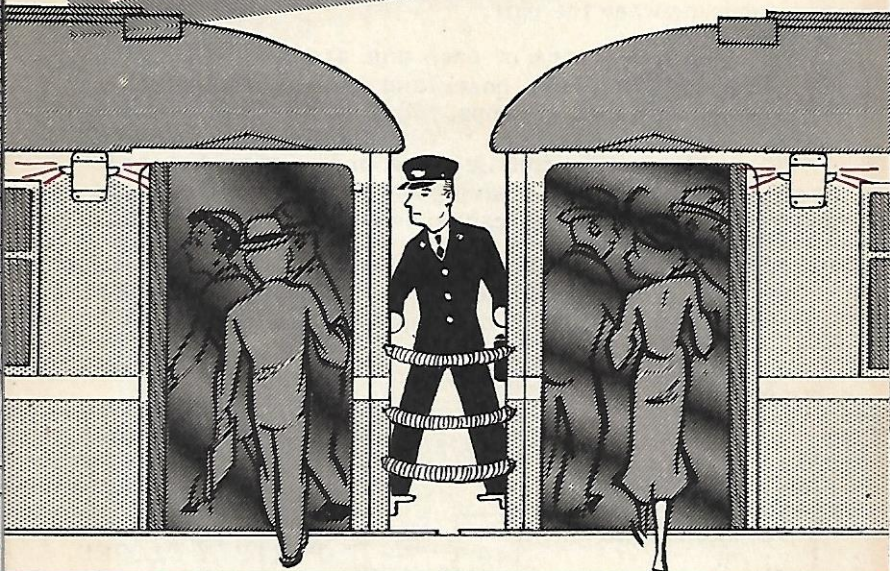


A program of modernization of the steel subway cars is now in progress, so that they will meet higher standards required for constantly improving Rapid Transit service.

This leaflet has been prepared to familiarize you with the important changes that have been made.

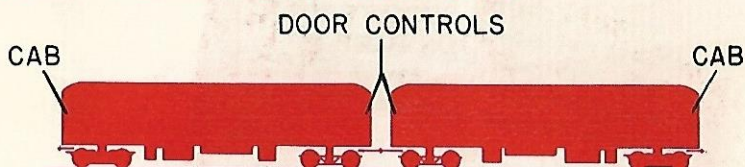


Steel Car Door Controls

TEMPORARY EDITION
MARCH 1950

CHICAGO TRANSIT AUTHORITY
Dep't. of Accident Prevention and Training

SEMI - PERMANENT COUPLING



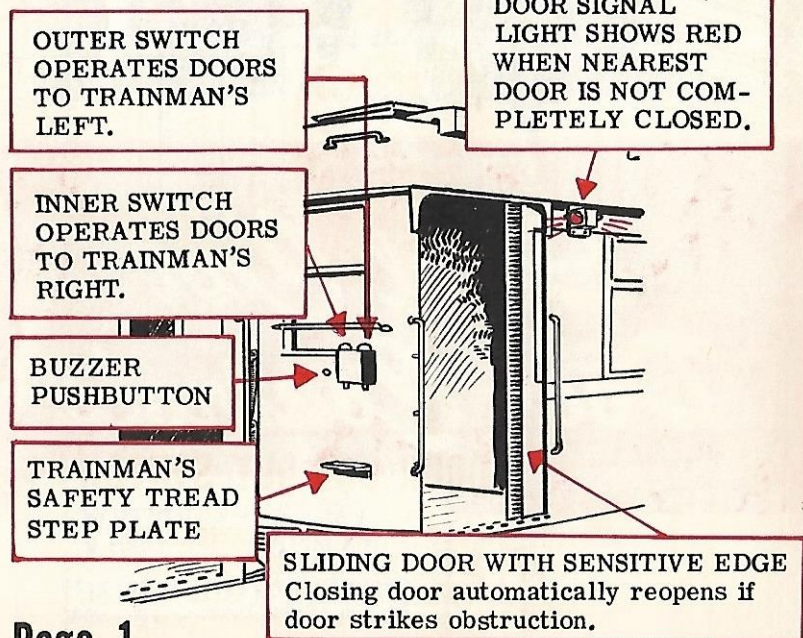
All cars are made up into two car units. Each unit has only fully equipped motorman's cabs at the far ends of the pair. Trainman's door controls are only between the pair.

The two cars of each unit are coupled thru the regular jumpers, hoses and chains. They will be separated only at shops.

Most units consist of two motor cars, but there will be some units having one coach (trailer). Any of the types of steel cars may be found coupled into a unit.

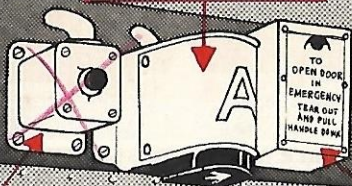
A unit can be used alone to provide a two-car train or units may be coupled to provide four, six or eight car trains.

DOOR CONTROL



"A" SWITCH

SET AS SHOWN
ON PAGE 4.

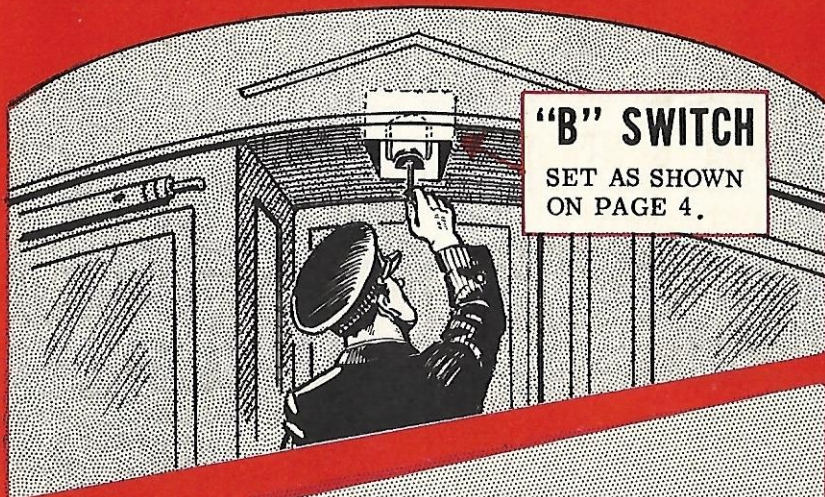


~~COLLECTOR'S PUSHBUTTON~~

~~PUSH MOMEN-
TARILY TO CLOSE
NEAREST DOOR.~~

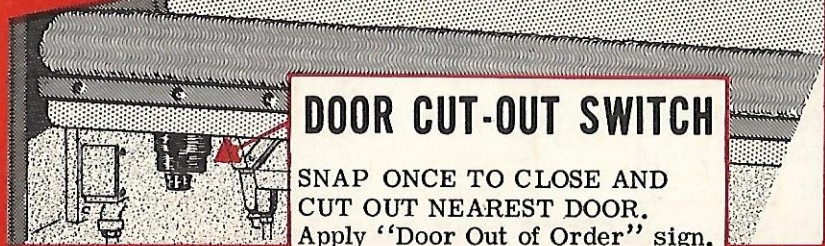


EMERGENCY SWITCH



"B" SWITCH

SET AS SHOWN
ON PAGE 4.



DOOR CUT-OUT SWITCH

SNAP ONCE TO CLOSE AND
CUT OUT NEAREST DOOR.
Apply "Door Out of Order" sign.

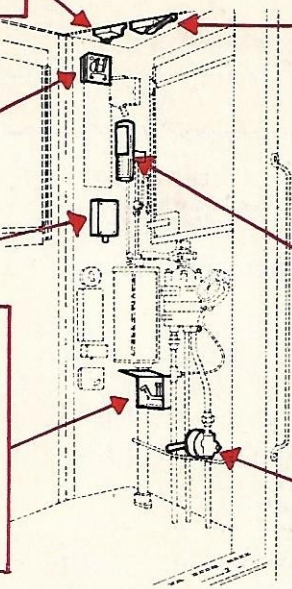
MADE-UP CAB

BUZZER PUSHBUTTON
To signal 1st trainman

CONTROL RELAY.
Comes IN when all doors are closed. Energizes master controller.

MOTORMAN'S DOOR SWITCH

CIRCUIT BREAKER SWITCHES.
To reset "blown" breaker, hold left-hand switch closed for about one second.
Keep right-hand switch closed at all times. For shop use.



CAB DOOR SWITCH
Pull OUT when cab is in use. Connects control relay and signal light.

Push IN when cab not in use. Supplies current for automatic starting signal from rear end of train.

DOOR SIGNAL LIGHT
ON when all doors of train are closed.

AIR COCK SWITCH.
ON when brake valve is in use. Cuts motorman's door out of automatic starting signal circuit.

CABS AT 'DOOR CONTROL ENDS OF CARS ARE NOT FULLY EQUIPPED AND MAY ONLY BE USED IN EMERGENCY TO GET A "BAD ORDER" INTO TERMINAL.

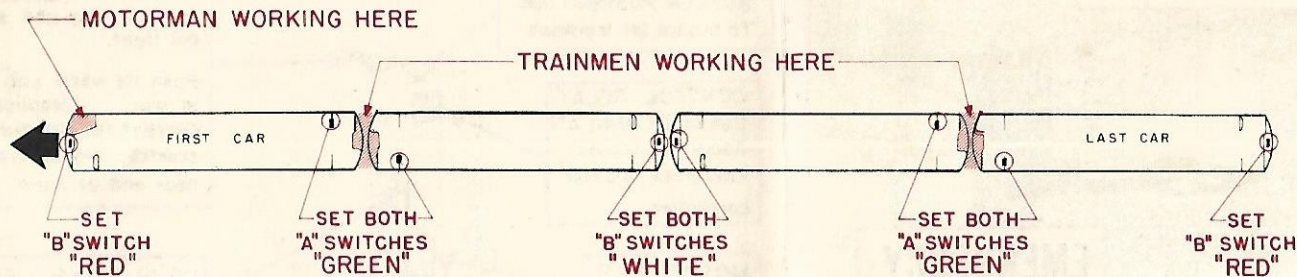
STARTING SIGNALS :

At "end-of-line" terminals, after doors are closed, "two buzzes" passed ahead to motorman will be his signal to proceed.

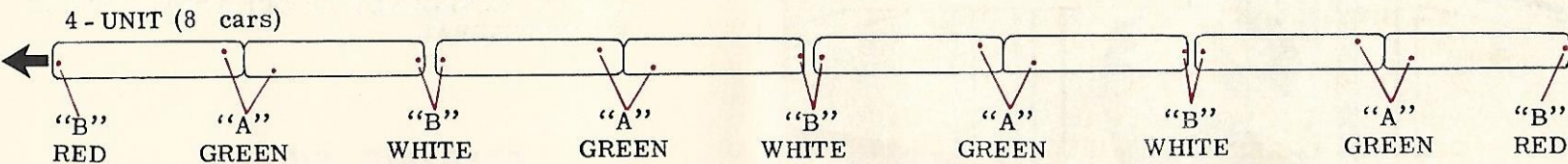
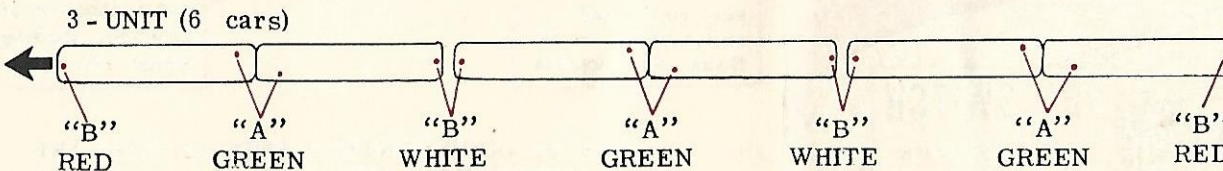
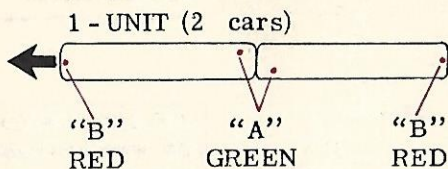
At other stations, motorman will start on automatic starting signal light. When train is stopped on level track, move controller handle to ON after doors have been opened. Allow train to start automatically when doors close.

If train has stopped in emergency or from buzzer signal, pass "two buzzes" when ready to proceed.

PREPARING TWO-UNIT (4 CAR) TRAIN FOR SERVICE



FOR OTHER LENGTHS OF TRAINS:



NOTE:
DOORS AT FRONT AND REAR ENDS OF TRAINS ARE NOT OPERATED BY TRAINMEN'S DOOR SWITCHES

REMEMBER THESE POINTS:

1. Each door switch box controls the doors on its side of the unit.

When you are in working position between cars, facing station platforms:

2. The **INNER** switch operates doors to your right.
3. The **OUTER** switch operates doors to your left.
4. Each buzzer push button rings to the next man in direction of car it is on.