

TIME REFERENCES TO DETERMINE SPEED AT CURVES

This folder has been prepared so that speed at curves can be determined by counting the number of seconds consumed from a given point to a given point at each curve.

The first column lists curves posted at 20 M.P.H. or less on each rapid transit route; the second column lists the posted speed at each curve; the third column lists where the count of seconds should begin; the fourth column lists where the count should stop; the last column lists the number of seconds that would have been consumed if a train was operated at the posted speed.

If there were more seconds consumed than shown, the train was operated slower than the posted speed; if fewer, the train was operated faster than the posted speed.

- Supervisors should use this guide when making checks on speed at curves. Motormen who operate at excessive speed (approximately 10% fewer seconds than shown) should be reported.
- Instructors and Line Instructors should use this guide when teaching a motorman how to determine if his speed at curves is proper.
- Motormen should use the information in this guide to practice the "feel" of proper speed at the curves. However, they are cautioned against looking at their watch to determine seconds consumed and rather should count seconds by using the "thousand one - thousand two - thousand three" method.

EVANSTON

Curve	Posted Speed	From	To	No. of Seconds
Davis SB	20	Speed Bd.	Clear 2 Clear 4	7 10
Davis NB	20	" "	Berth Mark 2 Berth Mark 4	12 14
Main SB	20	" "	Berth Mark 2 Berth Mark 4	16 18
Main NB	20	" "	Clear 2 Clear 4	11 15

NORTH-SOUTH

Curve	Posted Speed	From	To	No. of Seconds
Howard SB	20	Speed Bd.	Clear 4 Clear 8	16 22
Montrose SB	20	" "	Clear 4 Clear 8	10 16
Montrose NB	20	" "	Clear 4 Clear 8	10 17
Sheridan SB	15	" "	Berth Mark 4 Berth Mark 8	30 31
Sheridan SB	15	" "	Next Speed Bd.	24
Sheridan SB	20	" "	Clear 4	16
Sheridan NB	20	" "	Next Speed Bd.	15
Sheridan NB	15	" "	Berth Mark 4 Berth Mark 8	28 34
Sheridan NB	15	" "	Clear 4 Clear 8	21 29
Clark Jct. NB	20	" "	Clear 4	10
Newport NB	20	" "	Clear 4 Clear 8	14 21
Power House SB	15	" "	Clear 4 Clear 8	20 28
Power House NB	20	" "	Clear 4	17
Michigan NB	20	" "	Clear 4	12
Indiana SB	15	" "	Clear 4 Clear 8	19 28
Indiana NB	15	" "	Berth Mark 4 Berth Mark 8	27 33
Calumet SB	10	" "	Clear 4 Clear 8	27 38

NORTH-SOUTH (Cont.)

Curve	Posted Speed	From	To	No. of Seconds
Calumet NB	10	Speed Bd.	Clear 4 Clear 8	25 38
Wentworth SB	15	" "	Clear 4 Clear 8	25 33
Wentworth NB	15	" "	Berth Mark 4 Berth Mark 8	33 39
Harvard SB	20	" "	Berth Mark 4 Berth Mark 8	16 19
Harvard SB	15	" "	Clear 4 Clear 8	17 26
Harvard NB	15	" "	Berth Mark 4 Berth Mark 8	16 24
Harvard NB	20	" "	Clear 4 Clear 8	13 20
Halsted SB	20	" "	Clear 4 Clear 8	18 25
Halsted NB	20	" "	Berth Mark 4 Berth Mark 8	20 25

RAVENSWOOD

Curve	Posted Speed	From	To	No. of Seconds
Kimball SB	10	Speed Bd.	Clear 2 Clear 6	19 32
River NB	20	" "	Berth Mark 2 Berth Mark 6	38 45
Cornelia SB	20	" "	Clear 2 Clear 6	32 39
Lincoln NB	20	" "	Clear 2 Clear 6	31 38
Roscoe SB	20	" "	Time Point	28
Roscoe NB	20	" "	Clear 2 Clear 6	29 35
Belmont SB	15	" "	Berth Mark 2 Berth Mark 6	11 18
Belmont SB	20	" "	Clear 4 Clear 8	7 15
Belmont NB	15	" "	Berth Mark 2 Berth Mark 6	17 19
Belmont NB	15	" "	Next Speed Bd.	45
Fullerton SB	15	" "	Berth Mark 2 Berth Mark 6	11 17

RAVENSWOOD (Cont.)

Curve	Posted Speed	From	To	No. of Seconds
Fullerton SB	15	Speed Bd.	Clear 4 Clear 8	8 16
Fullerton NB	15	" "	Berth Mark 2 Berth Mark 6	11 17
Fullerton NB	15	" "	Clear 4 Clear 8	13 20
Willow SB	20	" "	Clear 2 Clear 6	12 18
Willow NB	20	" "	Clear 2 Clear 6	11 18
Dayton SB	20	" "	Next Speed Bd.	20
Dayton NB	20	" "	Clear 2 Clear 6	13 19
Halsted SB	15	" "	Next Speed Bd.	16
North SB	15	" "	Clear 2 Clear 6	19 27
North NB	15	" "	Next Speed Bd.	15
North NB (Halsted)	15	" "	Clear 2	21
Orleans SB	15	" "	Clear 2 Clear 6	21 30
Orleans NB	15	" "	Berth Mark 2 Berth Mark 6	26 31
Division SB	20	" "	Next Speed Bd.	24
Church NB	20	" "	Clear 2 Clear 6	23 30
Chicago SB	15	" "	Next Speed Bd.	10
Chicago SB	15	" "	Berth Mark 4 Berth Mark 6	20 24
Chicago NB	15	" "	Berth Mark 2	13
Chicago NB	15	" "	Clear 2 Clear 6	14 23
Illinois SB	15	" "	Next Speed Bd.	11
Illinois SB	15	" "	Berth Mark 2 Berth Mark 6	27 29
Kinzie NB	15	" "	Next Speed Bd.	17

RAVENSWOOD (Cont.)

Curve	Posted Speed	From	To	No. of Seconds
Illinois NB	15	Speed Bd.	Clear 2 Clear 6	17 25
Bridge SB	20	" "	Next Speed Bd.	23
Bridge NB	20	" "	Clear 2	17
Lake & Wells NB	10	" "	Clear 2	15

LAKE

Curve	Posted Speed	From	To	No. of Seconds
Cicero EB	20	Speed Bd.	Berth Mark 2 Berth Mark 6	13 18
Pulaski EB	15	" "	Berth Mark 2 Berth Mark 6	7 14
Canal EB	20	" "	Clear 2	7
River Bridge EB	20	" "	Clear 2	14
Market EB	20	" "	Clear 6	10
River Bridge WB	20	" "	Clear 2	18
Water St. WB	20	" "	Clear 6	9
Canal WB	20	" "	Clear 2 Berth Mark 6	6 23
Harrison SB	15	" "	Clear 2 Clear 6	25 34
Harrison NB	15	" "	Clear 2 Clear 6	24 33

LOOP

Curve	Posted Speed	From	To	No. of Seconds
Wells & Van Buren	10	Speed Bd.	Clear 2 Clear 6	16 28
Van Buren & Wabash	10	" "	Clear 4 Clear 6	21 27
Wabash & Lake	10	" "	Clear 2 Clear 6	20 33

WEST-NORTHWEST

Curve	Posted Speed	From	To	No. of Seconds
Damen	20	Speed Bd.	Clear 2 Clear 6	10 15
Lake Trans. SB	20	" "	Berth Mark 2 Berth Mark 6	38 44
Lake Trans. NB	20	" "	Berth Mark 2 Berth Mark 6	36 43
Congress & LaSalle SB	20	" "	Berth Mark 2 Berth Mark 6	35 42
Congress & LaSalle NB	20	" "	Clear 4	28
B & O Underpass WB	20	" "	To Signal #463	17
Paulina SB	20	" "	Clear 2 Clear 6	20 28
Wood SB	15	" "	Clear 2 Clear 6	25 34
Wood NB	15	" "	Clear 2 Clear 6	24 33
Pulaski	20	" "	Clear 2 Clear 6	7 14
Cicero EB	20	" "	To "Stop Here"	7

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TRANSPORTATION DEPARTMENT