

EMPLOYEES' GUIDE TO TRAIN PHONES

OBTAINING AND TURNING IN TRAIN PHONES

AT 95th AND AT HARLEM

REPORTING - If first trip is on Series 2000 equipment, obtain train phone from Clerk.

If first trip is on Series 2200 equipment, no train phone required

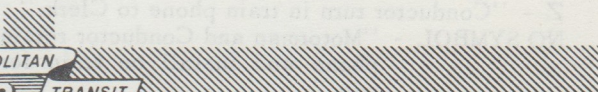
COMPLETING DAY'S WORK - On Series 2000 equipment, turn in train phone to Clerk.

SWING RUNS - On Series 2000 equipment at completion of first portion, turn in train phone to Clerk.

MAKING ANOTHER TRIP

- From Series 2000 equipment to Series 2000 equipment - Transfer train phone.
- From Series 2000 equipment to Series 2200 equipment - turn in train phone (at 95th, to Supervisor; at Harlem, to Clerk).
- From Series 2200 equipment to Series 2000 equipment - obtain a train phone (at 95th, from Supervisor; at Harlem, from Clerk).

LUNCH RELIEF - If you have a train phone, retain it. (It may be checked with Clerk for safe-keeping.)



METROPOLITAN

TRANSIT



**AT KIMBALL AND AT HOWARD for Skokie Swift
and Evanston Shuttle**

- REPORTING - Obtain train phone from Clerk.
- COMPLETING - Turn in train phone to Clerk.
- DAY'S WORK
- SWING RUNS - Turn in train phone at end of first portion.
- MAKING ANOTHER TRIP - Remove train phone and install in cab of train you will leave on.
- LUNCH RELIEF - Retain train phone. May be checked with Clerk for safe-keeping.

AT LINDEN, DEMPSTER, AND JACKSON PARK

- MAKING ANOTHER TRIP - Remove train phone and install in cab of train you will leave on.
- LUNCH RELIEF - Retain train phone. May be checked for safe-keeping at Linden with Supervisor; at Dempster and Jackson Park with Ticket Agent.

AT HOWARD for Evanston Express

- PUT-OUTS - Obtain train phone from Clerk.
- RELIEFS - Turn train phone over to relief. Do not leave motor cab until relief arrives.
- LAY-UPS - Turn in train phone to Clerk.

**AT CONGRESS, 54th, LOGAN SQUARE, ASHLAND,
61st, AND HOWARD for North-South**

(Information appears as symbols on Run Guide)

- \$ - "Motorman obtain train phone from Clerk."
Q - "Motorman turn in train phone to Clerk."
K - "Conductor obtain train phone from Clerk."
Z - "Conductor turn in train phone to Clerk."
NO SYMBOL - "Motorman and Conductor retain train phone and install on train for next trip."

GENERAL RULES

1. Have the train phone connected in the operating cab at all times when on the road.
2. Hold phone button "in" for two seconds before talking.
3. Give run number, location, and direction when initiating a call.
4. Keep all messages short and concise.
5. Direct all calls to the Line Supervisor, not to other trains or to terminals.
6. Do not transmit any communication other than company business over the train phone.
7. Do not use profanity or vulgarity on the train phone.
8. Never leave a train phone unattended or remove it from CTA property. It may be left locked in the Motor Cab only when specifically authorized.
9. If the train phone becomes defective, exchange it for another train phone at the first terminal reached. Fill out a "Defective Train Phone Report" and attach it to the defective unit.
10. Make or answer train phone calls promptly, provided such action is consistent with safe operation.

NUMBER CODE

- 10-4 Message received and understood.
- 10-20 What is your location?
- 10-68 Repeat the message.
- 10-77 Line Supervisor desires to communicate a message to passengers on the train over the P.A. System. Hold the spring return switch down until the message is completed.
- 10-99 Dire emergency; immediate response is requested; other trains avoid or stop transmission.

**TROUBLE CODE
(4000 Series Only)**

<p>If you have this trouble</p>	<p>Report trouble to Line Supervisor in this way</p>
<p>Defective door or door circuit</p>	<p>GREEN</p>
<p>Any electrical trouble</p>	<p>ELECTRICAL (give brief description of trouble)</p>
<p>Brakes won't release and main reservoir pressure (red hand on gauge) remains below normal (checked by placing brake valve handle in lap position)</p>	<p>RED LOW</p>
<p>Brakes won't release and main reservoir pressure is normal with brake valve handle in lap position, but brake pipe pressure (black hand on gauge) is below 70 lbs. (checked by placing brake valve handle in release position)</p>	<p>BLACK LOW</p>
<p>Train is dragging, but main reservoir pressure and brake pipe pressure are both normal</p>	<p>HOLDING, ONE</p>
<p>Brakes on train seem weak, but main reservoir pressure and brake pipe pressure are both normal</p>	<p>NOT HOLDING, ONE</p>

CHICAGO TRANSIT AUTHORITY
TRAINING AND ACCIDENT PREVENTION DEPARTMENT