

WABASH RAILWAY COMPANY

Decatur, Ill. January 13, 1940.

NORMAN B. PITCAIRN,
FRANK C. NICODEMUS, JR.
RECEIVERS.

File L 539.026

Mr. B. W. Molis,
Signal Engineer,
D.&R.G.W.RR.Co.,
Denver, Colo.

Dear Sir:

This will thank you for your letter of December 21st, and the attached prints of A.P.B. circuits showing caution overlaps on the head block signals where one pair of intermediates is used.

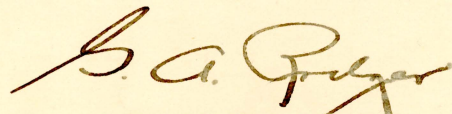
We have examined your scheme and we believe it represents good signal practice. In fact, we had arrived at practically the same solution, as you will note by referring to our circuit prints Dwg. PA-152, sheets 4, 5 and 6 attached.

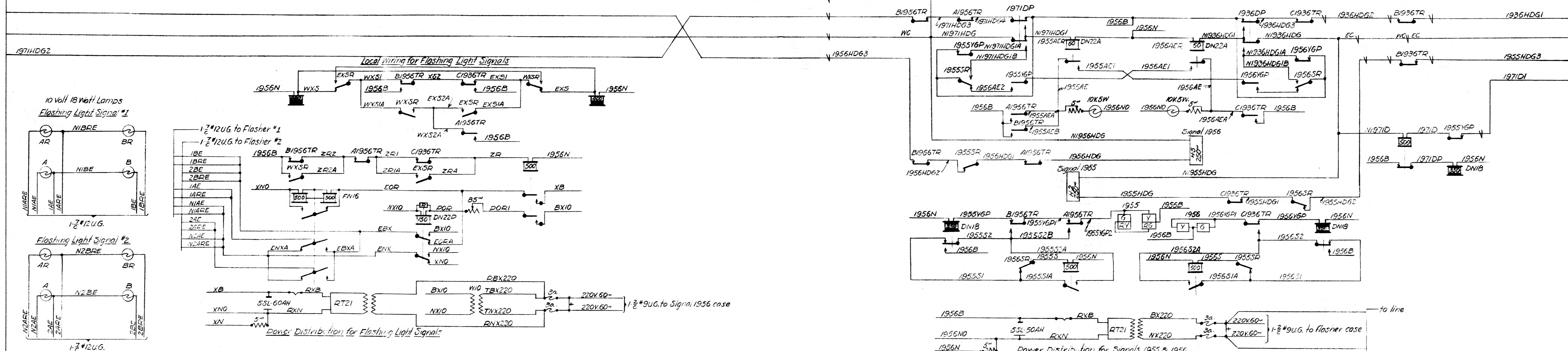
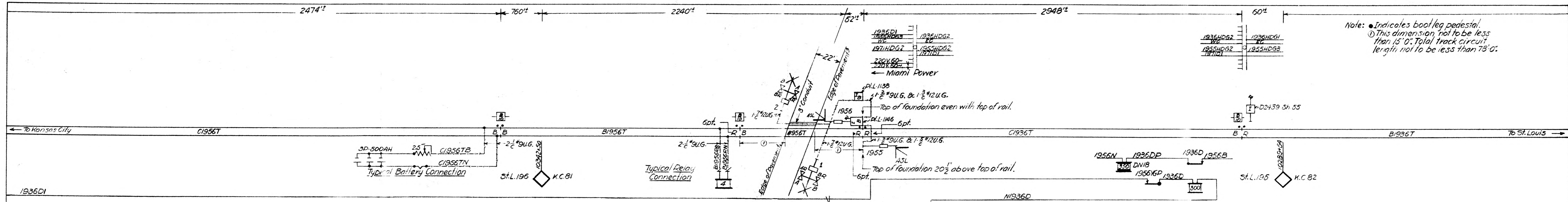
The difference being mainly, that our caution overlap for opposing trains is made effective only by one track circuit in the approach to the head block signals and is not released for following movements.

The plans we attach are for a project to be started in early 1940. We have no arrangement of this type in actual service.

Should you have any further comments we would appreciate hearing from you.

Yours truly,


Signal Engineer.



Revision Reference		A.F.E. 7-28-39	WABASH RY.	SIGNAL DEPT.	DECATUR, ILL.
By		Drawn S.R.B.	DEWITT TO MIAMI, MO. TRACK AND CIRCUIT DIAGRAM		
Field Check		Traced S.R.B.			
In Service		Checked S.R.B.			
			NOV. 30, 1939	SH. 3	DWG. NO. PA-132

Connects to Miami Circuits - Dwg. No. PA-152 Sh. 6

Connects to DeWitt Circuits - Dwg. No. PA-152 Sh. 4

