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**WABASH RAILWAY COMPANY**

WALTER S. FRANKLIN AND FRANK C. NICODEMUS, JR., RECEIVERS

AND

**NEW YORK, CHICAGO AND ST.  
LOUIS RAILROAD COMPANY**

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**INSTRUCTIONS**

FOR THE

**OPERATION OF TRAINS**

UNDER

**CENTRALIZED TRAFFIC  
CONTROL SYSTEM**

ON

**JOINT TRACKS BETWEEN  
WALBRIDGE JUNCTION AND  
WANICK JUNCTION, OHIO**

No. 326

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INSTRUCTIONS

FOR THE

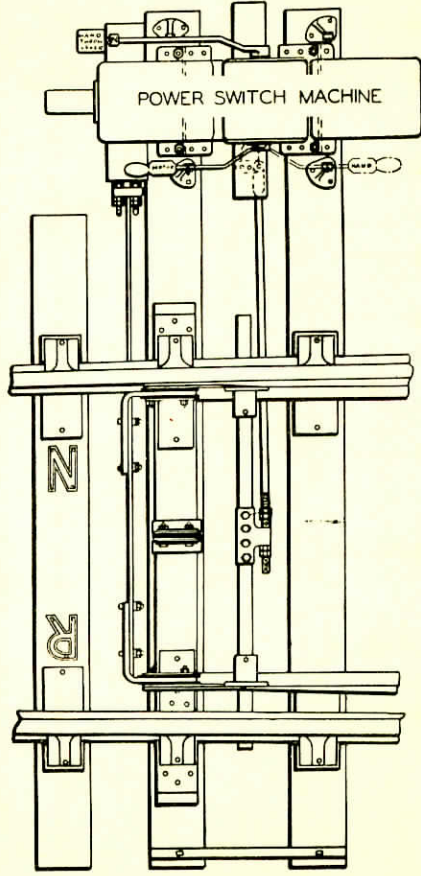
OPERATION OF TRAINS

UNDER

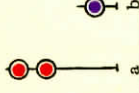
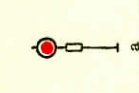
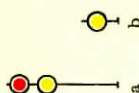
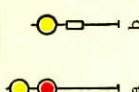
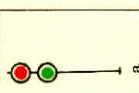
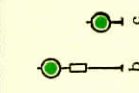
CENTRALIZED TRAFFIC  
CONTROL SYSTEM

ON

JOINT TRACKS BETWEEN  
WALBRIDGE JUNCTION AND  
WANICK JUNCTION, OHIO



APPLICATION OF SIGNALS  
ASPECTS, INDICATION AND NAMES OF SIGNALS

	Rule 1.	Rule 2.	Rule 3.	Rule 4.	Rule 5.	Rule 6.
ASPECTS	 a b	 a	 a b	 a b	 a b c	 a b c
INDICATIONS	STOP	STOP; then PROCEED	PROCEED at Restricted Speed	Prepare to STOP at next signal	PROCEED at not exceeding Medium Speed	PROCEED
NAME	STOP	STOP and PROCEED	RESTRICT- ING	APPROACH	CLEAR- MEDIUM	CLEAR
APPLICATION	Rule 10A and 10B	Rule 10D	PROCEED at restricted speed to any route	PROCEED prepared to STOP at next signal	Medium speed to diverging route then PROCEED	PROCEED at normal speed

NUMBER

Note: STOP and PROCEED signal is designated by a number plate thus:

At Wanick Junction and Walbridge Junction position of leaving switches will be indicated by switch targets.  
**RESTRICTED SPEED**—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.  
**MEDIUM SPEED**—Will be designated on timetables and special instructions, as the authorized speed through turnouts and crossovers.

7. The joint tracks consist of two main tracks from Walbridge Junction to Wanick Junction designated by station boards, together with such auxiliary tracks now existing or which may hereafter be added. The northerly main track will be known as main track No. 1 and the southerly main track will be known as main track No. 2.

8. Trains will move as authorized by signal indication, which will supersede the timetable superiority of trains, but will not dispense with the use or observance of other signals whenever and wherever they may be required.

9. Trains will maintain their authorized identity and continue the display of classification and marker signals.

10. The application of signal indications will be in accordance with Rules 1 to 6 both inclusive.

- A. A train finding a STOP signal (Rule 1) must stop and not proceed until proceed indication is displayed or upon authority of the operator in Gould Tower, by telephone.
- B. When a train is stopped by a STOP signal (Rule 1) the conductor or engineman will immediately communicate with the operator in Gould Tower by telephone. If conditions require, the operator will issue clearance, on C. T. C. Permissive Card Wabash Form No. 439, when train may proceed with caution as authorized.
- C. A train finding a signal improperly displayed must stop and not proceed except upon authority of the operator in Gould Tower by telephone.
- D. A train finding a STOP and PROCEED signal (Rule 2) must stop and may then proceed to the next governing signal expecting to find a train or other obstruction in the block, an open switch in main track, a car inside the clearance point, or a broken rail.

11A. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a STOP signal (Rule 1) without permission from the operator in Gould Tower.

11B. If the head end of a train passes a signal which governs movements over a controlled switch, and then a reverse movement is made so it is again in rear of the signal, the operator in Gould Tower must be notified at once.

12. When a train is stopped by a STOP signal (Rule 1) and means of communication have failed; after every possible effort has been made to establish communication with the operator in Gould Tower, should no cause for detaining the train be apparent, the conductor, after a thorough understanding with the engineman, will arrange, if necessary, for hand operation of the switch, or switches, in the route to be used, after which, train may proceed under STOP signal (Rule 1) preceded by a flagman to the next point of communication, or to the next block signal, displaying a more favorable indication than STOP then PROCEED (Rule 2) expecting to find a train or obstruction in the block, an open switch in main track, a car inside the clearance point, or a broken rail. After a train has cleared the plant, all switches must be restored to normal operating position. Report must be made to operator in Gould Tower from first point of communication followed by complete report to the Superintendent.

13. There are power operated switches and derails in this territory equipped with mechanism of two types:

- A. Those in Gould interlocking are without the dual-control attachment and when required to be operated by hand, will be handled by towerman.
- B. Those outside of the Gould interlocking home signals are remotely controlled and are equipped with a dual-control attachment so that, when manual operation is required, they may be handled by trainmen.

14. A. A Dual-Control switch mechanism is a mechanism with a hand-throw lever and a selector lever so arranged that, when the selector lever is operated, the control of the switch will be transferred from the motor-operated switch machine to the hand-throw lever, or from the hand-throw lever to the motor-operated switch machine.

- B. A cast iron "N" on the first cross tie ahead of the switch points indicates the normal position of the switch points. A cast iron "R" indicates reverse position of the switch points. Page 1.
- C. The following detailed instructions for operation will be found in telephone booths adjacent to remotely-controlled switches.

### INSTRUCTIONS TO OPERATE MANUALLY

- 1—Secure authority from operator in Gould Tower.
- 2—Throw selector lever to **hand position** and lock.  
This is the smaller lever and located nearest to track.
- 3—Throw **hand throw lever** to line route wanted and lock, noting position of switch points.  
This is the largest lever and located farthest from track.
- 4—Train may then be **hand signaled** through plant.
- 5—Switch must be lined to normal position before leaving.
- 6—And **hand throw lever** returned to normal and locked.
- 7—And selector lever returned to **motor position** and locked.
- 8—Carefully note the switch points on each operation of hand throw lever to see that they are properly lined.
- 9—Notify operator in Gould Tower when through and when switch and levers have been returned to normal.
- 10—When in doubt ask operator in Gould Tower.

D. To operate a dual-control switch by hand a trainman must secure permission (including limits and time) from the operator in Gould Tower before throwing "selector" lever to "hand-operating" position. When such permission has been obtained and the selector lever placed in "hand-operating" position, the hand throw lever may be operated in the usual manner.

- E. When about to make movements over dual-control switch by use of the hand-throw lever, trainman must notify engineman when selector lever is in the "hand-operating" position and also notify him when it is returned to "motor-operating" position.
- F. When selector lever on the dual-control switch machine is placed in "hand-operating" position, the train or engine, may, upon authority of the operator in Gould Tower, consider the indication of the adjacent signals suspended, and make movements over the switch as necessary during the time the selector lever is in the "hand-operating" position and locked.
15. A. The operator in Gould Tower will issue authority to work which will be copied on C. T. C. Work Permit Wabash Form No. 440, showing working and time limits authorized.
  - B. The permission granted by the operator in Gould Tower to a trainman to hand operate a dual-control switch, does not authorize any part of train, or engine, to move beyond the designated limits even though the selector lever is operated.
  - C. If and when movements beyond the designated limits are necessary, during the time the dual-control switch is being hand operated, the trainman must communicate with the operator in Gould Tower and be governed by his instructions.
  - D. If additional time is required, trainman must, before time limit has expired, communicate with the operator in Gould Tower for instructions.
  - E. When time limit expires or work is completed or train or engine is clear of main track and switch closed and locked, trainman must restore hand-throw lever to normal position and the selector lever to "motor-operating" position, lock both the selector and hand-throw levers and so report to the operator in Gould Tower and, at the same time, notify him of the location of his train or engine.

F. To hold main track to do work or to operate a main track hand-throw switch in the vicinity of a remotely-controlled switch, a trainman or engineman must secure permission from the operator in Gould Tower, and must have an understanding as to the length of time the main track may be used and must be in the clear at the time specified.

G. To hold the main track to do work at points not in the vicinity of a track or siding equipped with remotely-controlled switch, or switches, the conductor or engineman must obtain permission from the operator in Gould Tower before leaving the controlled track or siding.

16. A train that has cleared the main track and closed switch at a siding not equipped with remotely-controlled switch or switches, conductor or engineman must communicate promptly with the operator in Gould Tower and must, before opening switch and again occupying the main track, secure permission from the operator in Gould Tower to do so. Where such siding is equipped with dwarf signals, movements must also be governed by signal indication.

17. Telephones are located near all STOP signals (Rule 1) and at other points as may be necessary, for transmitting and receiving instructions, or information, and trainmen or enginemen will use, when necessary to facilitate the movement of trains, stating number of train, engine and location. To avoid misunderstandings, instructions or information received by telephone, must be repeated to employe from whom received and names and occupations of employes communicating with the operator in Gould Tower will be stated. Reports made, or other communications had by telephone, must not be considered as complete unless acknowledged by "All right."

18. Should an improper proceed signal indication be observed, it must be regarded as the most restrictive indication that can be given by that signal and reported to the operator in Gould Tower from the first point of communication and, in addition, a flagman must be left at the signal to notify all approaching trains that would be affected, until relieved by a Signal Department employe or by in-

structions from the operator in Gould Tower. Trains so notified will regard signal as if it were displaying its most restrictive indication.

19. A signal indicating STOP (Rule 1) or STOP then PROCEED (Rule 2) which is evidently out of order, must be reported to the operator in the Gould Tower from the first available point of communication, giving number or location of the signal.

20. A power-operated switch known or thought to be out of order must be reported to the operator in Gould Tower from the first available point of communication and, if necessary, a flagman must be left to notify all approaching trains that would be affected until relieved by a Signal Department employe or by instructions from the operator in Gould Tower.

21. All non-power operated switches are connected with the signals of the block in which they are located and will cause the signals on each side of the switch that govern movements over the switch to assume their most restrictive indication when the switch point does not fit up to the rail or when the switch is set for the movement into or from side tracks.

22. When it is necessary to hand-throw crossover switches, both switches of the crossover must be open before a train starts to make crossover movement, and the movement must be completed before either switch is restored to normal position.

23. Running switches must not be made over power-operated switches.

24. When taking siding, trains must stop to clear dwarf signals or fouling point.

25. Enginemen must not permit cinders from firebox or front end of engine to be dropped on the tracks on which movements are governed by block signals. Sand must not be used, or water wasted over the movable parts of switches, or blow off cocks opened while passing over switches or passing by signals or signal apparatus buildings.

26. Freight trains must not exceed 15 miles an hour nor passenger trains 20 miles an hour while engine or lead car is moving over Gould Crossing.

# ARRANGEMENT OF TRACKS AND SIGNALS BETWEEN WANICK JUNCTION AND WALBRIDGE JUNCTION.

