Chicago Transit Authority
Operations Branch

Service Bulletin

RAIL
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S734-91

TO: All Concerned, Rail

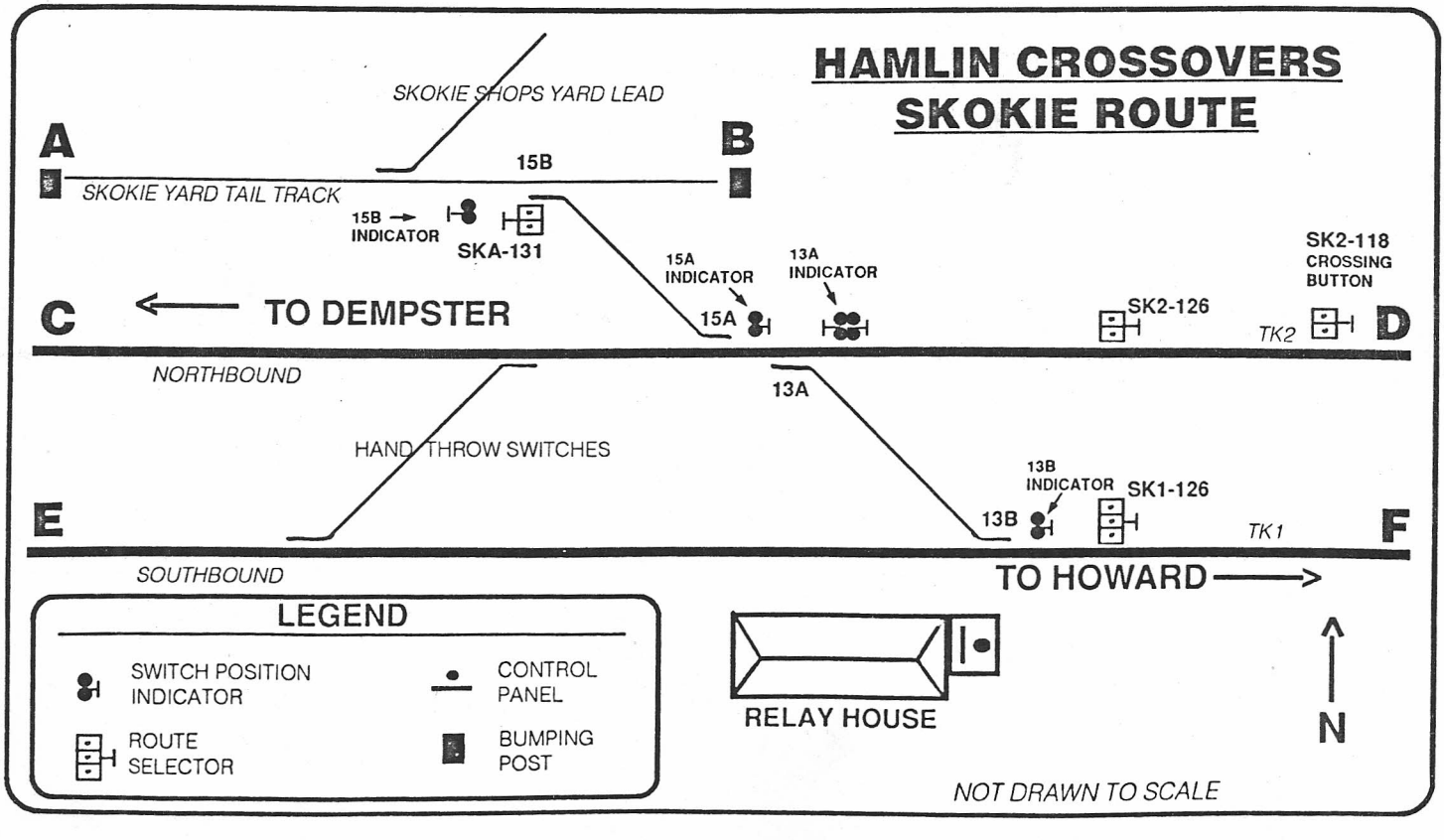
SUBJECT: New Hamlin Crossovers

EFFECTIVE: **Monday, November 25, 1991 - 0400 hours**

On the above date and time, the power operated, switches and wayside route selectors at the Hamlin crossover, will be placed in service. Wayside route selectors will provide for routings that require switches of either crossover to be reversed for movements in or out of the Skokie Yard or from one mainline track to the other. Switch position indicators have been provided at the route selectors. A grade crossing cancellation feature has also been integrated into the installation.

NOTE: Hand throw switches connecting Track 1 and Track 2 have been installed, however, they are not operational at this time.

Shown below are the locations of route selectors and switch position indicators and the local control panel.



WAYSIDE ROUTE SELECTORS

Three wayside route selectors, SK1-126, SK2-126 and SKA-131, are provided to activate the available routes. Each selector has route request buttons for each possible route and a cancel button. A green light at each route button indicates the availability of the route.

1. If the green light is steady, the route button may be depressed and the switches will position for the requested route immediately. The light will go dark after the button is depressed.

2. If the green light is flashing, and no train is approaching, the button may be depressed and the switches will position for the requested route in one minute. The light will go dark after the time has expired.

   Note: Switches in the reverse position will automatically restore themselves to the normal position when train movement has been completed or if the route cancelled.

3. If the light is dark, the switches may not position to the requested route. If no train is approaching, the button may be depressed. If the switches do not operate, they may be manually positioned. See manual operation of switches.

SWITCH POSITION INDICATORS

Four switch indicators, 13A, 13B, 15A and 15B indicate the position of power switches 13 and 15. Shown below are the indications displayed. The actual switch locking will not occur until after the front wheels of the head car have passed the route selector by approximately 25 feet.

Indication	Switch Position
Green	Normal
Lunar White	Reverse

Shown below are the routes that are available, the route button designation and the aspect displayed for each route.

From	To	Selector	Button	Indicator	Aspect
D	A	SK2-126	Yard	13A 15A	Green Lunar White
A	F	SKA-131	TK 1	15B 13A	Lunar White Lunar White

F	A	SK1-126	Yard	13B	Lunar White
				13A	Lunar White
				15A	Lunar White
F	C	SK1-126	TK 2	13B	Lunar White
				13A	Lunar White
				15A	Green

Before proceeding on any route, a visual check must be made to determine that the switch alignment is correct. In the absence of any indication, the switches must be wedged before proceeding. Any wedges used must be removed immediately after the train clears the switch.
Whenever a route selector is activated, the cab signal will display a R6.4 indication. Motorman/operators encountering a R6.4 indication at this location should expect to find a train ahead, an open switch, a train making a yard move or a broken rail.

Northbound trains enroute to Dempster will receive green aspects at indicators 13A and 15A.

CROSSING GATE CANCELLATION

A grade crossing cancellation button, SK2-118, has been provided on the northbound main track approximately 1,500 feet west of the McCormick overpass. All trains in route to Skokie Yard must stop at this selector to cancel the crossing gate circuit which will preclude operation of the gates at East Prairie Road and Crawford Avenue. Crossing gates will be activated whenever a northbound train approaches within 1100 feet of East Prairie Road.

When operating route selectors for yard moves, the crossing gates at East Prairie Road and Crawford Avenue will not be activated. When selecting a northbound route to track 2 from selector SK1-126, these gates will lower.

The cancellation feature does not affect the southbound main track gate controls.

MANUAL OPERATION OF SWITCHES

If a route cannot be obtained after a route selector is operated and there are no trains approaching, switches can be operated by hand. Each has a two position selector lever labeled "power" and "hand", which in conjunction with a hand throw lever, permits manual operation. During electrical operation, the selector lever is locked in the "power" position. To operate the switch manually, unlock the selector lever and throw it to the "hand" position. The switch may now be operated in the same manner as any hand throw switch. If when throwing the switch, the points do not move, throw the switch again. The mechanism has a built-in clutch which may not be engaged initially.

Each switch in the desired route may have to be positioned manually as they are rigid and cannot be trailed and the facing points must be wedged. After manually operating the switches, all wedges must be removed and all switches restored to their normal positions with the power/hand selector lever replaced to the "power" position.

CONTROL PANEL

A control panel has been provided. It consists of two switch control levers, two sets of yellow switch position indicators, two white approach indicators and two red lock indicators.

SWITCH CONTROL LEVERS

Each lever controls two switches and has two positions, normal and reverse. There is no delay when placing switches to either position providing there is no train in the approach circuit.

SWITCH POSITION INDICATORS

Yellow lights located above each lever indicate the switches are properly set in either position. The absence of either light must be regarded as an indication that the switches are not properly set in either position.

APPROACH INDICATORS

When a southbound train passes Kostner Avenue (wee-zee bond SK1-169), the south approach indicator will go dark. When a northbound train passes Dodge Avenue (wee-zee bond SK2-74) the north approach indicator will go dark.

LOCK INDICATOR

The lock indicator will light whenever a train is within any of the crossover circuits. When the lock indicator is lit, the switches are locked and cannot be operated electrically. The lock circuit will release when trains clear the crossover and has passed beyond the track circuit or route selectors.

Director, Rail Service

Manager, Rail Service

Approved:

Senior Manager,
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