

Service Bulletin

RAIL
File X
Post X
Sp1 X
R2-94

TO: All Concerned, Rail

SUBJECT: Transfer of Cars

EFFECTIVE: Sunday, January 9, 1994

<u>Crew</u>	<u>Report</u>	<u>Location</u>	<u>Qualifications</u>
1 Rail Supervisor	0730 hrs.	Howard	Foreign Road/4000
2 Switchmen	0730 hrs.	Howard	Foreign Road/4000
4 Switchmen	0730 hrs.	Howard	Foreign Road/6000

Personnel

R. Juvinal, #16755, Vehicle Maintenance General Manager (K-503)
S. Edwards, #00642, Transportation Manager (K-101A)
M. O'Sullivan, #35557, Maintenance Manager (K-510)
W. Keevil, #15958, Chief Rail Equipment Engineer
R.A. Smith, #00584, Rail Supervisor (R-586)
C. Piszczek, #22695, Switchman (4000 Series Qualified)
T. Lovejoy, #22166, Switchman (4000 Series Qualified)
P. Vesic, #35651, Signal Maintenance
L. Gerard, #35790, Vehicle Maintenance
J. Dowdall, #19683, Vehicle Maintenance
C. Greene, #36366, Rail Heavy Maintenance
P. Langosch, #36546, Rail Heavy Maintenance
I. Williams, #04660, Photographer

Historical cars 4271-4272-Car 1 will be transferred from Skokie to Harlem/Lake in a three train consist. While on route, stops will be made at various locations permitting employees and the general public an opportunity to view or photograph these cars. Clinton/Lake and Ashland/Lake stations will remain accessible for photo opportunities until after these trains have passed. In addition, a schedule has been written showing several locations where the historic train can be observed or photographed from platform or street level. **This train will carry no passengers.** Only employees identified above or assigned as part of this transfer will be allowed on board.

Schedule:

0845 hrs. lv. Skokie Shop Building
0850 hrs. ar. Skokie Tail Track - Staging For CTA Photos
0900 hrs. lv. Skokie Yard
0902 hrs. lv. McCormack Bridge
0904 hrs. lv. Dodge Avenue
0906 hrs. lv. Asbury Avenue
0908 hrs. lv. Ridge Avenue
0909 hrs. lv. Custer Avenue
0910 hrs. lv. Chicago Avenue
0911 hrs. ar. Howard North - Journal Inspection
0917 hrs. lv. Howard North
0918 hrs. lv. Howard South
0920 hrs. lv. Jarvis West - Track 1
0924 hrs. ar. Granville - Photo Stop/Journal Inspection
0934 hrs. lv. Granville - Wait for Run #811 to Clear SB
0936 hrs. lv. Bryn Mawr
0938 hrs. lv. Lawrence
0940 hrs. lv. Wilson - Track 1
0943 hrs. ar. Sheridan - Photo Stop
0956 hrs. lv. Sheridan - Wait for Run #806 to Clear Clark Jct.
0958 hrs. lv. Addison
1000 hrs. lv. Clark Junction - Track 1
1002 hrs. lv. Wellington
1003 hrs. lv. Diversey
1007 hrs. ar. Armitage - Photo Stop
1016 hrs. lv. Armitage
1017 hrs. ar. Maud - Journal Inspection
1023 hrs. lv. Maud
1025 hrs. lv. Halsted Curve
1027 hrs. lv. Sedgwick
1029 hrs. lv. Division
1031 hrs. ar. Chicago - Photo Stop
1040 hrs. lv. Chicago
1042 hrs. lv. Wells Bridge
1043 hrs. lv. 18 Tower Via Outer Loop
1044 hrs. lv. Randolph/Wells
1046 hrs. lv. Wells/Van Buren
1047 hrs. lv. Clark/Van Buren
1048 hrs. lv. 12 Tower Via Outer Loop
1052 hrs. ar. State/Lake - Photo Stop
1102 hrs. lv. State/Lake

Schedule:

1103 hrs. lv. 18 Tower - Lake Street Route
1104 hrs. ar. Lake Bridge - Journal Inspection
1109 hrs. lv. Lake Bridge
1110 hrs. ar. Canal - Staging For CTA Photos
1115 hrs. lv. Canal
1116 hrs. ar. Clinton - Photo Stop
1125 hrs. lv. Clinton
1128 hrs. lv. Racine/Lake
1131 hrs. ar. Ashland - Photo Stop
1140 hrs. lv. Ashland
1143 hrs. lv. Damen/Lake
1146 hrs. lv. Western/Lake
1148 hrs. lv. California/Lake
1152 hrs. lv. Central Park/Lake
1154 hrs. ar. Avers - Journal Inspection
1200 hrs. lv. Avers
1201 hrs. lv. Pulaski
1204 hrs. lv. Cicero/Lake
1207 hrs. lv. Central/Lake
1210 hrs. lv. Ridgeland/North Blvd
1213 hrs. ar. Harlem - South Pocket
1218 hrs. lv. South Pocket
1225 hrs. ar. Track 11 Lay Up Inside Shop

Two additional trains will be operating from Skokie to Harlem in conjunction with this transfer.

A six (6) car 2600 series Lead Train will operate immediately ahead of the Historic Train. In the event the Historic Train becomes disabled, this train will be used to tow it to it's destination. The Lead Train will be no more than one (1) mile ahead of the Historic Train. The Lead Train will operate according to the above schedule, 6 minutes ahead of the Historic Train.

Cars 6719-6720-62A-62B-6101-6102 will serve as a **Buffer Train** remaining directly behind (one clear cab signal bond) the Historic Train at all times. At scheduled stops the Buffer Train may close to within 100 feet of the Historic Train.

Transfer crews may be assigned additional work after arriving at Harlem.

Cars 4271-4272-car 1 will be restricted to 30 MPH.

At the designated photo stops photographs of these trains will be permitted only from the station platforms. Fares will be collected at stations where ticket agents are on duty. No one except CTA rail safety qualified personnel who are on duty and authorized onto the right-of-way by the Control Center are permitted onto the right-of-way during these train transfers.

Transportation Manager Sidney Edwards, radio call number K101A, will be in charge of this transfer. All Employees connected with this car transfer will be on radio channel 2.

After the Buffer train has passed the Clinton/Lake and Ashland/Lake stations, the stairway gates will be locked and security guards removed.

William R. Mooney
Vice President,
Rail Service Delivery

WRM/SE:om
(1/5/94)
Disk #8