

JERSEY CENTRAL LINES

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY.

OFFICE OF SIGNAL ENGINEER

Jersey City, N. J., March 1, 1946.

Rules and Regulations relative to the Operation of Time Releases; also of Electric Locks on Mechanical Interlocking Machines.

(Superseding Circular No. 316, October 12, 1909, and revision of September 15, 1930)

(A) TIME RELEASES:

If it is desired to change the route for a train that has been given a clear signal, the Signalman must move the signal lever toward the normal position as far as the electric lock will permit. He must then start the time release and after release has operated and train stopped at the interlocking signal, the route may be changed.

(B) ELECTRIC LOCKS ON MECHANICAL INTERLOCKING MACHINES:

(a) GENERAL:

1. Glass or seal on key box or seal on electric lock must not be broken or electric lock released by hand unless authorized by the Chief Train Dispatcher. When an emergency exists and it is impossible to communicate with the Chief Train Dispatcher, Signalman, after taking necessary precautions and knowing the location of all trains, may release the lock by hand.
2. When electric lock has been released by hand, Signal Maintainer must be notified immediately and notation made on Transfer Record.
3. Before an electric lock may be released by hand and for each subsequent move until normal operation is restored, the following precautions must also be taken:

(b) SIGNAL LEVERS:

1. If a signal lever cannot be latched in the normal position after the time release has operated, as called for in paragraph (A), and the Signalman knows that the home signals controlled by that lever are in the stop position and that distant signals are displaying their proper indication, he may proceed to release the electric lock by hand.
2. If the Signalman knows that the home signals controlled by that lever are in the stop position but cannot determine that distant signals are displaying their proper indication, an arrangement may be made by the Chief Train Dispatcher to notify all trains governed by distant signals controlling the lock affected, that they are out of order, and to proceed as though the most restrictive indication were displayed. Signalman may then proceed to release the lock by hand.

(c) SMASH BOARD LEVERS:

If a smash board lever cannot be latched in the normal position and the Signalman knows that the smash board is in the stop position, he may proceed to release the electric lock by hand.

(d) SWITCH LOCKING LEVERS:

If a facing point lock lever or a special switch detector lock lever cannot be unlatched due to a failure of the detector lock, the Signalman must know that no engine or cars are approaching, on or between the switches or derails affected by such lever. If a signal governing over such switch or switches has been cleared, Signalman must know that train approaching has stopped. He may then proceed to release the electric lock by hand.

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APPROVED:

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