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S 304-81

R.C.O.O. #17214

Service bulletin

TO: All Concerned, Rail

SUBJECT: Single Track Movement, Howard Branch, North-South Route

EFFECTIVE: Sunday, September 6, 1981 - 0100 Hours to 1800 Hours

PHASE I - Sunday, September 6, 1981 - 0100 Hours to 0630 Hours

On Sunday, September 6, 1981 the North-South Route will operate according to the following special supplement.

The northbound track #3 between the diamond crossovers at Division/Clybourn and Armitage Avenue will be out of service from 0100 to 0630 hours.

SINGLE TRACK ZONE

A single track zone will be in effect on the southbound track between the diamond crossovers at Armitage Avenue and Division/Clybourn.

WORK TO BE DONE

The Structure Group of the Maintenance Department will renew flange angles at bents #4075, #4077 and #4078 on the northbound track #3 at Armitage Avenue, Howard Branch, North-South Route.

ROUTING

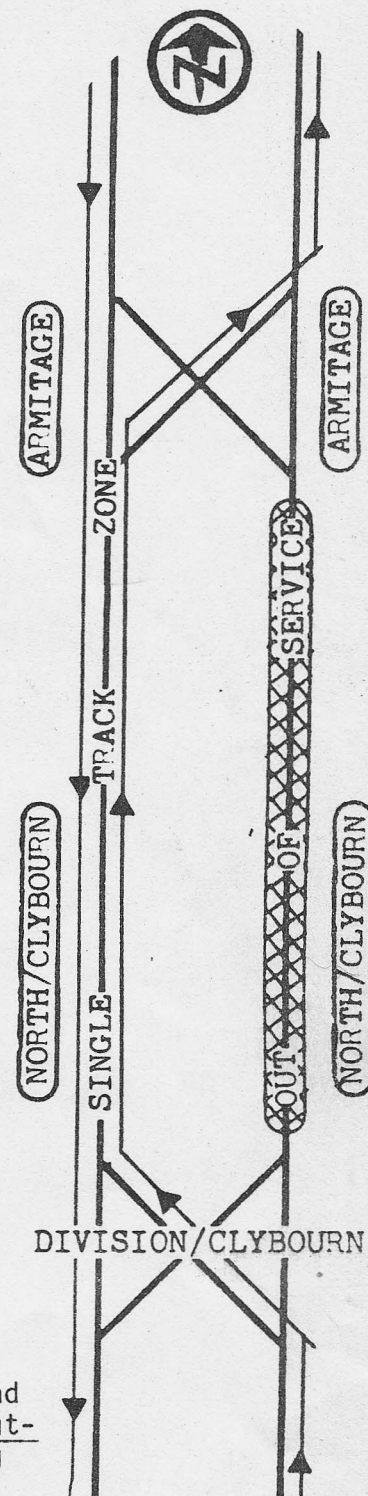
Northbound Normal to diamond crossover at Division/Clybourn. Pilot will board train on double track at Division/Clybourn. On orders of the pilot and proper signals, motormen will operate through the diamond crossover onto the southbound track. Motormen will operate northbound on the southbound track to and through the diamond crossover at Armitage Avenue and then proceed normal.

Southbound Normal on orders of pilot.

SPECIAL NOTICE

Automatic block signals in the single track zone will display aspects as usual in the southbound direction; however, track trips will be pinned down.

There will be no automatic block signals for trains in the northbound direction in the single track zone. Automatic block signals will cut-out at the diamond crossover at Division/Clybourn and cut-in leaving the diamond crossover at Armitage Avenue. Maximum permitted speed, subject to rules and hand signals, must not exceed 35 mph.



Conductors must announce to intending passengers at North/Clybourn Station their destination and direction of travel.

Motormen must operate with extreme caution in the work area and be prepared to honor any signal.

Workmen will be on the track at the work site approximately one-half hour before and after the scheduled time of the single track operation.

Phase II - Sunday, September 6, 1981 - 0700 Hours to 1800

Hours

On Sunday, September 6, 1981 the North-South Route will operate according to the following special supplement.

The northbound track #3 between the diamond crossover at Armitage Avenue and the right-hand crossover at Montana Street will be out of service from 0700 to 1800 hours.

SINGLE TRACK ZONE

A single track zone will be in effect on the southbound track between the right-hand crossover at Montana Street and the diamond crossover at Armitage Avenue.

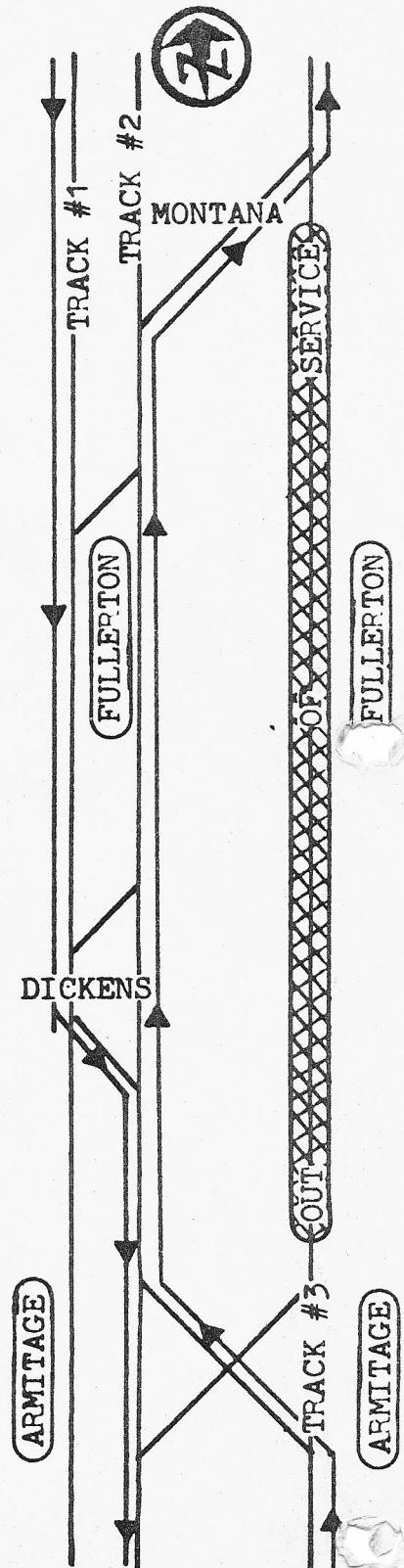
WORK TO BE DONE

The Structure Group of the Maintenance Department will renew flange angles at bents #4083, #4084, #4085, #4086, #4089 and #4091 on the northbound track #3 at Armitage Avenue, Howard Branch, North-South Route.

ROUTING

Northbound Normal to diamond crossover at Armitage Avenue. Under the jurisdiction of the supervisor on duty at Armitage Avenue, motormen will operate through the diamond crossover onto the southbound track. Motormen will operate northbound on the southbound track to and through the right-hand crossover at Montana Street and then proceed normal.

Southbound Normal to Clark Junction. Towerman will route train southbound onto track #1. Motormen will operate southbound on track #1 to the left-hand crossover at Dickens Street. Under the jurisdiction of the supervisor on duty at Dickens Street, motormen will operate through the left-hand crossover onto track #2 and then proceed normal.



SPECIAL NOTICE

Automatic block and cab signals in the single track zone will display aspects as usual in the southbound direction; however, track trips will be pinned down.

There will be no cab or automatic block signals for trains in the northbound direction in the single track zone. Automatic block signals will cut-out at the diamond crossover at Armitage Avenue and cut-in at the right-hand crossover at Montana Street. Maximum permitted speed, subject to rules and hand signals, must not exceed 35 mph.

Southbound conductors must announce to intending passengers at Belmont and Fullerton Stations their destination and direction of travel.

Northbound conductors must announce to intending passengers at Fullerton Avenue their destination and direction of travel.

Motormen must operate with extreme caution in the work area and be prepared to honor any signal.

Workmen will be on the track at the work site approximately one-half hour before and after the scheduled time of the single track operation.

ATTENTION MOTORMEN

The following rules are applicable to single track operations and must be adhered to:

R8.2 Operation on sight

R8.10 Safe operation of trains

R9.1 Single track movements - definition and operation

Please review these rules and contact your superintendent if you have any questions.

Charge to J.O. #9888-02.

M. La Nelly Jr.
Director, Service

J.R. Blum
Manager, Transportation

AJ/rw
9/2/81