
THE ALTON RAILROAD COMPANY

INSTRUCTIONS

GOVERNING OPERATION OF MANUAL
BLOCK SYSTEM

BETWEEN

FORT WAYNE JUNCTION AND
PANHANDLE CROSSING
(WESTERN AVENUE)
CHICAGO TERMINAL

Effective 7:00 A. M., Sunday
November 29, 1931

S. P. HENDERSON,
General Manager

A Manual Block System has been placed in service between Ft. Wayne Jct. and Panhandle crossing (Western Avenue), Chicago Terminal.

Block signals are located fifteen hundred (1500) feet south of Ft. Wayne Jct., on southward main track; fifteen hundred (1500) feet north of Panhandle crossing on northward main track; the home signals on Bridgeport Bridge on both northward and southward main track will govern the condition of the Block.

INSTRUCTIONS TO BLOCK SIGNAL MEN (SWITCH TENDERS AND OPERATORS)

Block signal men on duty in the switch tender's cabin at Fort Wayne Jct., Bridgeport Bridge tower and Panhandle crossing will have charge of the operation of the Block signals and will be governed by the following instructions.

(M-1) Block signal men must keep the Block signals at stop, except when placed at permissive or clear to allow a train to pass.

(M-2) A train will not be admitted to a Block that is occupied by an opposing train or by a train carrying passengers, nor will a train carrying passengers be admitted to a block that is occupied by another train, unless authorized by designated authority.

(M-3) A train other than a train carrying passengers may be permitted to follow a train other than a train carrying passengers into a Block by permissive signal.

(M-4) Block signal men must not report a train clear of the Block until they have seen the markers nor until the last car or engine has passed the Block signal two hundred (200) feet in the direction in which the train is moving.

(M-5) When a train takes a siding, or leaves the main track at outlying yard switches, the Block signal man must know that it is clear of the Block before giving "2 (Block clear)" or displaying a clear or permissive signal for that Block.

(M-6) If from any cause a Block signal man be unable to communicate with the next Block station in advance he will stop all trains approaching in that direction. Should no cause for detaining the train be known it may be permitted to proceed with caution with a Block card Form 215 (Part C), and provided 5 minutes have elapsed if the last preceding train was a train carrying passengers.

(M-7) If from failure of Block signal apparatus, the Block cannot be changed to proceed indication, the Block signal man will admit train to Block by the use of Block card Form 215 (Part A or B), as case may be.

(M-8) Communicating code by telephone to be used without the numerals:

- 1—Display stop signal.
- 13—I understand.
- 17—Display stop signal. Train following.
- 2—Block clear.
- 3—Block wanted for train other than train carrying passengers.
- 36—Block wanted for train carrying passengers.
- 4—Train other than train carrying passengers has entered Block.
- 46—Train carrying passengers has entered Block.
- 5—Block is not clear of train other than train carrying passengers.
- 56—Block is not clear of train carrying passengers.

(M-9) For Absolute Block for opposing and permissive Block movements on the same track:

To admit a train to a Block the signal man must examine the Block record and if the Block is clear give "1 (Display Stop Signal)" for _____ to the next Block station in advance. The signal man receiving this signal if the Block is clear must display the stop signal to opposing trains and reply "2 (Block Clear)" for _____. If the Block is not clear he must reply "5 (Block is not clear of train other than train carrying passengers)," or "56 (Block is not clear of train carrying passengers)." The signal man at the entrance of the Block will then display the proper signal indication.

To permit a train other than a train carrying passengers to follow a train other than a train carrying passengers into a Block the signal man will give "17 (Display Stop Signal, Train Following), for _____ engine," to the next Block station in advance. The signal man receiving this signal, if there is no train carrying passengers in the block will reply "5 (Block is not clear of train other than train carrying passengers Engine _____)." "13 (I understand) for _____ engine."

The approaching train will then be admitted to the Block by a permissive signal and the signal man will report its movement per Rule M-10.

(M-10) When a train enters the Block the Block signal man will give "4 (Train other than train carrying passengers has entered Block)," or "46 (Train carrying passengers has entered Block)."

(M-11) Block signal men must keep a correct record of the movement of all trains at their Block station, and of the movement of all trains as reported by next Block station in both directions, on Block record Form 214.

(M-12) Information given by the next Block station in advance will agree with the Block record of the signal man at the entrance of the Block before a train is admitted to it.

(M-13) Signal man receiving information of trains entering or clearing block will acknowledge receipt of same by "13 (I understand)."

(M-14) When transmitting or acknowledging information Block signal man will give the name of his Block and his surname as "Western Avenue—Denehey."

(M-15) Short reverse movements against the current of traffic by yard switch trains to enable them to cross main track from one switching district to another may be permitted by Block signal men under the full protection of Block signals when the Block is clear and there is no probability of delay to trains carrying passengers.

(M-16) A train moving against the current of traffic on northward main by Block authority Bridgeport Bridge to Panhandle Crossing will have the right to proceed to the Panhandle Crossing where the Block signal man will by hand signals protect its movement to and through the cross-over just south of Panhandle crossing to the southward main. Northward trains on the main track will keep sharp lookout for such movements.

INSTRUCTIONS TO TRAINMEN, YARDMEN AND ENGINEMEN

(M-17) Block signals are located at Ft. Wayne Jct., Bridgeport Bridge interlocking plant and Panhandle Crossing.

The southbound Block signal at Ft. Wayne Jct. is located fifteen hundred (1500) feet south of Ft. Wayne Jct.

The northbound Block signal at Panhandle crossing is located fifteen hundred (1500) feet north of Panhandle crossing.

The home signals at Bridgeport Bridge interlocking plant are three-position upper quadrant signals and will govern the condition of the Block.

(M-18) The semaphore indication of Manual Block signals is as follows:

Arm horizontal or red light at night.
Indication—Stop.
Name—Stop signal.

Arm diagonal upper quadrant or yellow light at night.
Indication—Proceed with caution prepared to stop short of train or obstruction.
Name—Permissive Signal.

Arm vertical upper quadrant or green light at night.
Indication—Proceed.
Name—Clear Signal.

Dwarf signals at Bridgeport Bridge interlocking plant, diagonal lower quadrant or yellow light at night.

Indication—Proceed with caution, prepared to stop short of train.
Name—Permissive Signal.

(M-19) Block signals for a track apply only to trains moving with current of traffic on that track.

(M-20) Trains will move with the current of traffic on Block signal whose indication will supersede time table superiority.

(M-21) A train will not pass a stop signal without receiving Block card Form 215, authorizing it to do so. (See Rules M-6 and M-7.)

(M-22) Trains will not proceed on hand signals as against Block signals.

(M-23) When a train receives a permissive signal or Block card, Form 215, it must proceed with caution prepared to stop short of train or obstruction.

(M-24) When a yard train takes a siding and is clear of main track its Conductor or Foreman must notify the Block signalman at the rear station that his train is clear of main track and it must not again enter upon the main track or foul the main track without permission of the Block signalman at the rear station.

(M-25) When necessary for train to use crossover connected with main track, the Block signal man must be notified and permission obtained before crossing over or returning to main track after crossing over.

(M-26) Auxilliary telephones have been provided at outlying signals and switches to permit trainmen and others to communicate promptly with Block signalmen. Telephones are located as follows:

Near southbound Block signal, Ft. Wayne Jct.

At Logan Street at main track crossovers between Farrell and Bonfield Streets.

At southbound home signal Bridgeport Bridge.

At northbound home signal Bridgeport Bridge.

Near switch from southbound main track just north of Thirty-third Street.

Near northbound main track switch just north of Thirty-fifth Street.

At northbound Block signal at Panhandle crossing.

(M-27) All yard trains will display red flag by day and red light by night or when day signals cannot be seen clearly, to indicate rear of train to Block signal men.

(M-28) Yard conductors and pilots of yard trains handling cars occupied by passengers will stop at Block signal and so advise Block signal man before entering Block system.

(M-29) Movements against the current of traffic may be made by Block signal men under authority of the Superintendent or Yardmaster given to Block signal men who will issue to conductor or pilot and enginemen a detour order Form 216, written in triplicate, third copy to be kept on file in Block office.

(M-30) Enginemen and others operating trains against the current of traffic, will run under full control and be prepared to stop within their range of vision, approaching all crossovers and facing point switches with the utmost caution.

(M-31) All flagging rules for the protection of trains will remain in full force and effect in Manual Block territory.

(M-32) Trains and engines approaching Panhandle Crossing on northbound main will keep sharp lookout for trains moving off the northbound main at Panhandle Crossing to enter the southbound main just south of Panhandle Crossing under the direction of the switchtender.

(M-33) Block signal men are located as follows:

Switchtender's cabin, Ft. Wayne Junction.

Tower office, Bridgeport Bridge.

Switchtender's cabin, Panhandle Crossing.