

**TABLE OF TRAIN SPEEDS**

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

**EMPLOYES BUS SERVICE**

**WESTWARD**

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

**EASTWARD**

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

Note: During Daylight Saving Time Bus Schedule A will stop at California and Grand Ave.  
 Bus Schedule C and E will also stop at Cragin Station.

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

**CHICAGO TERMINAL  
 DIVISION**

**TIME  
 TABLE  
 No. 46**

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

**Sunday, December 11, 1955**

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.

**F. J. KUKLINSKI,** Assistant Superintendent.  
**R. W. GRAVES,** Assistant Superintendent.

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

**C. A. NUMMERDOR,** General Superintendent of Transportation.

**F. G. MCGINN,** Assistant General Manager  
**J. J. O'TOOLE,** General Manager.



WESTWARD

Table with columns for passenger numbers (259, 147, 55, 205, 135, 133, 27) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

TIME TABLE No. 46 Dec. 11, 1955 STATIONS. SEE RULE 6-A. CHICAGO, WESTERN AVENUE, TOWER A-5, HERMOSA, CRAGIN JCT., CRAGIN, HANSON PARK, GALEWOOD, MARS, MONT CLARE, ELMWOOD PARK, RIVER GROVE, TOWER B 12, FRANKLIN PARK, MANNHEIM, TOWER B 17, BENSENVILLE.

Table with columns for passenger numbers (107, 209, 117, 5, 145, 113) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

EASTWARD

Table with columns for passenger numbers (56, 204, 130, 132, 206, 260, 32) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

STATIONS. CHICAGO, WESTERN AVENUE, TOWER A-5, HERMOSA, CRAGIN JCT., CRAGIN, HANSON PARK, GALEWOOD, MARS, MONT CLARE, ELMWOOD PARK, RIVER GROVE, TOWER B 12, FRANKLIN PARK, MANNHEIM, TOWER B 17, BENSENVILLE.

Table with columns for passenger numbers (210, 4, 212, 134, 214, 216, 142) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

No. 205 stops at Yard Office and Roundhouse, Bensenville. No. 209 stops at Yard Office and Roundhouse, Bensenville. No. 204 stops at Roundhouse, Western Ave., and Bensenville. No. 206 stops at Yard Office, Bensenville. No. 210 Sundays only, stops at Roundhouse and Yard Office, Bensenville. No. 260 stops at Roundhouse and Yard Office, Bensenville. No. 259 stops at Roundhouse and Yard Office, Bensenville. No. 216 stops at Yard Office, Bensenville.

WESTWARD

Table with columns for passenger numbers (211, 3, 215, 149, 217, 15, 23) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

TIME TABLE No. 46 Dec. 11, 1955 STATIONS. CHICAGO, WESTERN AVENUE, TOWER A-5, HERMOSA, CRAGIN JCT., CRAGIN, HANSON PARK, GALEWOOD, MARS, MONT CLARE, ELMWOOD PARK, RIVER GROVE, TOWER B 12, FRANKLIN PARK, MANNHEIM, TOWER B 17, BENSENVILLE.

Table with columns for passenger numbers (221, 137, 111, 223, 143, 105, 155) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

EASTWARD

Table with columns for passenger numbers (136, 48, 218, 138, 220, 146, 24) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

STATIONS. CHICAGO, WESTERN AVENUE, TOWER A-5, HERMOSA, CRAGIN JCT., CRAGIN, HANSON PARK, GALEWOOD, MARS, MONT CLARE, ELMWOOD PARK, RIVER GROVE, TOWER B 12, FRANKLIN PARK, MANNHEIM, TOWER B 17, BENSENVILLE.

Table with columns for passenger numbers (20, 224, 140, 22, 226, 112, 104) and times for various stations including Chicago, Western Avenue, Tower A-5, Hermosa, Cragin Jct., Cragin, Hanson Park, Galewood, Mars, Mont Clare, Elmwood Park, River Grove, Tower B 12, Franklin Park, Mannheim, Tower B 17, and Bensenville.

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

Table with 7 columns (39, 225, 227, 139, 229, 53, 231) and 14 rows of station times for Westward First Class.

TIME TABLE No. 46 Dec. 11, 1955 STATIONS

Vertical list of stations from CHICAGO to BENSENVILLE with corresponding time markers.

Table with 7 columns (159, 141, 153, 233, 19, 35, 7) and 14 rows of station times for Westward First Class.

EASTWARD

Table with 7 columns (12, 102, 106, 228, 150, 144, 16) and 14 rows of station times for Eastward First Class.

STATIONS

Vertical list of stations from CHICAGO to BENSENVILLE with corresponding time markers.

Table with 7 columns (6, 242, 152, 108, 148, 246, 46) and 14 rows of station times for Eastward First Class.

No. 228 stops at Roundhouse and Yard Office, Bensenville. No. 229 will not exceed 30 M.P.H. between Mars and Mont Clare. No. 246 stops at Roundhouse and Yard Office, Bensenville.

No. 245 stops at Mars to pick up passengers for Western Ave. and Chicago. No. 231 stops at Roundhouse, Bensenville, Saturday and Sunday only. No. 242 stops at Roundhouse and Yard Office, Bensenville.

WESTWARD

Table with 7 columns (253, 101, 103, 131, 255, 9, 57) and 14 rows of station times for Westward First Class.

TIME TABLE No. 46 Dec. 11, 1955 STATIONS

Vertical list of stations from CHICAGO to BENSENVILLE with corresponding time markers.

Table with 7 columns (257, 11, 151, 1, 275, 277, 279) and 14 rows of station times for Westward Second Class.

EASTWARD

Table with 7 columns (44, 154, 2, 250, 118, 14, 158) and 14 rows of station times for Eastward First Class.

STATIONS

Vertical list of stations from CHICAGO to BENSENVILLE with corresponding time markers.

Table with 7 columns (58, 258, 156, 274, 276, 278) and 14 rows of station times for Eastward Second Class.

No. 253 stops at Yard Office and Roundhouse, Bensenville. No. 258 stops at Yard Office, Bensenville. No. 257 stops at Yard Office and Roundhouse, 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

**G-1** Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

**Emergency Red Rear End Lights.** Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

**G-2** The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

**G-3** Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

**G-4** Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

**G-5** When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

**G-6** Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

**G-7** Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

**G-8** When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

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

**G-10** When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

**G-12** Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engine.

**G-13** When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

**G-14** The use of gasoline stoves 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.

**G-15** The provisions of Rule 815 also apply to transfer movements within yards.

**G-17** The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:  
Bad order cars.  
Switch rear "S.R." cars.

**G-18** Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.

**G-19** For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

**G-20** In case of heavy rain or violent windstorm, the operator must notify the section foreman.

**G-21** A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

## DEFINITIONS

**G-22** Centralized Traffic Control. A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

## CENTRALIZED TRAFFIC CONTROL

**G-23** (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the CTC. When the CTC is controlled by other than the Train Dispatcher, the Train Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

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

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

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

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

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control Switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

## GENERAL SPEED RESTRICTIONS

**G-24** When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

**G-25** Diesel or electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

**G-26** Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X908160, and X908167 to X908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

**G-27** All 44-ton diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton dead diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

**G-28** All diesel engines must not be towed or operated under own power through water over 3 inches above the rails. When towed or operated under power through water above rails, a speed of 3 miles per hour must not be exceeded.

**G-29** When two or more diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The number and suffix letter of the leading unit only to be used in train orders.

**G-30** Unless otherwise restricted, the following equipment must not be moved in excess of maximum speed shown below and further reductions must be made where conditions require.

TYPE OF EQUIPMENT	MPH
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
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco Switchers 1600 to 1603 inclusive).....	45
600 H.P. Alco Switchers, series 1600 to 1603 inclusive.....	40
All 44 ton Diesel engines 1699 to 1709 inclusive:	
When dead in train.....	30
When under own power.....	30

**G-31** Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

**G-32** The speed of trains handled by Gas-Electric or other similar type power when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

**G-33** That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 feet distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

**G-34** Spring switches:

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

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

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

See Rules 520 to 525 inclusive.

**G-34** (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

**G-35** In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

**G-36** When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

**G-37** Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.



**G-38** When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.  
 Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.  
 Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.  
 Public Address Systems should be utilized both at stations and on trains when available.

**G-39** In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.

**G-41** Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

**G-42** When flat spots develop enroute on car or locomotive 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 locomotives 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-43** A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use.

Rule 35 modified accordingly.

All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

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

**X-2** 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.
Mannheim.....	Crossover between main tracks 1 and 2.
Mannheim.....	Crossover between main tracks 2 and 3.
Tower B-17.....	First Crossover west of Tower B-17 between main tracks 1 and 2 on Illinois Line.
Tower B-17.....	First crossover between main tracks 1 and 2 on Techny Cutoff north of Tower B-17.
Tower B-17.....	Crossover between 1 & 2 Main.

Turnouts laid with long frogs where maximum speed for passenger trains is 40 MPH and other trains is 35 MPH are located at:

Station	Location
Tower B-12	Crossover between main tracks 1 and 2; and between 2 and 3.

Westward movements from No. 3 to No. 2 and from No. 2 to No. 1 main tracks and westward movements from No. 1 to No. 2 main tracks also eastward movements from No. 1 to No. 2 and from No. 2 to No. 3 main tracks and from No. 2 to No. 1 main tracks must not exceed maximum speed of 40 (forty) MPH.

**X-3 (A)** All Spring Switches, except those indicated below are equipped with facing point locks permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 miles per hour while moving against the points at the following spring switches (see special instructions G-34).

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	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	First switch east of California Ave. which is divide switch between inbound and outbound steam track.	For inbound steam track.	Dwarf signal.
Westen Ave. Coach Yard	Diesel House tracks 270 ft. west of safety walk east end Coach Yard.	For Inbound Diesel House track.	Dwarf signal.
Galewood	No. 4 yard running track east of Narragansett Ave.	No. 4 yard running 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 out-bound engine lead.	Outbound engine lead.	Dwarf signal.
Bensenville	West end coach track at rdhse.	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.

**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 between Tower A-2 and Mars.....	60	45
No. 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 between Mannheim and Western Ave.....	35	35
Over Interlocked Railroad Crossings:		
Western Avenue (Tower A-2).....	20	20
Tower A-5 (D&I Division Trains).....	15	15
Tower A-5 (Milwaukee Division Trains).....	60	45
Cragin Junction.....	60	45
Tower B-12.....	45	30
Tower B-12—movements on No. 3 and 4 main tracks to and from IHB main tracks.....	15	15
Tower B-17.....	60	45
Tower A-5 around all legs of the Wyes.....	15	15
9 Degree Curve at Tower A-5.....	15	15
3 Degree Curve at Galewood.....	55	25
2 Degree Curve, one mile east of Tower B-12.....	70	45
Trains operating over tracks just north of No. 1 main track between Tower A-2 and Tower A-4.....	15	15

**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 & Bensenville.  
 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 tracks is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the LEFT.

Double tracks is in use between Mannheim and Bensenville.

Four main tracks are in use between Western Avenue & Mannheim.

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 and No. 3 main tracks between Tower A-5 and Tower B-12, No. 1 and No. 2 main tracks between B-12 and Bensenville and No. 4 main track between Tower A-5 and Tower B-12 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 track for movement with the current of traffic.

On No. 3 main track between Tower A-2 and A-5, movement of trains and engines will be 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 leverman.

Between Tower A-5 and 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 a westward track.
- No. 2 is an eastward track.
- No. 3 is a westward freight 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.

Between Mannheim and Bensenville there are two main tracks.

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

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

Trains or engines may enter No. 3 main track between Tower A-5 and Tower B-12 as follows:

- (a) At Tower A-5, Cragin Jct. and Tower B-12 when authorized by Interlocking 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 of Phone Director for the movement to enter No. 3 main track.)
- (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 track between Tower A 5 and Tower B-12 without permission from the Phone Director.

**MOVEMENTS AGAINST THE CURRENT OF TRAFFIC**

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 main tracks between Tower A-2 & Tower A-5.
- On No. 1, No. 2 and No. 3 main tracks between Tower A-5 and Tower B-12.
- On No. 1 and No. 2 main tracks between Tower B-12 & Tower B-17.

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-10 (a)** Rule 501EE is modified to provide for use of a flashing yellow as an additional indication.

When a flashing yellow indication is displayed on an automatic block signal, train or engine movements will be governed in accordance with Rule 501EE.

When a flashing yellow indication is displayed on an Interlocking Home Signal that is also used as an approach signal to another Interlocking Home signal, train or engine movements will be governed in accordance with the requirements of Rule 501EE.

**X-11** Trains 19, 20, 101, 102, 103, 104, 105, 106, 107, 108, 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. Special Instruction G-29 modified accordingly.

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

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

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

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

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

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

**X-18** At Franklin Park when the Automatic Block Signal located on the west side of Ruby Street governing eastward movement on No. 4 main track or the color light dwarf signal governing eastward 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 Eastward trains and engines must approach the end of the double track approximately 500 feet west of the C. & N. W. crossings at Clybourn Junction prepared to stop. When the eastward home interlocking signal indicates Stop, eastward trains and engines must stop to clear the end of double track. When the eastward home signal displays Proceed, this does not indicate that the connection at the end of the double track is clear and it must be known that the way is clear and movement can be made with safety before fouling the connection.

X-21 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:

Webster Avenue	Fletcher Street
Belden Avenue	Melrose Street
Altgeld Street	Cornelia Avenue
Wrightwood Avenue	Eddy Street
Marianna Street	Waveland Avenue
Diversey Parkway	Narragansett Ave., Galewood
Wolfram Street	Thatcher Ave., River Grove
Oakdale Avenue	River Road, Franklin Park
Wellington Avenue	Rose Street, Franklin Park
Nelson Street	Scott St., Franklin Park
Barry 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-25 Trainmen on suburban trains between Elgin and Chicago and between Walworth and Chicago that are equipped with portable Emergency Red Rear End Lights will be governed by the provisions of Special Instructions G-1 of the current time table.

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 cars preparatory to shoving over street crossings, slack must be taken to assure cars and engines are coupled.

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

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

X-29 The Statutes of the State of Illinois provide that no railroad shall obstruct any public highway by stopping on its tracks where the same intersects or crosses such public highway or crossing, except for the purpose of receiving and discharging passengers, or to receive the necessary fuel and water; and in no case to exceed ten minutes for each train, car or locomotive engine, and imposes a penalty of not less than \$10.00 or more than \$100.00 for each and every offense, against the engineman or conductor violating the provisions of the Act, to be recovered in an action of debt in the name of the people of the State of Illinois for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for like sum. When suits are instituted against the Company for blocking highway crossings under this Statute, employes responsible therefor will be called upon to bear the fine imposed. When suits are brought against employes for violating the above Statute, the Company will take no action in defending same.

X-30 At Chicago, whenever passenger trains are being detoured via the Chicago-Evanston and Bloomingdale line, single track operation must be maintained between Chicago Union Station and Larrabee Street due to close clearance between the two main tracks between drawbridge J-O at Kinzie Street and Larrabee Street.

X-31 Bridges in track elevation territory will not clear a man riding on the side of a car.

X-32 Account restricted clearance on Number 2 and 3 main tracks at subway shelter located at east end of Western Ave. passenger station platform, employes are prohibited from riding on side of cars or engines passing this point.

X-33 When general switching is in progress on No. 4 main lead at the extreme east end of Yard No. 1 Western Avenue Freight Yard, yardmen will be alert and exercise the utmost caution to prevent injury while trains are passing this point in either direction on No. 3 main track. If switching is in progress at this point when a train is approaching in either direction on No. 3 main track, the movement will be stopped temporarily to afford full protection to the yardmen on the ground.

X-34 Men working between rlp tracks 2 and 3 at Western Ave. Coach Yard will look out for water hydrants protruding above ground.

X-35 Steam connections for heating passenger equipment are installed on tracks 1, 2, 3 and 4 in Western Ave. freight yard. Connections are on top of ground and care must be used in switching to and from these tracks to avoid damage or injuries.

X-36 Because of close clearances in all roundhouse districts of Chicago Terminal, employes are prohibited from riding on the side of engines or cars and not get out on cab steps of engine while in motion.

X-37 A color light type signal is located on the side of Tower A-4. This signal will repeat the indications displayed by the existing signals at the east and west ends of the car washing plant at Western Avenue Coach Yard.

X-39 When taking charge of train to back it out of the Union Station or Coachyard the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train. Enginemen must not back from Coachyard or from Union Station until the pilot has identified himself.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

When the engineman hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.

If from any cause the air signal whistle does not respond, there must be a thorough understanding between the enginemen and the pilot in regard to the hand or lamp signals to be given by the pilot before applying the brake from the rear, and they should also have an understanding that the enginemen will start back on receipt of the regulation back up hand or lamp signal after the brakes have applied and released properly.

To reduce speed of the train, the back up valve should be opened gradually until the speed is reduced, then closed. When stopping the train, the valve should be opened gradually and left open until train is stopped. In case of an emergency, open the valve wide until train stops.

X-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 and the outside freight house track known as track No. 8, between Union Street and Jefferson Street.

Employes are prohibited from riding on the side of engines or cars or to put their heads out of engine cab or caboose windows in this territory.

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 Cragin  
Galewood (except switchtender on Staker Lead)  
Mannheim  
Northwest Bridge, Bensenville

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" Yards 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".



**COMPANY SURGEONS ARE LOCATED AS FOLLOWS:**

Location	Name	Residence and Phone	Office and Phone
Chicago.....	§†R. Householder, Chief Surgeon.....		Wesley Memorial Hospital, DELaware 7-6500. Union Station, CENTral 6-7600
Chicago.....	§†J. R. Hines, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, DELaware 7-6500. Union Station, CENTral 6-7600.
Chicago.....	§†F. W. Munson, Asst. to Chief Surgeon.....		Wesley Memorial Hospital, DELaware 7-6500. Union Station, CENTral 6-7600.
Chicago.....	§*Virgil Wescott, Oculist.....		30 North Michigan Ave., DEarborn 2-3127.
Chicago.....	L. F. McBride, Aurist.....		122 So. Michigan Ave., WAbash 2-2272.
Chicago.....	H. A. Hooper, Dentist.....		53 E. Washington St., STate 2-0509.
Bensenville....	Kenneth L. Fisk, M. D.....		302 W. Green Street, Phone Bens. 600.
Bensenville....	Joseph P. McKay, M. D.....		22 North Addison St., Phone Bensenville 72.
Elmhurst.....	C. O. Evanson, M. D.....		105 S. York St., Phone Elmhurst 125.
Elmhurst.....	E. H. Droegemueller, M. D.....		105 S. York St., Phone Elmhurst 125.
Galewood.....	John R. Lend, M. D.....		5247 W. North Ave., Phone Merrimac 7-7766.

§Indicates salaried Company surgeons who should be used whenever possible.

†Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.

\*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

**WATCH INSPECTORS**

Location	Inspectors	Location	Inspectors
Chicago.....	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.....	2220 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.....	161 Chicago St..... Schneff Bros.
Chicago.....	5946 W. North Ave.... Theodore H. Hyhring.	Franklin Park..	9602 Franklin Ave.... Daniel Lutz.
Chicago.....	29 E. Madison St..... Milton J. Heegn.	Libertyville....	532 N. Milwaukee.... Mackey's Jewelry Store.
Chicago.....	Union Station..... C. H. Bern.		

**YARD LIMITS**

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

**LOCATION OF PHONE DIRECTORS TELEPHONES**

Union Station.....	Trainmaster's office Union Station.	Bensenville Yard....	Carmen's Building, west end. Switchtender, Northwest bridge. Switchtender, west end B & C Yard. Hump Yardmaster. GYM Consolidated Yard Office. Yardmaster's Office, east end. Roundhouse. Consolidated Yard office. Southwest corner, Bensenville, Station. Repair track office.
Union Street.....	Yardmaster's office Green Street.		
Western Avenue.....	Tower A-2. Yardmaster—Freight Yard. Tower A-3. Chief Carpenter's office. 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 Jet.....	In tower.	Division Street.....	Yardmaster's office.
Galewood.....	Cicero Ave., Belt Water tank. Switch tender's shanty, east end. Yardmaster's office east end. Roundhouse. Top of Hill, Switchtender's shanty.	Kinsie Street.....	Yardmaster's office.
Tower B-12.....	In tower.		

**LOCATION OF BLOCK LINE PHONES**

On Pole Line just west of Thatcher Ave.  
Crossing flagman's shanty Grand Ave.

Narragansett Ave. Crossing flagman's shanty.  
Mars—Switchtender's shanty, 800 feet east of Oak Park Ave.  
Crossing Flagman's Shanty, Harlem Ave.

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

Phones are on signal relay cases

Milw. Div. 1st Dist..	1775 feet east of Tower A-5 between Lemoyne and North Ave. 1400 feet west of Tower A-5 near Armitage Ave.	D. & I. Div. 1st Dist.	1850 feet west of Tower A-5 near Karlov Ave. Bloomington Line.. 600 feet east of Tower A-5 near Lawndale Ave.
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**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 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 yardmaster's office. In Galewood east end Yardmaster's office. In Galewood roundhouse register room. Train Desk, Galewood Office.	Union Street.....	In yardmaster's office.
		Kinsie Street.....	In yardmaster's office.
		Division Street.....	In yardmaster's office.

C. L. WITHEE, L. W. HARRINGTON,  
W. M. FREUND, W. F. PLATTENBERGER, } TRAINMASTERS.  
R. L. TEWELL, S. C. PULFORD, }

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