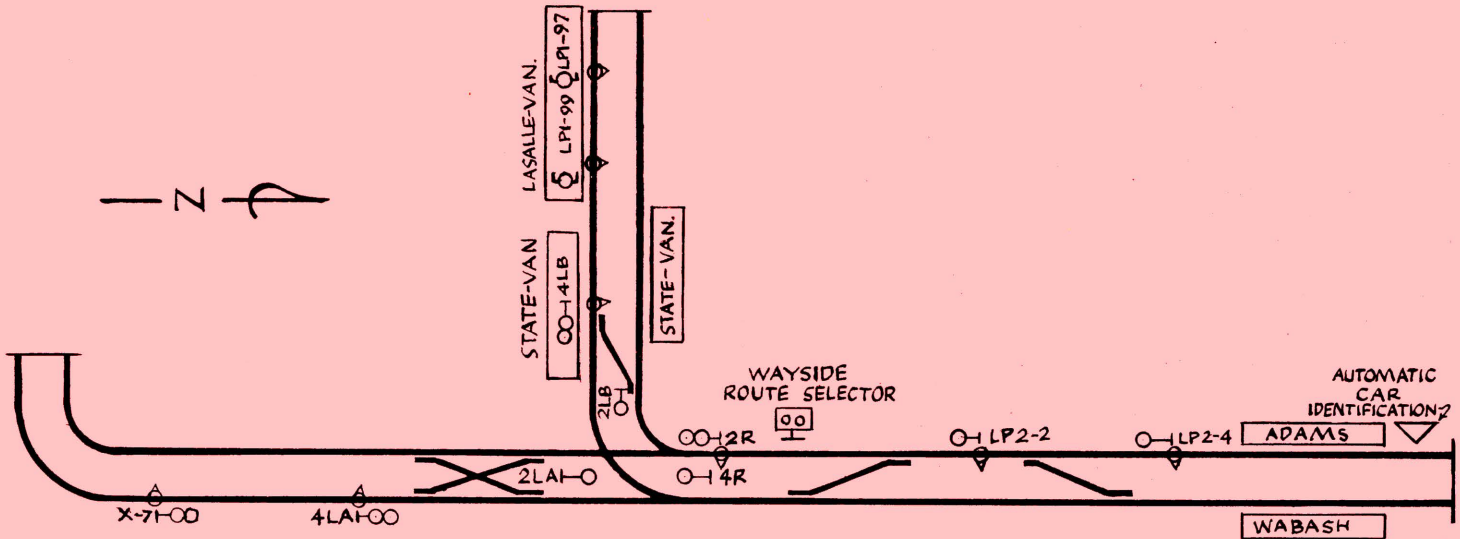


DIAGRAM OF TRACK AND SIGNALS



SIGNALS

All signals in the interlocking plant and in approach to it are color light signals. All signals except reverse movement signals have track trips.

Northbound Signals - Van Buren Street

Signals LP 1-99 and LP 1-97 are automatic block signals; Signal LP 1-97 has allowable speed feature. The aspects and indications are as per Rule 146.

Signal 4 LB is an interlocking home signal. The aspects and indications are as per Rule 142.

Signal 2 LB is a reverse movement interlocking home signal. The aspects and indications are as per Rule 144.

Northbound Signals - Wabash Avenue

Signal X-7 is an interlocking home signal. Its red over red aspect is as per Rule 142. The proceed aspect is lunar white over red, indicating "Proceed as indicated by cab signal."

Signal 4 LA is an interlocking home signal. It can display a red over red aspect or a red over red over yellow (call on) aspect which are as per Rule 142. It can also display a lunar white over red aspect which indicates "Proceed on main route as indicated by cab signal."

Signal 2 LA is a reverse movement interlocking home signal. The aspects and indications are as per Rule 144.

Southbound Signals - Wabash Avenue

Signals LP 2-2 and LP 2-4 are automatic block signals; signal LP 2-4 has allowable speed feature. The aspects and indications of signal LP 2-4 are as per Rule 146. Signal LP 2-2's red aspect is as per Rule 146. Its proceed aspect is lunar white, indicating "Proceed as indicated by cab signal." (For trains not equipped with cab signals, indication is "Proceed.")

Signal 2R is an interlocking home signal. It can display a red over red aspect, red over red over yellow (call on) aspect or red over yellow aspect which are as per Rule 142. It can also display a lunar white over red aspect which indicates "Proceed on main route as indicated by cab signal." (Displayed for moves on to the West-South route.)

Signal 4R is a reverse movement signal. The aspects and indications are as per Rule 144.

WAYSIDE ROUTE SELECTOR

A two-lever selector is located just north of Signal 2R. The levers are marked "L" (Loop) and "D" (Dan Ryan). If no route or an incorrect route is established, the Motorman must stop at the route selector and fully depress the lever for the route he wishes to establish. (Press "L" lever for route around the loop and "D" lever for Dan Ryan route.) After depressing the route lever, it will take approximately one minute for the new route to be established.

NOTE: Elapsed time for establishment of the new route may be longer than one minute if a conflicting route must clear.

If the proper route still cannot be obtained after the wayside route selector is operated, call the Line Supervisor.

TRAIN OPERATION AT TOWER 12

(VAN BUREN-WABASH)

The interlocking plant at Van Buren-Wabash (Tower 12) is automatically controlled.

Northbound trains (Ravenswood and West-South) are routed through the interlocking automatically on a first come - first served basis. Once a northbound train has initiated a route by passing signal LP 1-99 on the outer loop or signal X-7 on the West-South route, the route must be completed by the train leaving the interlocking plant limits before a new northbound route or a conflicting southbound route can be established. If a train cannot be cleared through the plant, it will be necessary to operate the emergency control panel in the relay house to establish routes.

Southbound trains are routed to the West-South route or around the loop (Evanston and Loop Shuttle) automatically by an automatic car identification unit located at Adams and Wabash station which scans the passing trains for an identification decal. Trains with the decals are routed to the West-South Route, while trains without the decal are routed around the loop. In the event an incorrect southbound or no route is given, the Motorman can obtain the correct route by operating a wayside route selector adjacent to signal 2R. In the event the proper route cannot be obtained by operation of the wayside route selector, it will be necessary to operate the emergency control panel in the relay house.

