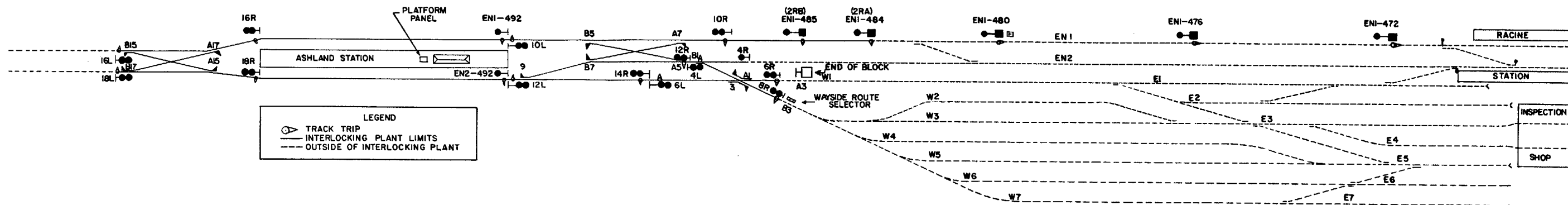


DIAGRAM OF 63rd-ASHLAND TERMINAL



SIGNALS WITHIN INTERLOCKING PLANT LIMITS

There are four types of signals within the plant limits: interlocking home signals (governed by Rule #142); automatic block signals and interlocking approach signals (governed by Rule #146); and reverse movement interlocking home signals (governed by Rule #144). All signals are color light signals and all have track trips and track trip manual release except the reverse movement signal.

INBOUND SIGNALS

Signals 6R, 8R, 10R, 12R, 14R, 16R and 18R are Interlocking Home signals.

Signals EN1-484 (2RA) and EN1-485 (2RB) are Interlocking Approach signals with closing speed feature.

Signals EN1-492 and EN2-492 are Automatic Block signals.

Signal 4R is a Reverse Movement Interlocking Home signal.

OUTBOUND SIGNALS

Signals 4L, 6L, 10L, 12L, 16L and 18L are Interlocking Home signals.

CAUTION: If a train is tripped within the limits of an Interlocking Plant, it is the responsibility of the person operating the train to alight and inspect the full length of the train to determine the cause before proceeding.

If the cause was an interlocking home signal trip, Rule #155 must be followed.

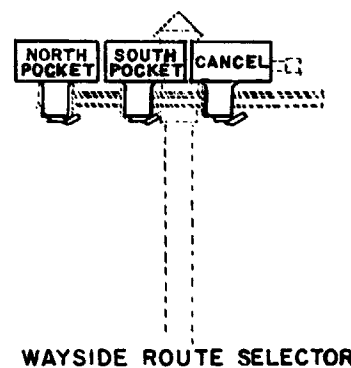
If the cause cannot be determined, the person operating the train must call the Line Supervisor before operating on "sight."

TRAIN ROUTING-AUTOMATIC OPERATION

INBOUND

Road Trains, Drags or Work Trains - The selection of routes for inbound trains is automatic and there is no way that a trainman can change a route that is lined up. When a train passes Signal EN1-480, the track switches line up to route the train into an unoccupied platform track. If both platform tracks are unoccupied, the train will normally be routed into the #2 (south) platform track. If both platform tracks are occupied, no lineup will be given for an inbound train.

Movements from Yard - A wayside route selector, located at Signal 8R, permits a switchman operating cars from the yard to line up a route into the #1 (north) platform track or into the #2 (south) platform track. The wayside route selector is equipped with three selector levers marked North pocket, South pocket and Cancel, reading from left to right.



The North selector lever lines up the route to the North platform track. The South selector lever lines up the route to the South platform track. Each of these selector levers has an associated green light which illuminates when there is a train in the circuit in approach to the selector and the route to the platform is free to be established. To establish a route from the yard.

1. Pull train up to selector lever.
2. Observe green light associated with selector lever you wish to use.
3. If light is on, depress corresponding selector lever. If off, wait for it to come on.
4. Operate train to platform track when signal 8R clears.
5. If operation of wayside route selector fails to establish route, depress lever again. If route still does not establish, call Line Supervisor for instructions.

If, for any reason, a route has been selected and then not used, the Cancel selector lever must be operated to restore the plant to normal.

OUTBOUND

Road Trains - Trains are routed by means of automatic train dispatching on a "first in-first out" basis. When the automatic train dispatching signal is given shortly before the train is due to depart, the track switches line up and the home signal clears. If the starting signal is given but the home signal fails to clear, the Motorman must call the Line Supervisor in accordance with Rule 155(c).

Drags or Work Trains - Motorman must call the Line Supervisor for permission to depart. If the proper route is lined up, the train departs when the starting light is given by the Line Supervisor. If the proper route is not lined up, take the following steps.

1. Take opposite platform track out of service.
2. Wait for proper route to line up, then restore opposite platform track to service
3. Leave when starting signal is given by Line Supervisor.

(See Taking a Platform Track Out of Service and Returning a Platform Track to Service.)

Movements to Yard - To line up a route from a platform track to the yard, take the following steps.

1. Depress the appropriate "Yard" button in the Platform Control Cabinet.
2. When signals clear, indicating route has established, proceed on signal indication into the yard.

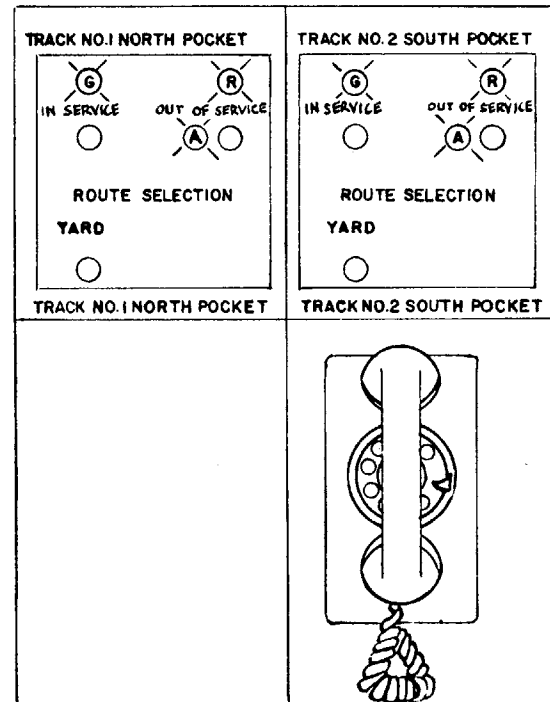
As soon as the train clears the plant limits at Signal 8R, the plant will return to automatic operation.

(See Platform Control Cabinet diagram.)

PLATFORM CONTROL CABINET

A platform control cabinet located on the station platform is provided to permit a train to be routed from the platform into the yard or to permit a platform track to be taken out of service.

The cabinet is unlocked by a switch key. It contains a telephone and two control panels. The panel on the left is marked "Track No. 1 North Pocket" and the panel on the right is marked "Track No. 2 South Pocket."



PLATFORM CONTROL CABINET

TAKING A PLATFORM TRACK OUT OF SERVICE AND RESTORING IT TO SERVICE

The controls for taking a platform track out of service and restoring it to service are located in the platform control cabinet (see diagram).

A platform track can be taken out of service only when its associated amber indicating light is illuminated. The light is illuminated when there is no movement in progress into this platform track and the opposite platform track is in service.

TAKING A PLATFORM TRACK OUT OF SERVICE

1. Open the control cabinet door.
2. Check that the appropriate amber indicating light is illuminated.
3. Call the Line Supervisor for permission.
4. Depress the appropriate "Out of Service" button momentarily. When the red indicating light above the button comes "on" and the green indicating light above the "In Service" button goes "off" the track is out of service.
5. Close and lock the control cabinet door.

While a platform track is out of service, no train can be routed into or out of that platform track by signal indication. Switches line up only for the other platform track and the "Next Train" signs indicate only for the other platform track. Only one platform track can be taken out of service at any one time.

RESTORING A PLATFORM TRACK TO SERVICE

1. Open the control cabinet door.
2. Call the Line Supervisor for permission.
3. Depress the appropriate "In Service" button momentarily. When the green indicating light above the button comes "on" and the red indicating light above the "Out of Service" button goes "off," the track is restored to service.
4. Close and lock the control cabinet door.

COMPLETION OF TRAIN MOVEMENTS

When the plant is in automatic operation, any inbound train moved beyond interlocking home signals 6R, 8R or 10R must be moved completely clear of signal EN1-492 or EN2-492 and the proper outbound signal indication must be obtained before again attempting to move in the outbound direction.

Similarly, any train in the outbound direction, once moved beyond signal 10L or 12L, must be moved completely clear of signal 6R or 8R if going to the yard or signal 4R if going to the main line.

Failure to complete a move once begun may result in a complete tieup of the interlocking plant.

TRAIN ROUTING-MANUAL OPERATION

When a towerman is on duty, all moves within the interlocking limits are under his control. Normally, the Towerman will be on duty during Weekday rush periods.

The general plan for train moves under tower control is as follows:

1. When Adds and Put-Outs are being made
 - a. Adds will be routed into the North Pocket and back out of the North Pocket.
 - b. Put-Outs will be routed into the South Pocket and back out of the South Pocket.
2. After Adds and Put-Outs are complete, the tail track and diamond crossover will be used. Inbound trains will all be routed into the North Pocket, then through the crossover to the tail track and then back to the South Pocket for the outbound move.
3. When layups and cuts begin, use of the tail track will be discontinued.
 - a. Cuts will be routed into the North Pocket and back out of the North Pocket.
 - b. Layups will be routed into the South Pocket and back out of the South Pocket.

The general plan outlined above may change whenever circumstances require. Motormen and Switchmen operating trains within the limits of the plant must carefully observe signal indications and switch position before accepting any route. If in doubt about a move, they must contact the Line Supervisor or other person in authority.

TRAIN OPERATION AT 63rd-ASHLAND TERMINAL



CHICAGO TRANSIT AUTHORITY