

DESPLAINES

YARD

WEST SECTION

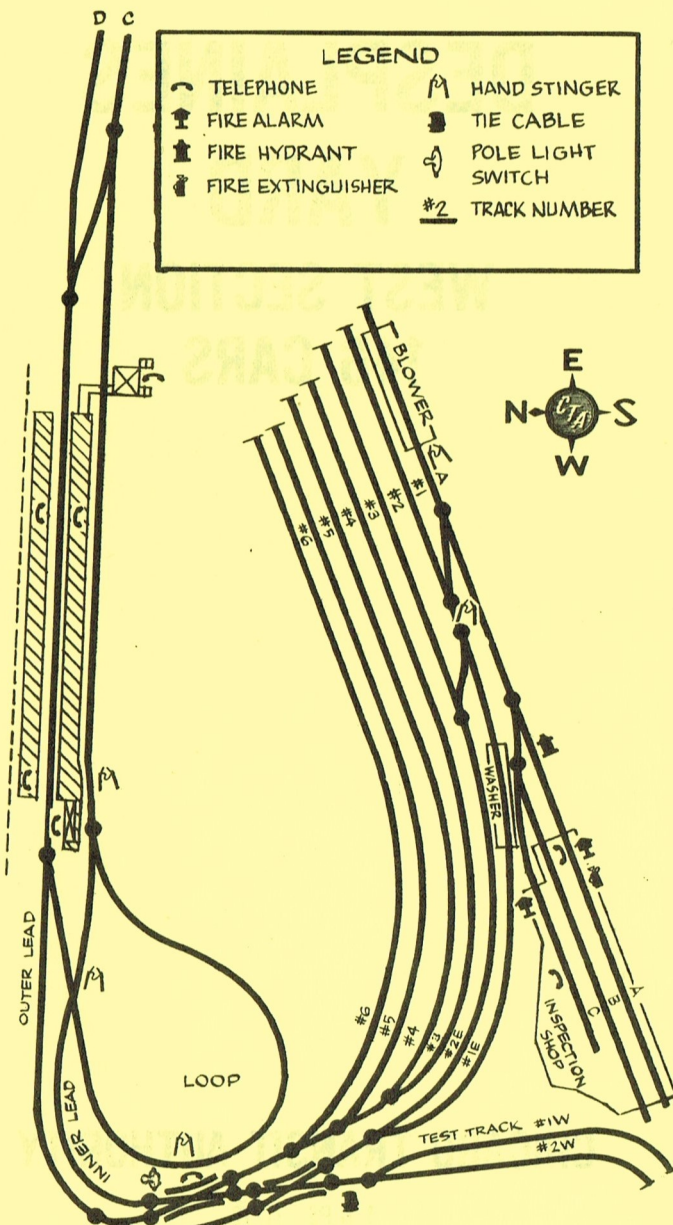
146 CARS

CHICAGO TRANSIT AUTHORITY

T & PS 11/72

Locations Of: Telephones ● Fire Alarm Boxes ●
 Fire Extinguishers ● Fire Hydrants ● Hand Stingers ●
 Tie Cables ● Pole Light Switches ● Track Number . . .

NOT DRAWN TO SCALE



LEGEND

	TELEPHONE		HAND STINGER
	FIRE ALARM		TIE CABLE
	FIRE HYDRANT		POLE LIGHT SWITCH
	FIRE EXTINGUISHER	<u>#2</u>	TRACK NUMBER




... Power Sectionalizing Switches ●

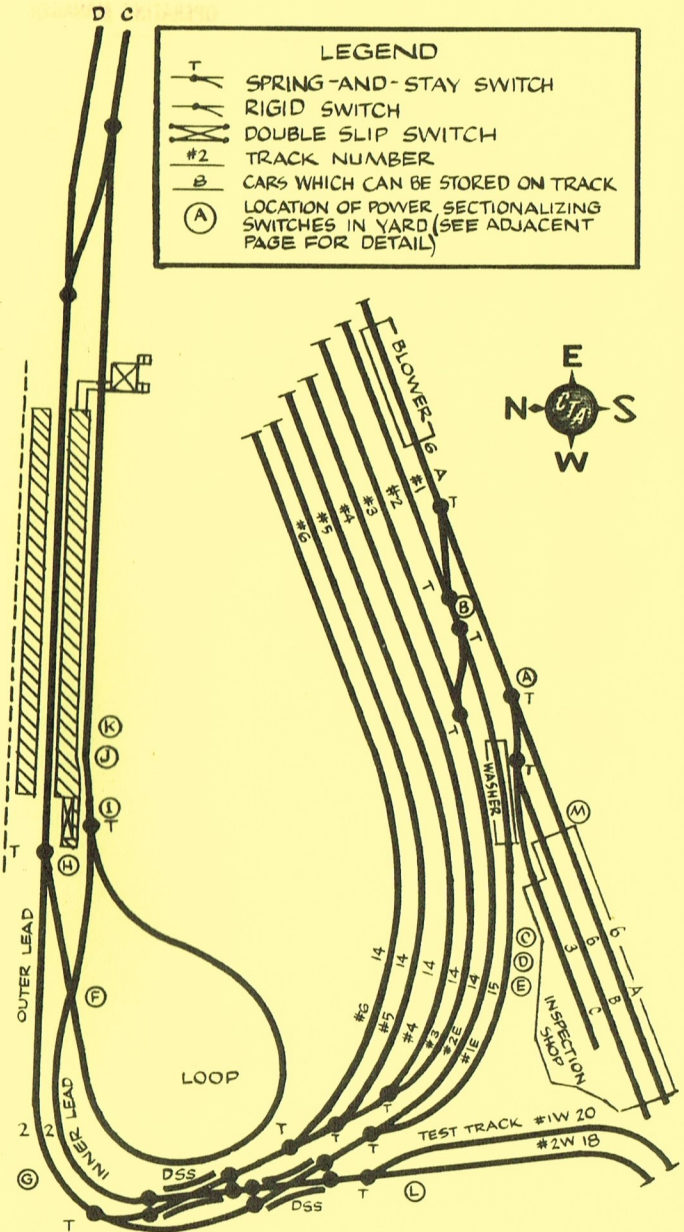
Car Storage Capacity ● Types Of Track Switches ●

Track Number

NOT DRAWN TO SCALE

LEGEND

-  SPRING-AND-STAY SWITCH
-  RIGID SWITCH
-  DOUBLE SLIP SWITCH
- #2 TRACK NUMBER
- B CARS WHICH CAN BE STORED ON TRACK
- (A) LOCATION OF POWER SECTIONALIZING SWITCHES IN YARD (SEE ADJACENT PAGE FOR DETAIL)



Exact Locations Of And Tracks Controlled By Power Sectionalizing Switches Shown On Adjacent Track Map

(A)

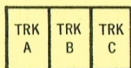
TRACK SWITCHES



LOOK NORTH
SWITCHES LOCATED ON
POLE AT WEST END
OF TRACK 1

(B)

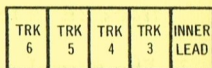
TRACK SWITCHES



LOOK EAST
SWITCHES LOCATED ON
POLE AT EAST END
OF TRACK C

(C)

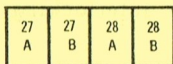
TRACK SWITCHES



LOOK SOUTH
SWITCHES LOCATED ON
POLE NEAR WEST END OF
WASH RACK ON TRACK 1E

(D)

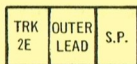
DISCONNECT SWITCHES



LOOK NORTH
SWITCHES LOCATED ON
POLE NEAR WEST END
OF WASH RACK ON
TRACK 1E

(E)

TRACK SWITCHES



LOOK SOUTH
SWITCHES LOCATED ON
POLE NEAR WEST END
OF WASH RACK ON
TRACK 1E

(F)

TIE SWITCH



LOOK SOUTH
SWITCHES LOCATED ON
POLE WEST OF CROSSOVER
OF INNER LEAD AND
LOOP TRACKS

(G)

TIE SWITCH



LOOK WEST
SWITCH LOCATED ON
POLE NEAR CURVE
OF OUTER LEAD TRACK

(H)

TIE SWITCH



LOOK EAST
SWITCH LOCATED ON
POST AT WEST END
OF PASSENGER PLATFORM

(I)

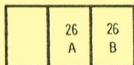
TIE SWITCH



LOOK EAST
SWITCH LOCATED ON POST AT
WEST END OF PASSENGER
PLATFORM NEAR SWITCH
SHANTY

(J)

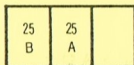
DISCONNECT SWITCHES



LOOK SOUTH
SWITCHES LOCATED ON
POST AT WEST END OF
PASSENGER PLATFORM
NEAR SWITCH SHANTY

(K)

DISCONNECT SWITCHES



LOOK SOUTH
SWITCHES LOCATED ON
POST AT WEST END OF
PASSENGER PLATFORM
NEAR SWITCH SHANTY

(L)

TRACK SWITCHES



LOOK WEST
SWITCHES LOCATED ON
POST NEAR NORTH END
OF TRACK 2W

(M)

DISCONNECT SWITCHES



LOOK WEST
SWITCH LOCATED ON
OUTSIDE SHOP WALL
NEAR TRACK A

DESPLAINES YARD

SPECIAL NOTES

1. The normal setting of the spring and stay switch on the outer lead is for operation through the double-slip switch in the direction of track 6.
2. The normal setting of the spring and stay switch on track 2E is for operation on track 1E.
3. The normal setting of the spring and stay switch on track 2 is for operation on track 1.
4. The normal setting of the spring and stay switch on tracks 4, 5, and 6 is for operation in the direction of track 3.
5. All moves from or to the outer lead, the inner lead, and the loop track are governed by interlocking home signals.
6. Trains are washed in the eastbound direction only. Trains are returned westbound through the wash rack, provided that the wash rack is not operating. For additional information see the pamphlet EMPLOYE'S GUIDE TO OPERATION OF DESPLAINES YARD WASH RACK.
7. Trains cannot be operated into or out of the shop when the red aspect is displayed. Trains may be operated into or out of the shop when the green aspect is displayed. The indication of the green aspect is "Proceed, the shop door is clear of the train."
8. The track number markers are also train clearance markers.

RULE 227. SPEED IN YARDS

- (a) The speed of trains within Yard Limits must not exceed six (6) miles per hour.
- (b) Yard Foremen, Switchmen and Motormen operating trains on any tracks within Yard Limits must use no more than one (1) point of power and be prepared to stop immediately.