat lines have not been blown out.

X-20 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-21 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-22 Men working between rip tracks 2 and 3 at Western Ave. Coach Yard will look out for water hydrants protruding above ground.

X-23 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-24 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.

Cars will not be put through the washers at Western Avenue Coach Yard when the temperature is below 26 degrees Fahrenheit. In case of doubt as to the official temperature, Yardmaster on duty will call WE 4-1212 and the temperature as given will govern.

X-25 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 engines or cars are moving through the diesel engine washer tracks at the following locations:

- Western Ave. Coach Yard—Just east of California Ave.
- Bensenville Roundhouse—On diesel house lead.

These instructions also apply when engines or cars are moving through the car washing plant at Western Ave. Coach Yard.

X-26 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-27 At Clybourn Jct., eastward trains and engines must approach the end of the double track located approximately 500 feet west of the C&N.W. 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 green.....Indicates switch is lined for movement through the connection.

Green over red.....Indicates switch is lined for movement to the eastward track.

RedIndicates switch points are open and switch is not properly lined. STOP and be governed by Rule 104(B).

X-28 All tracks on Galewood Freight House from No. 1 to No. 10 inclusive will be properly flagged so as to safeguard all employees 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-29 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-30 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-31 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-32 Between the hours of 7:50 AM and 8:30 AM and between 4:50 PM and 5:20 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-33 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, employees responsible therefor will be called upon to bear the fine imposed. When suits are brought against the employees for violating the above Statute, the Company will take no action in defending same.

X-34 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-35 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-36 Automatic crossing signals are in service on all crossings on the C&E Line, between bridge JO Kinzie Street and Waveland Avenue. Cars must be left to clear the insulated yellow joints located a few feet each side of the crossing.

X-37 Automatic crossing protection signals are located at the following crossings which signals can also be controlled manually:

Kingsbury St. (at Illinois St.)	Oak Park Avenue
Grand Avenue (at Kingsbury St.)	Sayre Avenue
Erle Street	Nordica Avenue
Chicago Avenue	Neva Avenue
Division & Halsted Sts.	Harlem Avenue
North Avenue (at Kingsbury St.)	73rd Avenue, Elmwood Park
North Avenue (at Cherry Ave.)	75th Avenue, Elmwood Park
Clybourn Avenue	Grand Avenue, Elmwood Park
Webster Avenue	Thatcher Avenue, River Grove
Fullerton Avenue	River Road, River Grove
Wrightwood Avenue	Elm Street, Franklin Park
Lincoln Avenue	Rose Street, Franklin Park
Fletcher Street	Scott Street, Franklin Park
Belmont Avenue	York Road, Bensenville
School Street	Center Street, Bensenville
Newport Avenue	Addison Street, Bensenville
Clark & Addison St.	Church Street, Bensenville
Narragansett Ave.,	Green St., Bensenville
Narragansett Ave., Galewood	Irving Park, Bensenville.

All street crossings between Tower A-2 Western Ave. and Chicago Union Station.

At Racine Avenue Crossing a sign reading "DO NOT LEAVE CARS — TRACKS 2, 3 or 4 FROM THIS POINT TO CROSSING" is located 300 feet west of Racine Ave. and rail joint at this point are painted yellow.

When an engine or car occupies the circuit between the sign and the crossing, the crossing protection signals at Racine Ave. and May St. will operate continuously.

Trains, engines or cars must not occupy the circuit between the sign and the crossing unless an immediate movement is going to be made over the crossing.

X-38 All movements to and from the Griffin Wheel Co., Bensenville, must be flagged over Green Street, located one half mile west of Northwest Bridge and must not exceed 5 miles per hour over this street crossing.

X-39 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-40 When coupling car preparatory to shoving over street crossings, slack must be taken to assure cars and engines are coupled.

X-41 At Bensenville round house, the switch at the east end of the coach track is to be lined and locked for the inbound and outbound engine tracks leading to the turntable immediately after use.

X-42 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-43 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.

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-44.

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

X-44 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-45 At Tower B-35, when westward approach signals 33-9 or 33-7 to the Interlocking display an approach indication, Rule 240-D, in addition to complying with the indication displayed, westward freight trains must stop to clear St. Charles Road Crossing and not proceed until a member of the crew contacts the Operator at Tower B-35 by telephone for authority to proceed.

Operator at Tower B-35 will not authorize such trains to proceed until the route through the Interlocking has been lined for the movement.

These instructions do not apply to short freight trains that can be held between the Home Signal and St. Charles Road Crossing.

Telephone for communicating with the operator at Tower B-35 is located in box at the crossing.

X-46 Within the city limits of Elgin, it shall be unlawful for any person to cause a locomotive whistle to be sounded within the corporate limits of the City of Elgin at any time; provided, that nothing herein contained shall prevent the sounding of crossing signals for street crossings not protected by automatic signal devices or flagman and provided further that nothing herein contained shall prevent the sounding of whistle either in emergencies to save life or property or as necessary train operation signals. It shall be unlawful for any person in charge of a railroad locomotive to sound or to permit to be sounded a locomotive bell except when such locomotive is in motion or immediately prior thereto. It shall be unlawful for any person directing the movements of any locomotive or train to obstruct or permit to be obstructed any street crossing or part thereof for a period longer than 5 minutes. In emergencies arising out of accident, the person in charge of the train involved shall make every effort to open railroad street crossings at the earliest possible moment.

X-47 At Elgin, a car spotted opposite the Fox Electric Supply Co. building on trestle track just east of the connection to eastward main track, will not clear man on side of car moving through connection.

X-48 At Elgin, account restricted vertical clearance of trolley wires, employees are prohibited from riding on top of cars while on C. A. & E. trackage used in serving the McGraw Electric Co. plant.

RESTRICTED CLEARANCES

X-49 Between Western Avenue (Tower A-2) and Chicago Union Station, employees are prohibited from going on top of box cars, engines or other types of high equipment while movement is being made.

X-50 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 employees 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-51 Because of close clearance in all roundhouse districts of Chicago Terminal, employees are prohibited from riding on the side of engines or cars and must not get out on cab steps of engine while in motion.

X-52 Bridges in track elevation territory will not clear a man riding on the side of a car.

X-53 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-54 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 and out of the following buildings in the Clearing Industrial District, Franklin Park, Illinois:

A. M. Castle & Company	Welding Service, Inc.
Precision Steel Warehouses, Inc.	Powell Steel Lath Corporation
Stocco Company	Runge Paper Company
United Flat Rolled Products Co.	Triangle Conduit & Cable Co.
Premier Container Corporation	Benj. Wolf and Company

While moving through platform area on south side of yard track 68, east end "A" yard Bensenville, adjacent to the caboose facilities.

While moving under Fullerton Avenue Bridge over the Chicago River on the Deering Line.

X-55 While 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-56 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.

BACK-UP MOVEMENTS

X-57 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 enginemen 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-58

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 skatemens. Skatemens 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.

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

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

X-59

ONE SPOT REPAIR YARD

At Bensenville Yard, the "One Spot Repair Shop" consisting of four tracks is located just south of the Hump. Beginning at the north the tracks are designated "A", "B", "C", and "D". The hand operated switches at both ends of these tracks are equipped with electric locks.

On the east end of each track, a hand operated deraill is located at the clearance point and an electrically operated deraill is located 535 feet west of the clearance point.

The electric switch locks and electric deraills are controlled from a control panel in the Repair Shop. The electric switch locks will be released and the electric deraills operated only by the Supervisor in charge of the Repair Shop.

A spring switch located on each track 100 feet west of the Repair Shop building acts as a deraill for eastward movements against the points and is equipped with a hand throw lever and locked with a Car Department lock.

Engines must not operate in light movement or shove cars west of the electric deraills on the east end or east of the spring switch deraill on the west end except in case of emergency and then only when authorized by the Supervisor in charge of the Repair Shop and under his personal guidance after deraill has been lined for the movement.

At the east end, a sign reading "SPOT POST" is located two car lengths east of the electric deraill and another sign reading "CUT OFF POINT" is located near the clearance point on each track.

CAPACITY IN CARS BETWEEN THE DERAILS—9 CARS

When a Yard Crew is ready to place bad order cars on any of the four tracks, a member of the crew must:

1. Contact Supervisor in charge of Repair Shop over the "talk back" at the east end for release of the electric lock.
2. Open door of electric lock and when lock has been released by the Supervisor at the Repair Shop panel will indicate "unlocked." Then move lever in box to left and line switch and hand throw deraill for the track involved.
3. Spot the cut of bad order cars with the coupler knuckles between the second and third head cars exactly opposite the "SPOT POST" sign. All cars must be contained between the "CUT OFF POINT" sign and the electric deraill. If any part of the east car extends east of the "CUT OFF POINT" sign, that car must be removed from the track.

Note. It will not be necessary to set hand brakes on cars that are left on "A", "B", "C" and "D" tracks. Rule 813 amended accordingly.

4. After engine is clear of the track involved, the hand throw deraill and switch must be lined in normal position, lever in box operated to the right, door of electric lock box closed and locked and Supervisor notified accordingly.

When ready to pick up cars off any track at the west end, a member of the crew must:

1. Contact Supervisor in charge of Repair Shop over the "talk back" for release of the electric lock, open door of the electric lock and when lock has been released by the Supervisor, the panel will indicate "Unlocked." Lever in box should then be operated to the left and the switch lined for the track involved.
2. After cars have been picked up and the movement is entirely clear of the track involved, switch must be lined to normal position, lever in box operated to the right, door of lock box closed and locked and Supervisor notified accordingly.

THERE MUST BE NO FAILURE TO RELINE HAND THROW DERAIL AND SWITCH TO NORMAL POSITION AND CLOSE AND LOCK THE DOOR OF THE ELECTRIC LOCK.

X-60

STANDBY POWER

At Elgin, Fox Lake, Walworth, Western Avenue Coach Yard and Chicago Union Station, STANDBY ELECTRIC POWER of 480 volts is provided for use on the bi-level suburban passenger equipment, including locomotives, during the period the equipment is laying over.

Such power is transmitted through cables leading from the POWER OUTLET BOX located along side the tracks on which the equipment is standing or through a jumper cable leading from equipment on an adjacent track.

Except at Walworth, each POWER OUTLET BOX is equipped with a DISCONNECT SWITCH of the plunger type and this switch controls the power to the cable. Directions on top of the POWER OUTLET BOX indicate when the DISCONNECT SWITCH is in the "ON" and "OFF" position. DISCONNECT SWITCH must be in the "OFF" position before STANDBY POWER CABLE is connected to or disconnected from the equipment.

At Walworth, the POWER OUTLET and cable is located on a post at East end of the Siberia track and POWER DISCONNECT SWITCH is located in substation building immediately adjacent.

The following will govern the use of STANDBY POWER:

When road engine is not coupled to the equipment, the power cable on the equipment may be disconnected and the STANDBY POWER CABLE may then be connected.

When the road engine is coupled to the equipment, the CUMMINS POWER PLANT in the road engine must be TAKEN OFF THE LINE BEFORE any power cable on the equipment is disconnected or the STANDBY POWER connected to the equipment.

ELECTRIC POWER MUST NEVER BE SUPPLIED TO THE EQUIPMENT FROM THE STANDBY POWER AND THE CUMMINS POWER PLANT IN THE ROAD ENGINE AT THE SAME TIME.

When STANDBY POWER CABLES are connected to the equipment, a yellow sign reading "STANDBY POWER CONNECTED" must be placed at one or both ends of the equipment and when thus protected must not be coupled to or moved. Other equipment must not be placed on the same track so as to intercept the view of the sign without first notifying the workmen. In the absence of the workmen, the sign may be moved to the end of the equipment so placed so as to afford the necessary protection, but the equipment from which the sign was removed must not be coupled to or moved.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Office and Phone
Chicago	§R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital, Delaware 7-6500 250 E. Superior St., Union Station, Central 6-7600
Chicago	§J. R. Hines, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital, Delaware 7-6500 250 E. Superior St., Union Station, Central 6-7600
Chicago	§Bruce R. Bodell, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital, Delaware 7-6500 250 E. Superior St., Union Station, Central 6-7600
Chicago	§Virgil Wescott, Oculist	30 North Michigan Ave., DEarborn 2-3127
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	Callahan Clinic	4849 W. Fullerton Ave., Phone BERkshire 7-8000

§ 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.

YARD LIMITS

Extend from Western Avenue to 2573 feet west of Tower A-5 on the Milwaukee Division; to 2000 feet west of Bensenville Depot and from Tower B-17 to Bryn Mawr interlocking on the Cut Off.

LOCATION OF PHONE DIRECTORS TELEPHONES

Union Station	Trainmaster's office Union Station & Lake St. Tower	Bensenville	Switchtender, west end B & C Yard
Union Street	Yardmaster's office Green Street		Hump Yardmaster
Western Avenue	Tower A-2 and Yardmaster—Freight Yard		General Yardmaster, Tower C
	Tower A-3 and Yardmaster—Coach Yard		Locker Room, at east end of yard
	Roundhouse Caller's Office		Caller's Office
Tower A-5	In tower		Consolidated Yard office
Cragin Jct.	In tower		Southwest corner, Bensenville Depot
Galewood	Belt Water tank, at Cicero Ave.		Car Foreman's Office, at west end Yard C
	Yardmaster's office east end	Tower B-17	In tower
	Switchtender's shanty, at top of hill	Bloomingtondale Line	Clybourn Jct. tower
	At Dunning Switch	Division Street	Yardmaster's Office
	South side of tracks 800' east of switchtender's shanty	Kinzie Street	Yardmaster's Office
Tower B-12	In tower		

LOCATION OF BLOCK LINE PHONES

At east signal bridge Tower A-4.	Harlem Ave. Crossing flagman's Shanty.
At Augusta Blvd. on signal bridge, 800 feet west of Tower A-4.	Hanson Park 500' west, on pole.
At Potomac Avenue, one-half mile west of Tower A-4 on a pole.	Grand Ave. Crossing on pole line.
At Cragin south side of tracks.	West of Thatcher Ave. on pole line.
East of Narragansett Ave. on pole.	West of River Road on pole.
At Dunning switch.	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.	

LOCATION OF TELEPHONES CONNECTED WITH TOWERS

Tower A-4	East of signal bridge, Chicago Avenue, on relay case.	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 Lemoyne and North Ave.		Following telephones connected with D&I Train Dispatcher and D&I Block:
	West of Tower A-5 near Armitage Ave.		Eastward home signal, on pole west of York Road
D. & I. Div.	West of Tower A-5 near Karlov Ave.		East of Church Road
Bloomingtondale Line	East of Tower A-5 near Lawn-dale Ave.	Other Phones Located as follows:	
Tower B-12	At westward home signal	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.
	At eastward home signal	Mannheim	Phone at Mannheim Bridge connected to IHB line
	At Franklin Ave. on relay house on south side		
	West of Ruby Street on south side		

LOCATION OF BULLETIN BOARDS

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