

HARVARD SUBDIVISION (0163)

Mile Post	Rule 6.3	CP #'s	SOUTH STATIONS	NORTH STATIONS	Sta. #'s	Siding Feet
Radio Display: End of Subdivision to CY - 6262 -*47 CY to Chicago - 5252 -*47 Commuter Control -*52						
104.0	TWC		END OF SUBDIVISION (15.4)			
88.2	YL ABS		JANESVILLE (9.7)	TY	HV089	Yard
78.5	TWC ABS		CLINTON JCT. (15.7)		HV079	3006
62.8	DT ATS		HARVARD (11.5)	(AI)Y	HV063	
51.3			WOODSTOCK (8.4)		HV052	
42.9			CRYSTAL LAKE (0.4)	Y	HV043	
42.5			CRYSTAL LAKE JCT. (4.2)	T Y	HV042	
38.3			CARY (1.3)		HV039	
37.0			FOX RIVER GROVE (5.1)		HV037	
31.9			(X)EJE(M) (0.4)			
31.5	SEE SI-01	T031	BARRINGTON (5.1)	X	HV032	
26.4			PALATINE (2.2)		HV027	
24.2			ARLINGTON PARK (1.7)		HV024	
22.5			ARLINGTON HEIGHTS (2.9)		HV023	
19.6			MT. PROSPECT (1.1)		HV021	
18.5		N019	SEEGER (0.3)	X	HV020	
18.2			CUMBERLAND (0.9)		HV019	
17.3		N012	DEVAL (0.6)	T(M) (X)WC(X)UP	EC012	
16.7			DES PLAINES (2.1)		HV017	
14.6			DEE ROAD (1.5)		HV015	
13.1			PARK RIDGE (0.8)		HV014	
12.3			EDISON PARK (1.2)		HV013	
11.1			NORWOOD PARK (1.4)		HV011	
9.7			GLADSTONE PARK (1.0)		HV010	
8.7			JEFFERSON PARK (1.1)		HV009	
7.6	CTC ATS	N007	MAYFAIR (0.9)	X (X)METRA(M)	HV008	
6.7			IRVING PARK (3.9)		HV007	
2.8			CLYBOURN (0.1)		CY002	
2.7	9.14 9.14.2	N002	CY (1.8)	X		
0.9		N001	ERIE (0.4)	X		

0.5	SEE SI-01	Y900	NORTHWEST JCT. (0.3)	XY	NZ001
0.2			LAKE ST. (0.2)	(M)Y	NZ000
0.0			CHICAGO	Y	HV000
(110.7)					
SI-01 MAIN TRACK AUTHORITY					
MP 104.0 to MP 91.7: TWC					
MP 85.5 to MP 63.7: TWC/ABS					
Harvard to CP T031 DT: Trk 1-NWD and Trk 2-SWD - Rule 9.14/ATS.					
CP T031 to CP N007 - 3MT: Trk 1-NWD and Trk 3-SWD - Rule 9.14/9.15/ATS; Trk 2 - Rule 9.14.2/9.15/ATS.					
CP N007 to CP N002 - 3MT: CTC/ATS.					
CP N002 to CP Y900 4MT: Trk 1 NWD, Rule 9.14/ 9.15/ ATS; Trk 2, Trk 3 and Trk 4, Rule 9.14.2/ 9.15/ ATS.					
CP Y900 to Chicago: Control Point/Interlocking Limits (Geneva Sub.).					
Yard Limits between MP 91.7 and MP 85.5; MP 63.7 and 62.0; MP 43.6 and 41.9.					
ABS between MP 87.0 and CP N007; CP N002 and CP N001					
ATS between Harvard and CP N001					
SI-02 MAXIMUM SPEED TABLE					
Maximum Speed			MPH		
Between Mileposts					
104.0 and 87.5			PSGR FRT		
(Except as Below) 30 30					
104.0 and 99.0 10 10					
91.7 and 91.4 10 10					
91.4 and 87.5 20 20					
Between Mileposts					
87.5 and 63.0			PSGR FRT		
(Except as Below) 50 50					
87.5 and 87.2 20 20					
Between Mileposts					
63.0 and 0.0			PSGR FRT		
(Except as Below) 70 60					
63.0 and 62.4 30 30					
52.0 and 50.6 50 50					
37.3 70 50					
37.0 and 36.5 50 50					
32.0 and 31.0 50 40					
31.0 Trk1 to Trk1 40 35					
31.0 Trk2 to Trk2 40 35					
29.4 and 29.0 Trk1 55 50					
17.5 and 17.4 35 30					
17.0 and 16.4 Trk1 50 30					
13.2 Trk2 & Trk3 55 40					
8.2 and 7.6 50 50					
7.6 (X) 45 30					
7.6 and 2.9 Trk2 70 40					
2.9 and 2.7 35 30					
2.7 and 0.5 35 10					
0.5 and 0.3 15 10					
0.3 and 0.0 10 10					
Around Station platforms on Trk.1 between Mayfair & Barrington 50 40					

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	10
2. Dual Control Switch Turnouts	
CP N019 Passenger.....	20
Freight.....	10
CP N012 Passenger.....	35
Freight.....	25
CP N007	35
CP N002 Passenger.....	30
Freight.....	10
3. Misc. Speed Restrictions	
CP N012 thru turnout (South end) Passenger.....	35
Freight.....	25
(North End) Passenger.....	15
Freight.....	10
Trains handling loaded cars 39 feet or shorter on track 2 between CY and Mayfair	10
Trains handling dimensional or excessive dimensional loads between mile posts: (62.8 and 62.4), (51.4 and 51.2), (43.0 and 36.8), (31.7 and 31.4) and (22.5 and 12.7).....	30
Movements against the current of traffic outside of yard limits at public crossings shown below until headend of movement occupies the crossing:	
MP 51.7 Trk.1.....	20+
MP 51.6 to MP 51.5 Trk.1.....	20+
MP 51.3 to MP 51.1 Trk.1.....	30+
MP 42.9 Trk.1.....	25+
MP 42.5 Trk.1.....	25+
MP 13.2 to MP 13.1 Trk.1.....	25+
MP 12.5 Trk.1.....	35+
MP 11.8 Trk.1.....	15+
MP 12.2 Trk.1.....	15+
MP 11.7 Trk.1.....	25+
MP 11.3 to MP 11.0 Trk.1.....	25+
MP 10.3 Trk.1.....	30+
MP 10.1 Trk.1.....	30+
MP 9.7 Trk.1.....	15+
MP 51.7 Trk.2.....	15+
MP 51.5 to MP 51.6 Trk.2.....	20+
MP 51.1 to MP 51.3 Trk.2.....	25+
MP 43.2 Trk.2.....	25+
MP 43.0 Trk.2.....	25+
MP 42.9 Trk.2.....	25+
MP 13.8 Trk.3.....	10+
MP 13.1 to MP 13.2 Trk.3.....	30+
MP 12.5 Trk.3.....	30+
MP 12.2 Trk.3.....	20+
MP 11.8 Trk.3.....	30+
MP 11.7 Trk.3.....	30+
MP 11.0 to MP 11.3 Trk.3.....	25+
MP 9.7 Trk.3.....	10+
MP 10.3 Trk.3.....	35+

SI-04 MAIN TRACK DESIGNATIONS

Harvard to CP T031: 2 MT
 CP T031 to CP N002: 3 MT
 CP N002 to CP N001: 4 MT

SI-05 MILEPOST EQUATIONS

MP 90.0 to MP 92.0 = 1.6 miles.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

# 73.7	
# 47.4	

SI-08 RULES ITEMS

Rule 5.5: Between Chicago and Barrington speed restriction signs and flags may not be displayed - Refer to Maximum Speed Table and track bulletins.

Rule 5.8.2 (11): Between Chicago and Harvard whistle signal 5.8.2 (11) is not required at crossings equipped with operating automatic gate warning devices, except when meeting or passing the head end or rear end of a train in the vicinity of a grade crossing.

Rule 5.9.1: Dimming Headlight (Addition)
 The headlight must be on bright when approaching and passing commuter stations. These stations are identified in the Commuter Operations Train Schedules.

Rule 6.25: Movements Against the Current of Traffic must be authorized by Track Permit or Track Bulletin.

Rule 6.32.2 A: Applies at MP 117.2 (Main St.), MP 116.5 (Hwy. 59), MP 115.9 (Water St.) and MP 105.6 (CTH M).

Rule 8.2 Chemung Industrial Lead: Main Track Switch: Normal position is for Harvard Subdivision. Exception: Between Trains No. 610 and 636 and between Nos. 625 and 645 daily except Sat. and Sun., normal position is for Chemung Industrial Lead.

Rule 9.17: Part A, Condition (2) does not apply on the UPRR except at the following locations:
 Crystal Lake - MP 43.5;
 Barrington - MP 32.7.

Rule 12.1 ATS: Engines not equipped with ATS may be operated:

(a) Between CP N001 and MP 25.0 west of Arlington Park in accordance with automatic block signals not exceeding restricted speed.

(b) Between Harvard and CP N002 for inspection and repairs not exceeding 40 MPH. Such movements must be made in accordance with automatic block signals and an absolute block in advance of the movement.

ATS Test Sections: ATS test sections are located at the following mile post locations: 7.6, 17.8, 32.1, 32.3, 42.8, 62.7 and 87.1. For operation to the Harvard Subdivision, test sections are located at: Bridge "A", M19 A, Cal Ave., Mc Henry Subdivision - MP 65.6 and Cragin Industrial Lead at Mayfair.

Rule 42.13.1: Line-ups will not list or refer to scheduled passenger trains. When the word "none" appears on the line-up it does not indicate passenger are not operating. Refer to the current "Commuter Operations Trains Schedules" book to determine the operation of scheduled passenger trains.

SI-09 FRA EXCEPTED TRACKS - None.

HARVARD SUBDIVISION (0163)

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Avondale Yard N.....	5.2	HV005
Ridgefield N.....	45.7	HV046
Sharon N.....	70.9	HV071
Leyden	97.5	HV098
SI-11 INDUSTRIAL LEADS		
Chemung Industrial Lead:(0165) Extends from Harvard		
MP 62.8, 1.2 miles to MP 64.0, Chicago and Chemung RR Conn. FRA excepted track.		
Janesville Industrial Lead:(0168) Extends from MP 91.6 to junction with WSOR at MP 94.3. End of track		
MP 94.9. Maximum speed 20 MPH except MP 94.3 to MP 94.9 10 MPH.		
State Line Industrial Lead:(0166) Extends from Clinton Jct., MP 58.9 10.1 miles west to Beloit, End of Track at MP 30.9.		
Station, Beloit Jct. MP 32.4 Sta. No. HS009, Station, Beloit MP 31.0 Sta. No. HS010. Equation MP 67.5 = 32.4		
Operation over IMRL between MP 65.2 and Beloit MP 31.0. Six Axle unit prohibited on the IMRL. Trains must not enter this territory until permission received from IMRL train dispatcher. Radio Channel 6565 access code 80.		
Beloit Industrial Lead:(0167) Extends from Beloit Jct., 2.5 miles to MP 87.7.		
Weber Industrial Lead:(0164) Extends eastward from Mayfair 2.3 miles. MP 7.3 to MP 9.6. FRA excepted track.		
Evansville Industrial Lead:(0009) Extends 7.8 miles from MP 102.0 to end of track at MP 119.0. Mile post equation: MP 106.7 = MP 115.9.		
Business Tracks	MP	Sta.#'s
Evansville	115.9	HV108
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum Gross Weight: CP N002 to CP NY900 116 Tons.		
Do not exceed 50 MPH if freight train has over 80 tons per operative brake. 45 MPH if freight train has over 100 tons per operative brake.		
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.		

SI-14 MISC. INSTRUCTIONS
Janesville: IMRL and WSOR trains operate over UP at Janesville and on Janesville Industrial Lead and must obtain permission from yardmaster at Janesville or train dispatcher before entering UP track. No normal position for main track switches at Janesville within yard limits.
Gates have been installed at the WSOR railroad crossing on the Belt Line Lead. The normal position for the gate will be against movement on the Belt Line Lead. Refer to Rule 6.16.
Crystal Lake: Southward trains waiting for trains from McHenry Subdivision, stay north of Signal 426/2.
Barrington: During the hours the UP-EJE interlocking is unattended, crew members must communicate with UP train dispatcher via radio. UP dispatcher will ascertain from EJE train dispatcher there are no conflicting movements and if there are no conflicting movements train dispatcher may authorize crew to proceed.
Commuter Operations: Commuter Operations Train Schedules and System Special Instructions Item 10-J are in effect between Chicago and Harvard.
Chicago to Bridge A: Movements to be made at Restricted Speed. Lake St. Interlocking signals (including the Eastward/Southward signals at Bridge A) do not convey track occupancy.
Six-axle units prohibited on following industry tracks:
Avondale Yard;
Cary General Paint MP 38.2;
Chemtool MP 45.3
Wells MP 48.7
Shannon MP 49.1
Knight Engineering MP 49.2;
Brown Printing MP 49.6
Silicon Container MP 49.7
DB Hess MP 49.8
Woodstock Lumber MP49.9
Item 2-C: Exception 2 applies north of Janesville.
Spring Switches: Spring switches located at MP 91.4, for W.S.O.R. northward movements, normal position for Harvard Subdivision, equipped with a switch point indicator for southward movements; Harvard, end of double track, normal position for Track 2; and at Barrington, south end coach yard, Track 2, equipped with a switch point indicator.