

# HOWARD YARD MAP

- TYPES OF TRACK SWITCHES
- POWER SECTIONALIZING SWITCHES
- CAR STORAGE CAPACITY

CHICAGO TRANSIT AUTHORITY

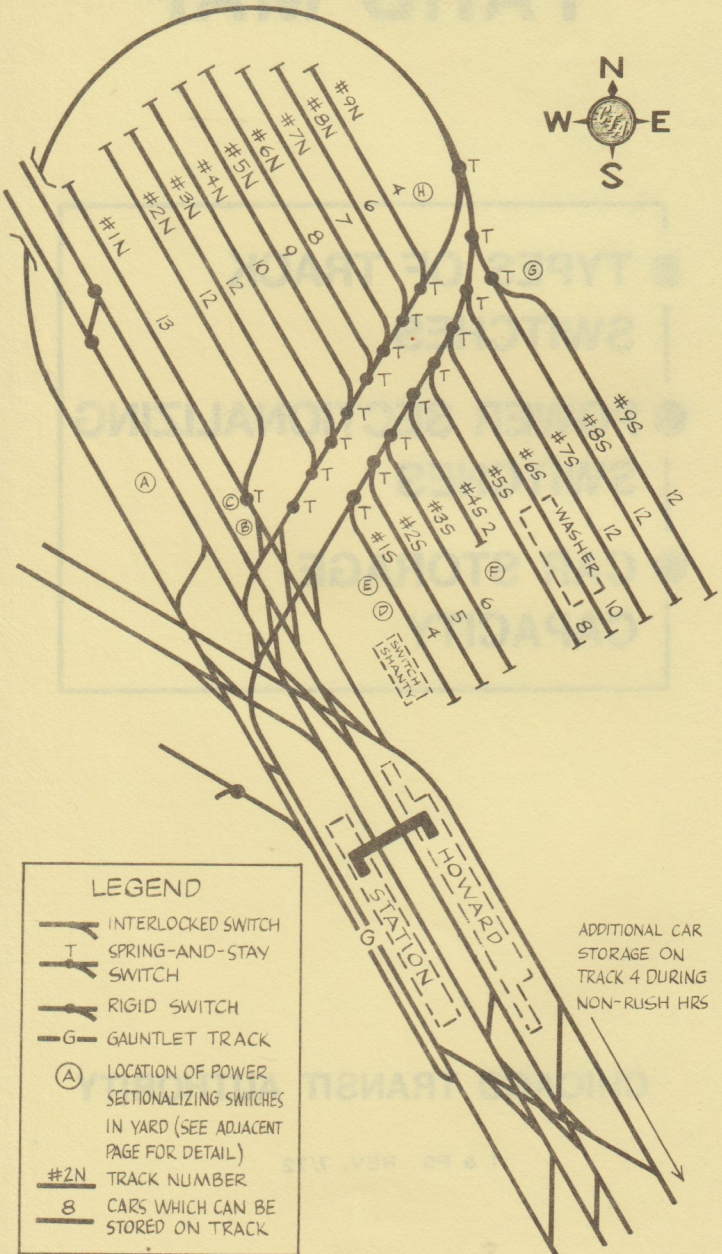
T & PS REV. 7/72

# HOWARD YARD








NORTH SECTION

152 CARS

NOT DRAWN TO SCALE



## LEGEND

-  INTERLOCKED SWITCH
-  SPRING-AND-STAY SWITCH
-  RIGID SWITCH
-  GAUNTLET TRACK
-  LOCATION OF POWER SECTIONALIZING SWITCHES IN YARD (SEE ADJACENT PAGE FOR DETAIL)
-  TRACK NUMBER
-  CARS WHICH CAN BE STORED ON TRACK

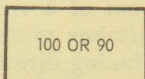
ADDITIONAL CAR STORAGE ON TRACK 4 DURING NON-RUSH HRS



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

(A)

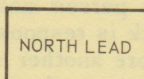
DISCONNECT SWITCH



LOOK EAST  
AT MANHOLE BETWEEN LOOP  
TRACK AND SB MAIN LINE

(B)

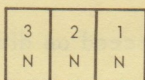
DISCONNECT SWITCH



(Also disconnects TRKS 4N & 5N)  
LOOK WEST  
S. END OF TRK 1 NORTH  
BETWEEN TRK 1 & NB MAIN

(C)

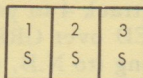
TRACK SWITCHES



LOOK WEST  
NEAR S. END OF TRK 1 NORTH  
BETWEEN TRK 1 & NB MAIN

(D)

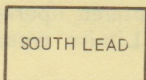
TRACK SWITCHES



LOOK NORTH  
AT NORTH END OF  
TRK 1-S - NORTH OF  
SWITCHMAN'S SHANTY

(E)

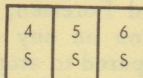
DISCONNECT SWITCH



LOOK SOUTH  
AT NORTH END OF TRK 1-S  
NORTH OF SWITCHMAN'S SHANTY

(F)

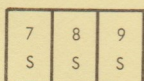
TRACK SWITCHES



LOOK EAST  
SOUTH END OF TRK 4S

(G)

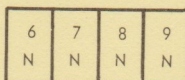
TRACK SWITCHES



LOOK EAST  
E. SIDE OF TRK 9-S  
NEAR JCT. OF 9-S & SOUTH LEAD

(H)

TRACK SWITCHES



LOOK EAST  
EAST SIDE OF TRK 9-N  
NEAR SOUTH LEAD

# HOWARD YARD

## SPECIAL NOTES

1. All moves from track 1N are governed by interlocking home signal.
2. Southbound moves from either the north or south lead into the interlocking are governed by interlocking home signal.
3. The normal setting of the spring and stay switches on north lead from tracks 2N through 9N and on south lead from tracks 1S through 7S is for operation on the leads.
4. The person making a move into or out of a storage track is responsible for restoring switches to normal before another move is made in the facing direction.
5. The normal movement of road trains through the yard is on the south lead.
6. The normal setting of the spring and stay switch on track 8S is for a move into track 8.
7. Signal L26 on track 4 just north of the northbound platform is a three aspect signal. Its aspects and indications are as follows:
  - RED over RED over RED - Stop and stay.
  - GREEN over RED over RED - Proceed on main (track 4 to yard).
  - RED over GREEN over RED - Proceed on diverging (to N.B. or S.B. Evanston).
  - RED over RED over GREEN - Proceed on diverging (to N.B. Skokie).

## 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 be prepared to stop immediately.