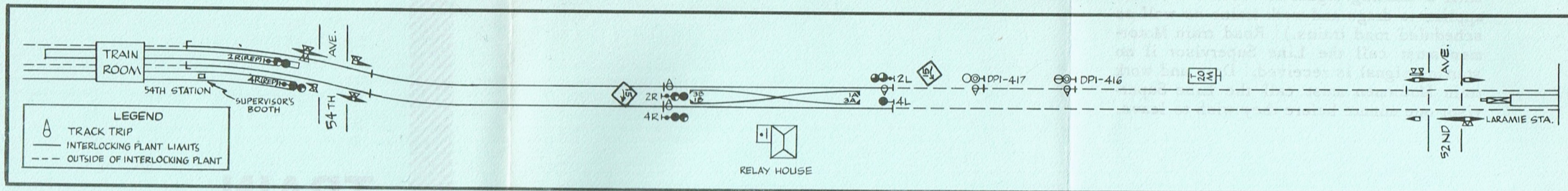


TRAIN OPERATION AT 53RD AVE. INTERLOCKING

METROPOLITAN

CTA
TRANSIT

DIAGRAM OF 53RD AVE. INTERLOCKING



SIGNALS WITHIN INTERLOCKING PLANT LIMITS (see diagram)

There are three types of signals within the plant limits: interlocking home signals including two interlocking home signal repeaters (governed by Rule 142); automatic block signals (governed by Rule 146); and a reverse movement interlocking home signal (governed by Rule 144). All signals are color light signals and all have track trips except the reverse movement signal and the two repeater signals.

INBOUND SIGNALS

Signal 2L is an interlocking home signal with an allowable speed feature.

Signals DP1-416 and DP1-417 are automatic block signals with allowable speed feature.

Signal 4L is a reverse movement interlocking home signal.

OUTBOUND SIGNALS

Signals 2R and 4R are interlocking home signals.

Signals 2R(REP) and 4R(REP) are interlocking home repeater signals.

NOTES:

1. All home signals in this interlocking (including the repeaters) can display a call-on aspect (Red over Red over Yellow). When a call-on is displayed the Motorman must "Stop; operate Track Trip Manual Release. When trip clears, proceed with caution at restricted speed."

Even though the Interlocking Home Repeaters do not have track trips, they do have a track trip manual release. When the manual release is operated at the repeater signals it will lower the crossing gates at 54th Avenue rather than lowering a track trip.

2. If a train is tripped within the limits of the Interlocking Plant, it is the responsibility of the person operating the train to immediately report the incident to the Line Supervisor and then to alight and inspect the entire length of the train to determine the reason for being tripped.

After determining the reason, the person operating the train must again call the Line Supervisor to obtain instructions. Under no circumstances may the train be moved after being tripped until instructions have been received from the Line Supervisor, a Traffic Supervisor or other person in authority.

3. Receiving a clear signal or a "call-on" at any interlocking home signal or interlocking home repeater does not relieve the Motorman of responsibility for checking the gate crossing signals before proceeding through a street crossing.
4. When a route has been established within the interlocking plant limits and the Motorman has accepted the route by operating at least a portion of the train past the signal, the route must be completed.
5. 15 MPH speed boards are posted in both directions to govern moves through the diamond crossover.

ROUTING THROUGH THE INTERLOCKING

INBOUND ROUTING

During all times except the weekday P.M. rush, inbound trains are routed into the north pocket under automatic signal control.

During the weekday P.M. rush, inbound trains are routed under automatic signal control through the diamond crossover from the westbound main to the normal eastbound main and then into the south pocket.

If the proper route fails to line up as the train approaches signal 2L, the Motorman stops at the signal and waits 30 seconds. If the signal does not then clear or if he does not receive a "call-on," the Motorman calls the Line Supervisor.

OUTBOUND ROUTING

During all times except the weekday P.M. rush, outbound trains are routed out of the south pocket under automatic signal control.

During the weekday P.M. rush, outbound trains are routed under automatic signal control from the north pocket onto the normal westbound main then through the diamond crossover to the eastbound main.

When the Motorman of an outbound train receives a starting signal, he must check the interlocking home repeater signal at the platform and the gate signal before proceeding. If the interlocking home repeater does not clear, the Motorman waits 30 seconds. If the signal does not then clear or if he does not receive a "call-on," the Motorman calls the Line Supervisor.

NOTE: 1. If the Motorman receives a "call-on" at 2R repeater or 4R repeater, he must operate the manual release lever on the signal. This will lower the gates, if up. If the gates do not lower, the Motorman must contact the Line Supervisor.

2. No outbound train may leave either pocket until a starting signal is received. (This applies to drags and work trains as well as scheduled road trains.) Road train Motormen must call the Line Supervisor if no starting signal is received. Drag and work train Motormen must call the Line Supervisor one minute before they wish to leave.

OUTBOUND ROUTING

During the weekday P.M. rush, inbound trains are routed under automatic signal control through the diamond crossover from the westbound main to the southbound main and then into the southbound pocket.

If the pocket route fails to line up as the train approaches signal 31, the Motorman stops at the signal and waits 30 seconds. If the signal does not then clear or if he does not receive a "call-in", the Motorman calls the Line Supervisor.

During all times except the weekday P.M. rush, inbound trains are routed out of the southbound pocket under automatic signal control.

During the weekday P.M. rush, outbound trains are routed under automatic signal control from the northbound pocket into the southbound main then through the diamond crossover to the eastbound main.

When the Motorman of an outbound train receives a starting signal, he must check the interlocking home signal at the pocket and the gate signal before proceeding. If the interlocking home signal does not clear, the Motorman waits 30 seconds. If the signal does not then clear or if he does not receive a "call-in", the Motorman calls the Line Supervisor.

NOTE: If the Motorman receives a "call-in" at the pocket or at the gate, he must operate the manual release lever on the signal. This will lower the gate, if up. If the gate is not lower, the Motorman must contact the Line Supervisor.