

**THE
NEW YORK CENTRAL
RAILROAD COMPANY**
(OHIO CENTRAL LINES)

INSTRUCTIONS
FOR THE
OPERATION OF TRAINS
UNDER
SIGNAL DISPATCHING
SYSTEM

EFFECTIVE MAY 15, 1927

No.

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The
New York Central Railroad Company
(Ohio Central Lines)

INSTRUCTIONS
for the
OPERATION OF TRAINS
under
SIGNAL DISPATCHING SYSTEM
(G. R. S. Type)

EFFECTIVE MAY 15, 1927.

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Superintendent.

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INSTRUCTIONS FOR OPERATION OF TRAINS
under
SIGNAL DISPATCHING SYSTEM
(G. R. S. Type)

Rules referred to by numbers are the Rules for the
Government of the Operating Department, unless
otherwise specified.

DEFINITIONS.

Signal Dispatching System.—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by the Train Dispatcher.

Lever Marker.—A card for attaching to lever of dispatching machine to serve as a reminder.

Dual Control Switch Mechanism.—A mechanism provided with a hand-throw lever and a selector lever so arranged that when selector lever is operated the control of switch will be transferred from the power operated switch machine to the hand-throw lever, or from the hand-throw lever to the power operated switch machine. (See Figs. 1 and 2).

Dual Control Switch.—A switch equipped with a dual control switch mechanism. (See Fig. 3).

Governing Signal.—The signal first in advance of a train governing its next movement.

ABBREVIATIONS.

G. R. S.—General Railway Signal Co.

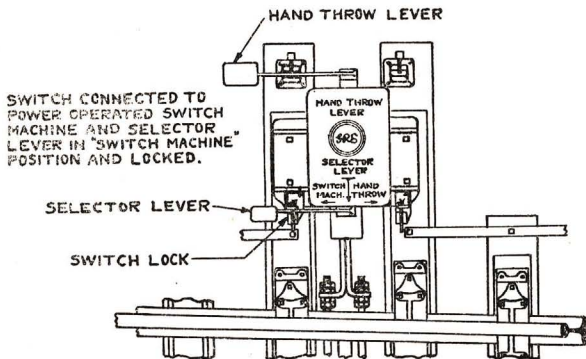


FIGURE 1

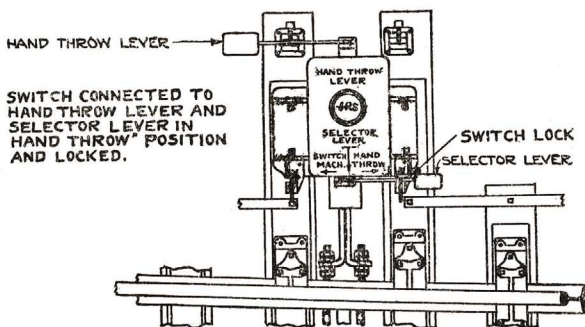
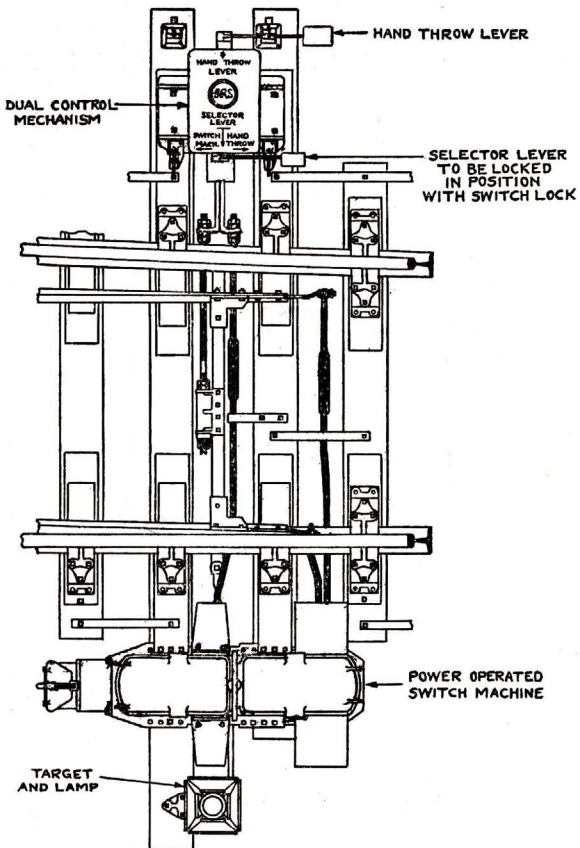


FIGURE 2



**DUAL CONTROL SWITCH
FIGURE 3**

SIGNAL INDICATIONS

The signal aspects, indications and names of indications are as follows:

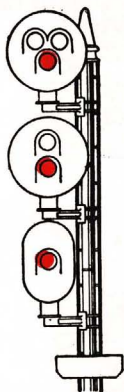


Fig. 11a

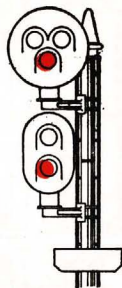


Fig. 13a



Fig. 20a

RULE 701

Signal Indication—Stop.

Name of Indication—Stop.

SIGNAL INDICATIONS—Continued

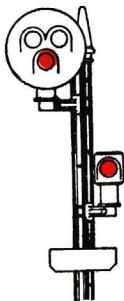


Fig. 29a

RULE 702

Signal Indication—Stop; Then Proceed.

Name of Indication—Stop-and-Proceed.

SIGNAL INDICATIONS—Continued

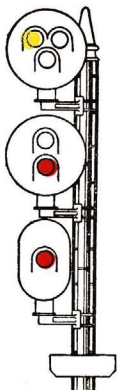


Fig. 30a

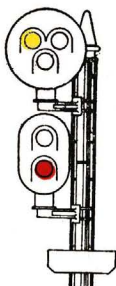


Fig. 32a

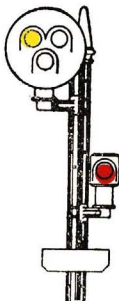


Fig. 34a



Fig. 68a

RULE 703

Signal Indication—Proceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding thirty miles per hour) prepared to stop at the next signal.

Name of Indication—Approach.

SIGNAL INDICATIONS—Continued

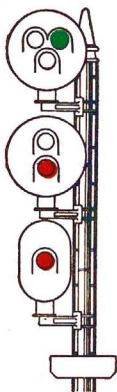


Fig. 39a

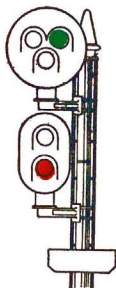


Fig. 41a

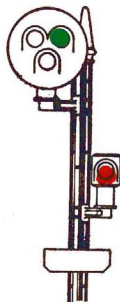


Fig. 44a



Fig. 76a

RULE 704

Signal Indication—Proceed.

Name of Indication—Clear.

SIGNAL INDICATIONS—Continued

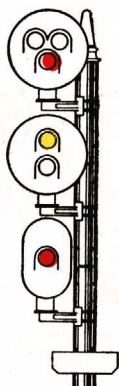


Fig. 54a

RULE 705

Signal Indication—Proceed at Restricted Speed, Prepared to Stop at Next Signal.

Name of Indication—Restricting.

SIGNAL INDICATIONS—Continued

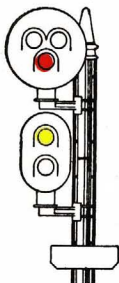


Fig. 61a

RULE 708

Signal Indication—Proceed at Slow Speed, Prepared to Stop.

Name of Indication—Slow Speed.

GENERAL.

- B-1.** "General Signal Rules," "Automatic Block Rules" and "Interlocking Rules" govern where they apply.

TRAIN DISPATCHERS.

Train dispatcher, when giving permission to hand operate a dual control switch or when giving permission for a train or engine to occupy or foul the main track at a hand operated switch, must:

- (a) Notify trainman as to the next train or engine approaching from each direction, giving engine numbers and locations.
- (b) Notify trainman as to time during which train or engine may use switch or may foul the main track and designate working limits. The time limit may be extended on request of trainman if conditions permit.
- (c) Place and leave in central position dispatching machine control levers governing movements over the designated working limits and attach red lever markers.

While red lever markers are attached, levers must not be moved.

- (d) Make record, on the prescribed form, of engine number; time granted; location of train or engine; time work is completed or main track is cleared.
- (e) When trainman reports having finished using a hand operated switch and that switch is closed and locked or when trainman reports having finished using a dual control switch mechanism and that the selector lever has been restored to the "switch machine" position and is locked, (position shown in Fig. 1) the red lever markers on the control levers must be removed.

1004. In case of signal failure, or in emergency, train dispatcher may verbally authorize a train or engine to pass a stop signal and must:

- (a) Secure information that points of dual control switches are in proper position and safe for movement.
- (b) Check the permits issued to trains or engines granting permission to hand operate dual control switch, and those permitting the fouling of the main track at hand operated switch to determine whether a conflicting movement is involved, and if so, protect it.
- (c) Make record of the signal number and train or engine number.
- (d) Authorize movement.

ENGINEMEN AND TRAINMEN.

- (a) To operate a dual control switch by hand, trainman must secure permission from the train dispatcher. When permission, including time and working limits, is granted, and when train or engine is on the siding or on the main track between switches of a siding, trainman must check indicator (where provided) adjacent to the switch; if green, he must immediately operate selector lever to the "hand-throw" position; if red, or if fails to indicate, trainman must not operate the selector lever, but must ask the train dispatcher for further instructions. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, (See Fig. 1) and so reported to the train dispatcher; at the same time he must report the location of train or engine and the number of the governing signal.

- (b) When selector lever on dual control mechanism is placed in the "hand-throw" position, (See Fig. 2), all signals immediately adjacent to the switch governed, will indicate "Stop." Under these conditions the train or engine authorized to use switch may consider the indications of the adjacent signals suspended and make train movements over the switch as necessary during the time the selector lever is in the "hand-throw" position and locked.
- (c) The permission granted by train dispatcher to a trainman to hand operate a dual control switch does not authorize any part of the train or engine to move beyond the designated limits even though the selector lever is operated as in instruction (a).

If and when movements beyond the designated limits are necessary during the time dual control switch is being hand operated, trainman must communicate with train dispatcher and be governed by his instructions.

- (d) To hold the main track to do work or to operate main track hand-throw switch, trainman must secure permission from train dispatcher. When work is completed or train or engine is clear of main track or when time limit has expired and switch is closed and locked, trainman must so report to the train dispatcher. (This does not apply to passenger trains doing station work).
- (e) If additional time is needed, trainman must, before time limit has expired, report to the train dispatcher for instructions.
- (f) If unusual delays occur, trainman must notify train dispatcher.

10-H. Lights on dual control switches will be lighted only when selector lever is in the hand-throw position.

1004. When governing signal indicates "Stop," and the cause for such signal indication is not apparent, conductor or engineman must notify train dispatcher at once; if cause is apparent and the signal continues to display the "Stop" indication for five minutes, he must report to the train dispatcher for instructions.

In case of signal failure, or in an emergency before passing "Stop" signal, conductor or engineman must secure permission from train dispatcher.

After receiving permission, train will proceed at once at slow speed to the next signal expecting to find train in block, broken rail, obstruction or switch not properly set.

If it becomes necessary for a train or engine to reverse movement, such movement must be made under flag protection to next "Stop" signal. If head end passes a stop signal and then reverse movement is made so that it is again in rear of signal, train dispatcher must be notified before reverse movement is made.

812. When about to make movements over a dual-control switch by the use of the hand-throw lever, trainman must notify engineman when the selector lever is in the "hand-throw" position and also notify engineman when it is returned to the "switch-machine" position, so that engineman will know when to be governed by fixed signals adjacent to the switch and when to be governed by hand signals, (fixed signal indication suspended).

Enginemen must not accept hand signals as against fixed signals in making movements over a dual control switch unless the selector lever on dual-control switch has been placed in the "hand-throw" position, see Fig. 2, (indications of signals adjacent to switch suspended), or unless in an emergency, when engineman is fully informed as to the circumstances.

ARRANGEMENT OF TRACK AND SIGNALS BETWEEN "MY" AND BERWICK

MAY 1, 1927

○- SWITCH INDICATOR
- HAND OPERATED SWITCH
- DUAL CONTROL SWITCH

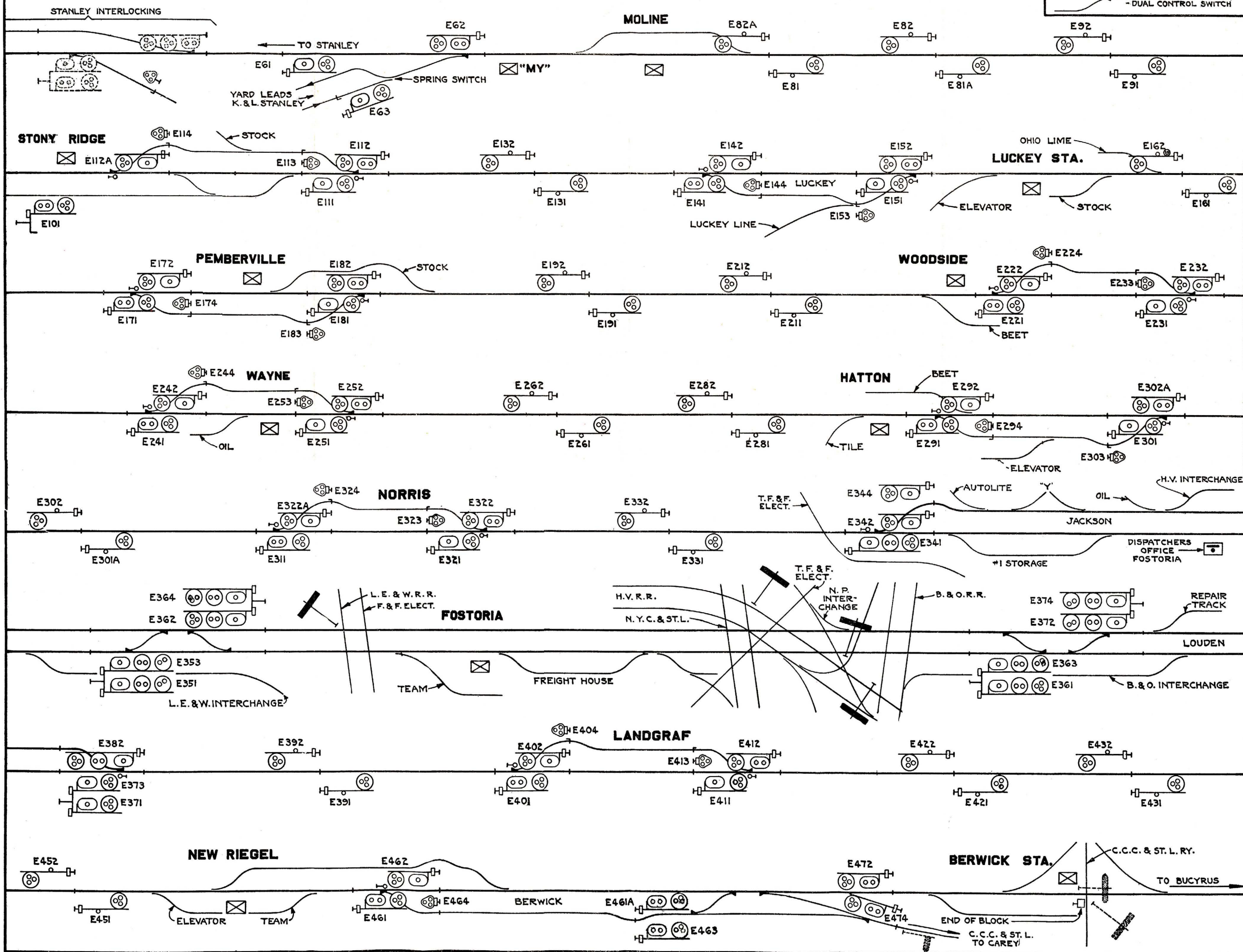


FIGURE 4

