

---

**KENTUCKY AND INDIANA TERMINAL  
RAILROAD**



**RULES AND  
INSTRUCTIONS  
FOR THE OPERATION OF  
REMOTE CONTROLLED SWITCH  
AND SIGNALS**

---

Nº 835

**KENTUCKY AND INDIANA TERMINAL  
RAILROAD**



I have today received copy of Rules and In-  
structions for the Operation of Remote Con-  
trolled Switch and Signals at New Albany,  
Indiana.

Name \_\_\_\_\_

Occupation \_\_\_\_\_

Railroad \_\_\_\_\_

Book No. \_\_\_\_\_

Date \_\_\_\_\_

CUT ON THIS LINE

Louisville, Kentucky  
June 1, 1945

**RULES AND INSTRUCTIONS  
FOR REMOTE CONTROLLED SWITCH  
AND SIGNALS BETWEEN VI INTER-  
LOCKING PLANT AND VERNIA**

The rules and instructions set forth herein are to govern the employes of The Kentucky and Indiana Terminal Railroad, the employes of the Chicago, Indianapolis and Louisville Railway and all other employes concerned with the operation of trains or engines between VI Interlocking Plant and the passing track at Vernia on the C. I. & L. Railway.

The Rules herein will become effective on the date the signals mentioned herein are placed in service by bulletin.

R. G. Claiborne,  
Superintendent,  
Kentucky and Indiana Terminal R. R.

Approved:  
E. F. Thomson,  
Superintendent, Southern Division,  
Chicago, Indianapolis & Louisville Ry.

## INFORMATION

Remote control signal system at New Albany extends from VI Interlocking Plant to the clearance point at the south end of Vernia passing track.

The following signals are remote controlled, also affected by track circuits:

- 3R South bound signal governing movements on the main track at south end of Vernia. This is a two arm signal, upper arm operating in three positions, lower arm fixed in horizontal position.
- 3RA South bound signal governing movements on the passing track at south end of Vernia. This is a two arm signal, upper arm operating in three positions, lower arm is fixed in horizontal position.
- 3L North bound signal governing movements at south end of Vernia. This is a three arm signal, upper arm operating in three positions for main track movements, middle arm operating in two positions for movements onto the passing track, lower arm is fixed in horizontal position.
- 5R South bound signal governing movements at North Wye switch. This is a two arm signal, upper arm operating in two positions, lower arm operating in two positions.
- 5L North bound signal located on main track at clearance point at North Wye switch governing northward movements on main track. This is a two arm signal, upper arm operating in three positions, lower arm fixed in horizontal position.
- 5LA North bound signal governing movements for leaving Yards located at clearance point at the North Wye switch. This is a two arm signal, upper arm operating in three positions, lower arm fixed in horizontal position.



- 7R South bound signal for governing movements for leaving Yards at south leg of Wye. This is a two arm signal, upper arm operating in two positions, lower arm operating in two positions.
- 9L North bound signal to govern movements at Whitehill Street. This is a two arm signal, upper arm operating in two positions, lower arm operating in two positions.
- 9R South bound signal to govern movements at Whitehill Street. This is a two arm signal, upper arm operating in two positions, lower arm fixed in horizontal position. This signal serves as the approach signal to the VI Interlocking Plant.

The following indicators are remotely controlled:

- 1R On block signal 315.1 to indicate to take siding at north end of Vernia.
- 5RB On signal 5R to indicate to enter Yards at North Wye switch.
- 5LB On signal 5LA to indicate to leave Yards at North Wye switch.
- 7RB On signal 7R to indicate to leave Yards at south leg of Wye.

The switch at the south end of Vernia is operated by a dual control power machine.

The main track switch at the north end of the coal chute track is locked by an electric switch lock.

All of the above mentioned signals, indicators, power switches and electric switch locks are under the control of the operator at VI Interlocking Plant who will be designated as the **Control Operator**.

A track indicator on the outside of the tower at VI Interlocking Plant will indicate, the yard and track, that train is to enter at Youngtown.

#### **SPECIAL INSTRUCTIONS TO CI&L DISPATCHER**

Dispatcher will not issue orders for trains to meet at Vernia.

Dispatcher can issue orders giving a southward train rights over a northward train to Vernia.

Dispatcher must give operator at VI Tower copy of all orders affecting train movements at Vernia.

The K & I operator at VI Tower can not hold a northward train north of the south end of Vernia.

Dispatcher must issue an order to trains departing from Union Station, Louisville, or Youngtown, regarding any superior train past due at Vernia.

The switch at the south end of Vernia is a power-operated switch controlled by the operator at VI Tower. He also has full control of all signals governing all movements over this switch for both the main track or passing track.

All train or engine movements north of the clearance point at the south end of Vernia will be governed by CI&L Rules of the Transportation Department, time table or train orders.

CI&L dispatcher will inform VI operator of any known work at North Wye or Vernia for southward trains and any expected delays to southward trains between block signal 311.1 and Vernia.

#### **INSTRUCTIONS TO VI TOWER OPERATORS**

All train or engine movements between VI Tower and the clearance point at the south end of Vernia are under the control of the operator at VI Tower, who will be governed by instructions from the K. & I. T. dispatcher and information and orders from the C. I. & L. dispatcher.

The operator will have full control of the power-operated switch at the south end of Vernia and by signal indications will govern the movement of all trains or engines over this switch either on the main track, or to and from the passing track.

A take-siding indicator is attached to southbound block signal 315.1 at the north end of Vernia. This take-siding indicator can be displayed for a southward train when necessary. When used, this take-siding indicator must be displayed before the lamp on the chart is illuminated for the track circuit immediately in

advance of signal 314.1. This is necessary in order that the block signals 314.1 and 315.1 will display the proper indications for the approaching train.

All switch and signal levers should be left in the normal position, and operated only a sufficient time in advance of an approaching train or engine to avoid delay. After the indication is received that a train or engine has passed a signal the lever should promptly be restored to its normal position.

Train or engine movements between VI Tower and the south end of Vernia will be governed entirely by signal indication. Each signal will be controlled by the lever in the control unit in VI Tower. Each signal will govern train or engine movements only through the block to the next signal. Between the south end of Vernia and North Wye only one train or engine can occupy the block. Between North Wye and Whitehill Street in either direction a train or engine can be given a signal to follow a preceding train or engine into the block. Each time a train or engine passes a signal the lever controlling its operation must be restored to its normal position before the signal can again be cleared for a train or engine including the movement of a train or engine following a preceding train or engine into a block.

## INSTRUCTIONS TO TRAIN AND ENGINEMEN

A train or engine may open the switch and leave the main track at the North Wye switch or south leg of the Wye without any signal indications but once having cleared the main track such train or engine can not re-enter the main track without a signal indication except as per Rule 647.

Indication signs are located at Vernia passing track, north leg of the Wye and south leg of the Wye. Trains or engines expecting to enter the main track must occupy the track between this sign and the signal in order that Control Operator will understand what

move is desired. This track circuit must be cleared by trains or engines entering the yards.

## For Operation of Electric Switch Lock

When permission to operate an electric switch lock has been received, switches must be operated as follows:

Unlock and open door of case on the electric lock.

If the indicator disk reads unlocked, turn crank to the left until it is against the stop block, then throw switch.

When finished using switch, proceed as follows:

Place the switch in its normal position and lock it.

Turn the crank of the electric lock to the right until it is against the stop block.

Close and lock door of case.

When the signals 5R, 7R or 9L display the aspect top arm stop, lower arm approach, this will indicate a preceding train or engine is in the block and movements must be made accordingly. (See Rule 643, Fig. 3, for indications.)

When a train or engine is stopped by a stop signal at a power-operated switch a trainman should examine the switch points for obstruction which may be the cause for prevention of signal displaying proceed indication.

Southward trains of such length that if stopped they may block street crossings, when going on through to Youngtown, should not proceed beyond signal 3R or 3RA until a clear signal indication is displayed.

All trains in both directions will reduce speed to ten miles per hour between VI Interlocking Plant and North Wye.

All train or engine movements north of the clearance point at the south end of Vernia will be governed by CI&L Rules of the Transportation Department, time table or train orders.

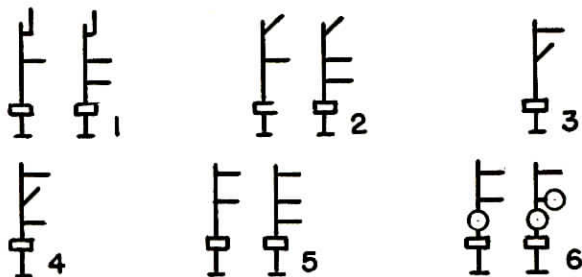


## RULES

641. Between VI Interlocking Plant and the clearance point at the south end of Vernia, trains or engines will be governed by signals, whose indications will supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or the observance of other signals whenever and wherever they may be required or the observance of yard limit rules.

642. All signals controlled by the Control Operator will have two arms except signal 3L which will have three arms. A train or engine must not pass any such signal when all arms indicate stop; except that after waiting a reasonable time, a train or engine may pass such a signal by securing permission from the Control Operator.

643. Trains or engines will be governed by the following Remote Controlled Signal Indications:



No. 1—Clear Signal—Proceed.

No. 2—Approach Signal—Proceed prepared to stop at next signal.

No. 3—Slow Speed Signal—Proceed at slow speed expecting to find a preceding train in block.

No. 4—Restricting Signal—Proceed at restricted speed. Switch is set to take siding.

No. 5—Stop Signal—Stop and remain until authorized to proceed.

No. 6—Indicator—When illuminated showing lunar white, it indicates to reverse switch and take siding or to reverse switch and wait for signal indication to leave yards. Night Indications—Same as day time.

Night Indications for Signal Arms—With arm vertical, green light. With arm diagonal at 45°, yellow light. With arm horizontal, red light.

644. There is a take-siding indicator attached to block signal 315.1. When this indicator is illuminated, train or engine must stop and take siding.

645. Trains or engines waiting for signal 3L to be cleared must remain standing south of State Highway 111 (Beechwood Street) until indication to proceed has been displayed.

646. An additional light unit is attached to block signal 315.1. When this unit displays a yellow indication and the signal arm displays either clear or approach for a southward train, it will be authority for such train to proceed on the main track to the south end of Vernia. Northward trains will proceed on main track when signal 3L indicates approach or proceed. If trains are to meet at Vernia the Control Operator may line the power-switch and clear the signal for the northward train to enter the passing track.

647. Northward trains or engines intending to do work at New Albany Yards and leaving part of train north of signal 5L. Engine may then proceed to enter, and leave New Albany Yards without signal indications.

648. When a take-siding indicator is illuminated, trainmen will open switch and train or engine will take siding without signal indications. Trains or engines may enter the Yards at North Wye without take-siding indicator being illuminated.

649. The switch at North Wye and the switch at

the south leg of the Wye must not be opened by a member of a train crew for his train or engine to enter the main track until the Control Operator has illuminated the leave-siding indicator. When the switch has been opened, the train or engine must receive a proceed indication on the block signal before making the move to enter the main track except as per Rule 647.

650. A train or engine on the Coal Chute Track at North Wye must not pass the Indication Sign at the clearance point for the switch at the north end until the electric lock at the switch has been operated. This electric lock must not be operated until permission to open the switch has been secured from the Control Operator.

651. A train or engine on the main track that desires to enter the coal chute track at the north end must have engine or part of train standing on the main track between Vincennes Street and the switch, this is necessary before the electric lock can be operated.

652. A train or engine on the yard track at North Wye that wants to make a move onto the south end of the coal chute track must not move north of the Indication Sign until the switch to the coal chute track has been lined; also, switch must not be lined back until no part of train or engine is between Indication Sign and Signal 5LA.

653. A train or engine that wants to enter the main track from the south end of the passing track at Vernia or from the Yards at North Wye or at south leg of the Wye, must have part of train or engine between the Indication Sign and the signal in order that the Control Operator will have such information and be prepared to clear the signal for such move.

654. A switch engine desiring to use the main track to do work, must obtain authority, including time and working limits, from the Control Operator before passing the signal governing the working limits. If additional time is required, authority must be secured

from the Control Operator before the time limit authorized has expired.

655. A switch engine entering the block from either direction between North Wye and signal 9L at Whitehill Street and not intending to proceed through the block must leave a flagman to protect the reverse movement.

656. When a train or engine is delayed after a proceed signal has been displayed for it, the Control Operator must be notified promptly as to the cause and probable duration of the delay.

657. When a train or engine enters the industry track at Myers Coal Yard or the National Ice Plant, it must not close the main track switch to permit another train or engine to pass.

658. If work is to be done by any train or engine which requires the use of the power-operated switch by hand, authority must be obtained from the Control Operator before passing any signal governing movements over such switch. Trainman must notify the Control Operator when work is completed, switch is cleared and control selector lever returned to power position.

When authority has been granted and working limits secured to operate the controlled power-operated switch by hand, switch may be operated as follows:

Unlock switch lock.

Operate control selector lever marked "Power" to position marked "Hand".

Operate "Hand throw" lever back and forth until switch points are seen to move with the movement of lever.

Operate switch by hand, the same as any other switch, with "Hand throw" lever.

After train movements over switch have been completed, restore switch by hand to normal position, then move control selector lever to position marked "Power", and secure with switch lock.



Normal position of switch is lined for main track.

When necessary to operate controlled power-operated switch by hand, trainman will remain at switch until train movements have been completed and switch restored to normal position.

Keep control selector lever in "Hand" operation position until the last wheels of train or engine have passed over the switch.

When control selector lever is placed in "Hand" position, all signals governing movements over the switch will indicate stop.

The train or engine authorized to use the switch by hand may consider the indication of the signals suspended and make movements over the switch, during the time the control selector lever is in "Hand" position, on hand signals of trainman stationed at the switch.

Before making movements over the switch, trainman must notify engineman when control selector lever is in "Hand" position, so that engineman will be governed by hand signals.

A running switch must not be made over a power-operated switch at any time.

When control selector lever is restored to "Power" position, engineman must be notified so that he will then be governed by signal indication.

