

TRAIN OPERATION AT 59TH JUNCTION

The interlocking plant at 59th Junction is automatically controlled. Southbound trains are routed through the interlocking in an alternating Englewood-Jackson Park sequence. Northbound trains are routed through the interlocking on a first come - first served basis.

A Southbound work train, a road train out of sequence, or any move through the crossover will require interrupting the normal automatic operation of the interlocking. After proper notification, the Towerman at 61st takes remote control until the normal sequencing is restored or until the irregular move is provided for. There is no way that a Motorman by himself can change a route. Therefore, if no route or an incorrect route is given, the Motorman must stop at the home signal and report the condition to the Line Supervisor. If the train phone is inoperative, that on another train may be used, or a telephone recessed into the north wall of the relay house at 59th Junction may be used. The Line Supervisor will then notify the Towerman at 61st to give the correct line-up by remote control.

All movements against traffic through 59th Junction are normally controlled remotely by the 61st Towerman.

METROPOLITAN

TRANSIT



SIGNALS

The interlocking plant is protected by color-light signals. All Englewood trains are controlled by allowable speed signals around the sharp curve. Posted speed at the entrance to the speed-control zone is 25 mph and this is reduced to 15 mph by the time the train reaches the home signal. Jackson Park trains are not controlled by allowable speed signals.

Southbound Signals

Signals S1-323, S1-328, S1-331, S1-334, and EN1-347 are automatic block signals with track trip. The aspects and indications of these signals are per Rule #146. Signals 6A, 6B, 6C and 4 are interlocking home signals with track trip. The aspects and indications of these signals are per Rule #142.

Signal 2 is an interlocking home signal with track trip. The aspects and indications of this signal are per Rule #142. Red over yellow is displayed for a move through the crossover. Other moves are authorized by the "call-on" aspect.

Northbound Signals

Signals EN2-362, EN2-356, EN2-352, EN2-350, S2-342, and S2-338 are automatic block signals with track trip. The aspects and indications of these signals are per Rule #146.

Signals 12 and 14 are interlocking home signals with track trip. The aspects and indications of these signals are per Rule #142.

Signals 8 and 10 are reverse movement interlocking home signals without track trip. The aspects and indications of these signals are per Rule #144.

TIME POINTS

The locations of time points specified in the supervisor guides are marked by TIME POINT signs. If the plant is operating automatically, a train passing a TIME POINT sign initiates its own line up.

If it is desired to wait outside the plant, as for example to permit another train to proceed first, stay back of the TIME POINT sign.

MOVES THROUGH THE 59TH STREET (INTER-LOCKING) CROSSOVER

The following procedure must be followed by Motormen on trains going from Jackson Park to Englewood or from Englewood to Jackson Park.

1. Notify the Line Supervisor before leaving the terminal and give him the run number and leaving time of the run you will follow.
2. At 59th Junction, stop when the rear of the train is clear of the crossover.
3. Change ends.
4. Proceed through the crossover according to the indication of Signal #2.
5. Proceed through the junction according to the indication of Signal #4.

NOTE: If the move is to Englewood, the indication of Signal #4 will be governed by allowable speed timing which only begins after the train enters the crossover.

MOVES THROUGH STATE STREET, 61ST STREET, AND 56TH STREET (HAND THROW) CROSSOVERS

Moves through these crossovers must be made in accordance with Rule #196.

At State Street, the platform aprons at the west end of the crossover must be lifted to permit the train to move through the crossover.

DIAGRAM OF TRAINING

DIAGRAM OF TRACK AND SIGNALS

