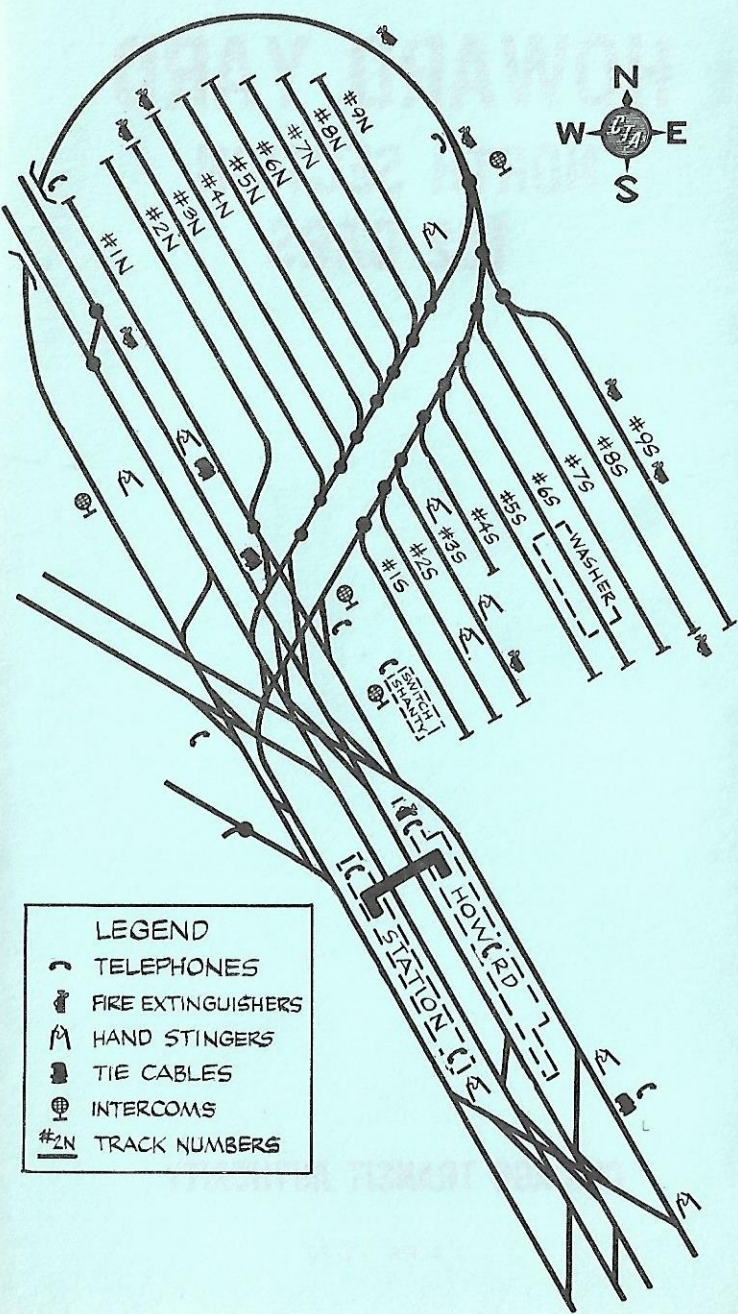


HOWARD YARD
NORTH SECTION
152 CARS

CHICAGO TRANSIT AUTHORITY

Locations Of: Telephones ● Fire Extinguishers ●
 Hand Stingers ● Tie Cables ● Intercoms ●
 Track Numbers . . .

NOT DRAWN TO SCALE

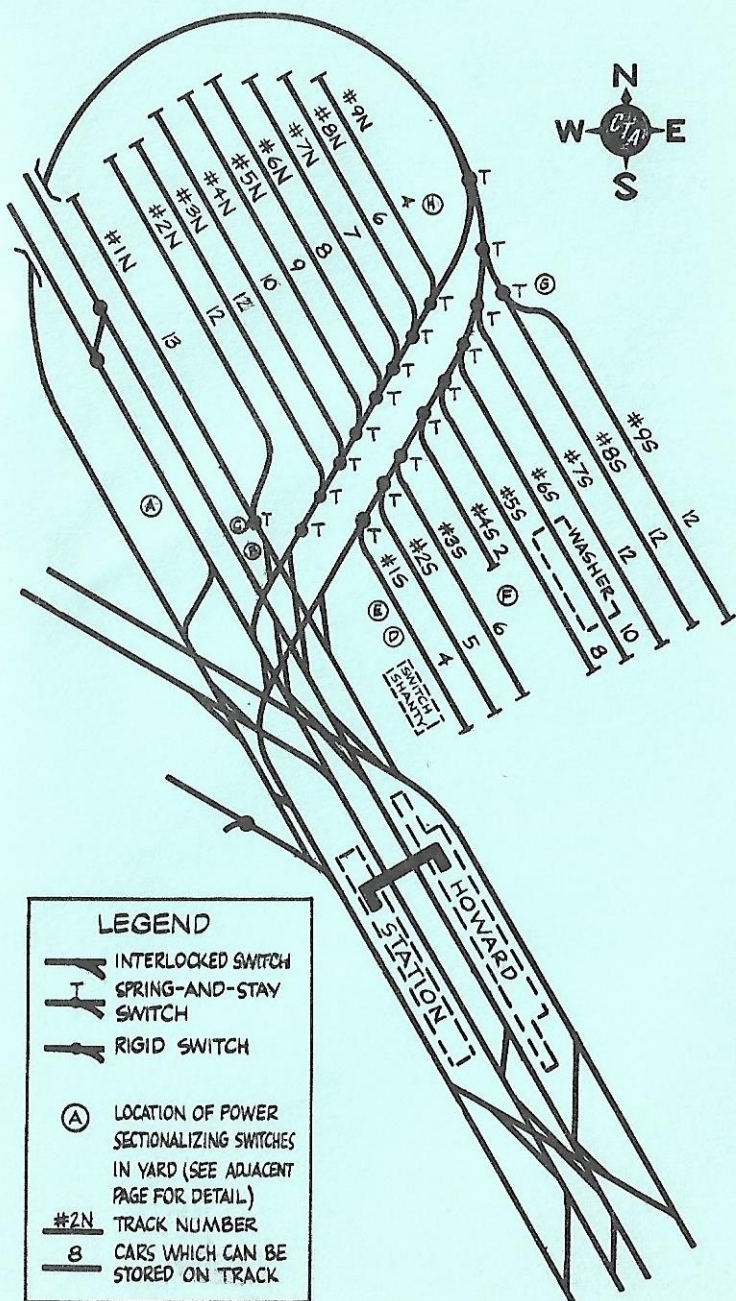


LEGEND

-  TELEPHONES
-  FIRE EXTINGUISHERS
-  HAND STINGERS
-  TIE CABLES
-  INTERCOMS
-  TRACK NUMBERS

... Power Sectionalizing Switches ●
 Car Storage Capacity ● Types Of Track Switches ●
 Track Number

NOT DRAWN TO SCALE



LEGEND

-  INTERLOCKED SWITCH
-  SPRING-AND-STAY SWITCH
-  RIGID SWITCH

(A) LOCATION OF POWER SECTIONALIZING SWITCHES IN YARD (SEE ADJACENT PAGE FOR DETAIL)

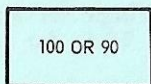
#2N TRACK NUMBER

8 CARS WHICH CAN BE STORED ON TRACK

Exact Locations Of And Tracks Controlled By Power Sectionalizing Switches Shown On Adjacent Track Map

(A)

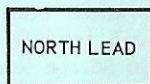
DISCONNECT SWITCH



LOOK EAST
AT MANHOLE BETWEEN LOOP
TRACK AND SB MAIN LINE

(B)

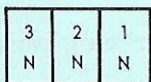
DISCONNECT SWITCH



(Also disconnects TRKS 4N & 5N)
LOOK WEST
S. END OF TRK 1 NORTH
BETWEEN TRK 1 & NB MAIN

(C)

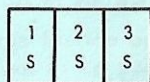
TRACK SWITCHES



LOOK WEST
NEAR S. END OF TRK 1 NORTH
BETWEEN TRK 1 & NB MAIN

(D)

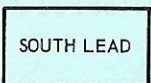
TRACK SWITCHES



LOOK NORTH
AT NORTH END OF
TRK 1-S - NORTH OF
SWITCHMAN'S SHANTY

(E)

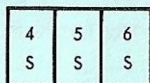
DISCONNECT SWITCH



LOOK SOUTH
AT NORTH END OF TRK 1-S
NORTH OF SWITCHMAN'S SHANTY

(F)

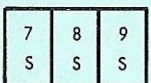
TRACK SWITCHES



LOOK EAST
SOUTH END OF TRK 4S

(G)

TRACK SWITCHES



LOOK EAST
E. SIDE OF TRK 9-S
NEAR JCT. OF 9-S & SOUTH LEAD

(H)

TRACK SWITCHES



LOOK EAST
EAST SIDE OF TRK 9-N
NEAR SOUTH LEAD

HOWARD YARD SPECIAL NOTES

1. All moves from track 1N are governed by interlocking home signal.
2. Southbound moves from either the north or south lead into the interlocking are governed by interlocking home signal.
3. The normal setting of the spring and stay switches on north lead from tracks 3N through 9N and on south lead from tracks 1S through 7S is for operation on the leads.
4. The person making a move into or out of a storage track is responsible for restoring switches to normal before another move is made in the facing direction.
5. The normal movement of road trains through the yard is on the south lead.
6. The normal setting of the spring and stay switch on track 1N is for a move into track 1.
7. The normal setting of the spring and stay switch on track 8S is for a move into track 8.
8. Signal L26 on track 4 just north of the northbound platform is a three aspect signal. Its aspects and indications are as follows:
 - RED over RED over RED - Stop and stay.
 - GREEN over RED over RED - Proceed on main (track 4 to yard).
 - RED over GREEN over RED - Proceed on diverging (to N.B. or S.B. Evanston).
 - RED over RED over GREEN - Proceed on diverging (to N.B. Skokie).

RULE 227. SPEED IN YARDS

- (a) The speed of trains within Yard Limits must not exceed six (6) miles per hour.
- (b) Yard Foremen, Switchmen and Motormen operating trains on any tracks within Yard Limits must use no more than one (1) point of power and be prepared to stop immediately.