

CHICAGO TRANSIT AUTHORITY
PROPER ACTIONS
AT
SIGNALS DISPLAYING STOP ASPECT

INTERLOCKING HOME SIGNALS

IDENTIFICATION -

All semaphore signals and any color light signals which have an X on the signal identification plate on the front of the signal are interlocking home signals.

STOP ASPECTS -

Red or Red over Red

RULE 155 - INTERLOCKING HOME SIGNAL DISPLAYING A STOP ASPECT OR AN IMPROPER ASPECT.

- (a) When an Interlocking Home Signal displays a stop aspect or an improper aspect, the Motorman must stop short of the signal.
- (b) At an Automatic Interlocking Plant where a track switch is equipped with a wayside route selector, the Motorman will operate the route selector.
- (c) If an Interlocking Home Signal fails to clear, the Motorman must notify the Radio Dispatcher and must not proceed until a Supervisor or some other authorized person has determined that it is safe to do so.
- (d) The Motorman must not pass the Interlocking Home Signal which indicates "Stop" unless he receives a Flag or Lantern Signal which the Motorman knows is meant for him, and which is given by an authorized Employee. He may then proceed at restricted speed if the switches are properly set.

(OVER)

PROCEDURE IF TRIPPED -

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

If the cause was an interlocking home signal trip, the Motorman must remain standing and call the Line Supervisor. Rule 155(c) and (d) applies.

If the cause cannot be determined, the Motorman may proceed on "sight" after notifying the Line Supervisor.

AUTOMATIC BLOCK SIGNALS

IDENTIFICATION -

Any color light signal which does not have an X on the signal identification plate on the front of the signal is an automatic block signal.

STOP ASPECT -

Red

When an automatic block signal displays a red aspect, the indication is as follows:

(1) If signal has a trip

Stop; operate Track Trip Manual Release. When trip clears, proceed with caution at restricted speed, prepared to stop within vision.

(2) If signal does not have a trip

Stop; if signal does not clear within 10 seconds, proceed with caution at restricted speed, prepared to stop within vision.