

Service Bulletin

RAIL
file x
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S442-90

TO: all concerned, Rail

SUBJECT: single track movement, West-Northwest route

EFFECTIVE: **Monday, October 8, 1990 - 2230 hours to**
Tuesday, October 9, 1990 - 0430 hours

Tuesday, October 9, 1990 - 2230 hours to
Wednesday, October 10, 1990 - 0430 hours

Wednesday, October 10, 1990 - 2230 hours to
Thursday, October 11, 1990 - 0430 hours

Thursday, October 11, 1990 - 2230 hours to
Friday, October 12, 1990 - 0430 hours

Effective as indicated above, the **northbound** track between the diamond crossover at Montrose and Jefferson Park Interlocking, will be out of service. IDOT will repair center pier of Lawrence Avenue bridge. CTA Contractor inspector, Radio Call number K-857, Channel 2, will be in charge of the work site.

SINGLE TRACK ZONE

A single track zone will be in effect on the **southbound** track between Jefferson Park Interlocking and Montrose Crossover.

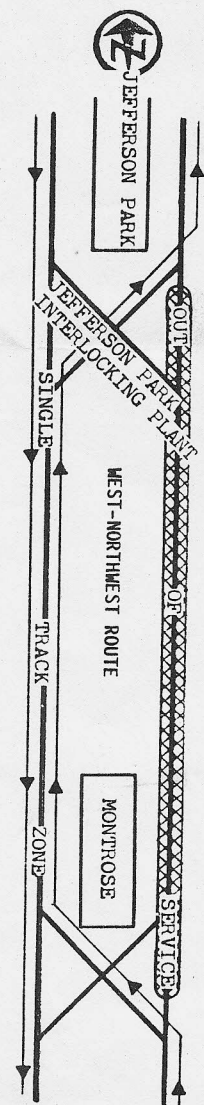
ROUTING

Northbound Normal to diamond crossover at Montrose. On orders of the pilot and receipt of proper signals, motormen will operate onto the **southbound** track and proceed north to Jefferson Park Interlocking. On receipt of proper interlocking signals, cross over to the **northbound** track and then proceed normally.

Southbound Normal on orders of the pilot and receipt of proper signals.

SPECIAL NOTICE

- A towerman will be on duty at the Jefferson Park Interlocking.
- Switchmen will be on duty at Montrose Crossover.
- Cab signals in the single track zone will display aspects as usual in the southbound direction.



- There will be no cab signals for trains in the northbound direction in the single track zone. Cab signals will cut out at Montrose Crossover and cut in leaving Jefferson Park Interlocking.
- 600 Volt traction power will be removed and restored by CTA electricians.
- Conductors must announce to intending passengers at Montrose Stations their destination and direction of travel.
- Motormen must not exceed 35 mph while operating through the single track zone in either direction.
- Motormen must operate with extreme caution in the single track zone 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 apply to single track operations:

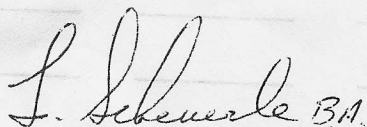
R8.2 Operation on sight

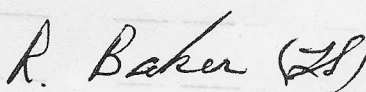
R8.10 Safe operation of trains

R9.1 Single track movements - definition and operation

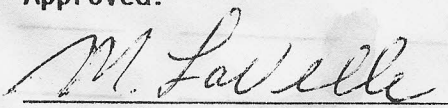
Please review these rules and contact your superintendent if you have any questions.

Charge to J. O. #9121-02.


Director, Rail Service


Manager, Service

Approved:


Senior Manager,
Transportation Service