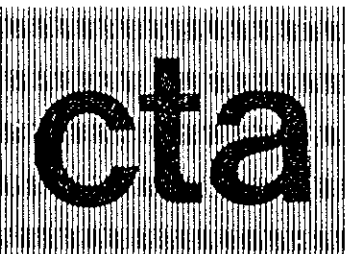


- LEGEND:**
- CURVE NUMBER
 - SWITCH NUMBER
 - PROPERTY LINE WITH PROPERTY POST
 - SPECIAL CROSSING
 - BUMPING POST
 - BASE LINE (B)
 - SWITCH MACHINE
 - INSULATED RAIL JOINT
 - R.Q.W. LINE
 - STATION AND LOCATION OF YARD CROSS SECTION

NOTES

1. FOR CURVE DATA, SEE SHEET NO. C-54.
2. FOR SWITCH NUMBER & TYPE OF TURNOUT, SEE SHEET NO. C-55.
3. FOR SPECIAL CROSSINGS, SEE SHEET NOS. C-18 THRU C-22.
4. FOR INTERLOCKING AREA AT HOWARD STATION, SEE SHEET NOS. C-13 & C-14.
5. FOR PROPOSED TRACK PROFILE, SEE SHEET NOS. C-7 THRU C-12.
6. FOR YARD CROSS SECTIONS, SEE SHEET NOS. C-31 THRU C-53.
7. FOR COORDINATES OF PROPOSED BOUNDARY SEE SHEET NO. C-54.
8. FOR CONTACT RAIL AND YARD WALKWAY LOCATION, SEE SHEET NOS. C-5 & C-6.
9. CARL HARRINGTON SURVEY SHEET NOS. 1 THRU 5 ARE USED AS A BASE FOR THE EXISTING TRAVERSE AND GROUND ELEVATIONS.
10. THE BASELINE (B) IS DEFINED BY HARRINGTON SURVEY POINT 59 (COORDINATES 1903.060N AND 1087.434E) AND BEARINGS OF N42°27'10"W AND S42°27'10"E. AT POINT 59, SURVEY TRACK NO. 4 STATION IS 10+85.27 AND PROJECT EVANSTON N.B. STATION IS 400+64.82.
11. THE BASELINE DESCRIBED IN NOTE 10 IS INDEPENDENT OF THE BASELINE USED IN THE HARRINGTON SURVEY, WHICH IS SHOWN ON SHEET NO. G-1.
12. BASELINE STATIONS ARE USED TO LOCATE YARD CROSS SECTIONS ONLY. STATIONS FOR INDIVIDUAL TRACKS ARE INDEPENDENT OF BASELINE.
13. THE LOCATION OF THE FIRST YARD CROSS SECTION (AT STATION 0+34) WAS ESTABLISHED TO COINCIDE WITH SURVEY TRACK NO. 4 STATION 10+50.
14. THE LOCATION OF STATION 100+00 FOR EVANSTON S.B. TRACK IS PERPENDICULAR TO THE B OF EVANSTON N.B. TRACK AT STATION 400+00.

In Charge RAJ DUFFIELD
 Designed By Z. BILAL
 Drawn By C.A. SHY
 Checked By RAJ DUFFIELD, Z. BILAL
 Approved By RAJ DUFFIELD



Chicago Transit Authority
 General Operations Division
 Engineering Department
 C.T.A. HOWARD YARD
 CONSTRUCTION AND EXPANSION
TRACK LAYOUT

Scale 1"=40' Date 12-31-1983 Sheet No. C-1 of C-58

NOTE: TRACKWORK NOT INCLUDED IN THIS CONTRACT