

TRAIN OPERATION AT KIMBALL TERMINAL

Automatic control of the interlocking plant for operation into or out of the #1 or #2 platform tracks from either the main line or the yard will be in effect at all times except during rush periods Monday thru Friday, when a towerman will control the plant.

Interlocking plant control for train operation into or out of #3 (lay-up) platform track is provided only in the manual control panel in the tower. Therefore, train movement into or out of this track will occur only when the tower is attended.

This pamphlet contains a list of the signals associated with this terminal and an explanation of the operating procedures that must be followed by trainmen.

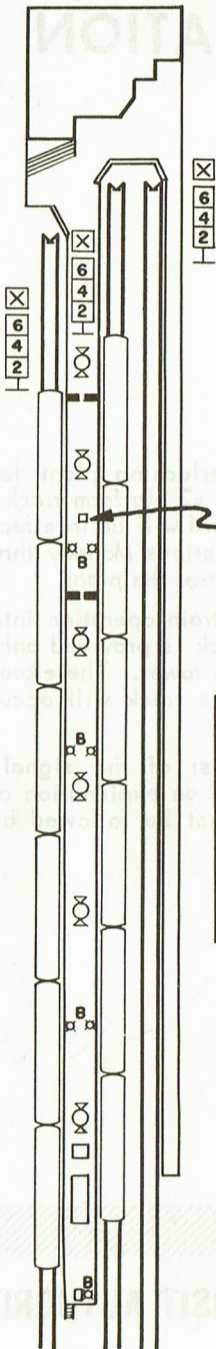
METROPOLITAN

TRANSIT



CHICAGO TRANSIT AUTHORITY

DIAGRAM OF KIMBALL STATION



PLATFORM CONTROL
CABINET

LEGEND

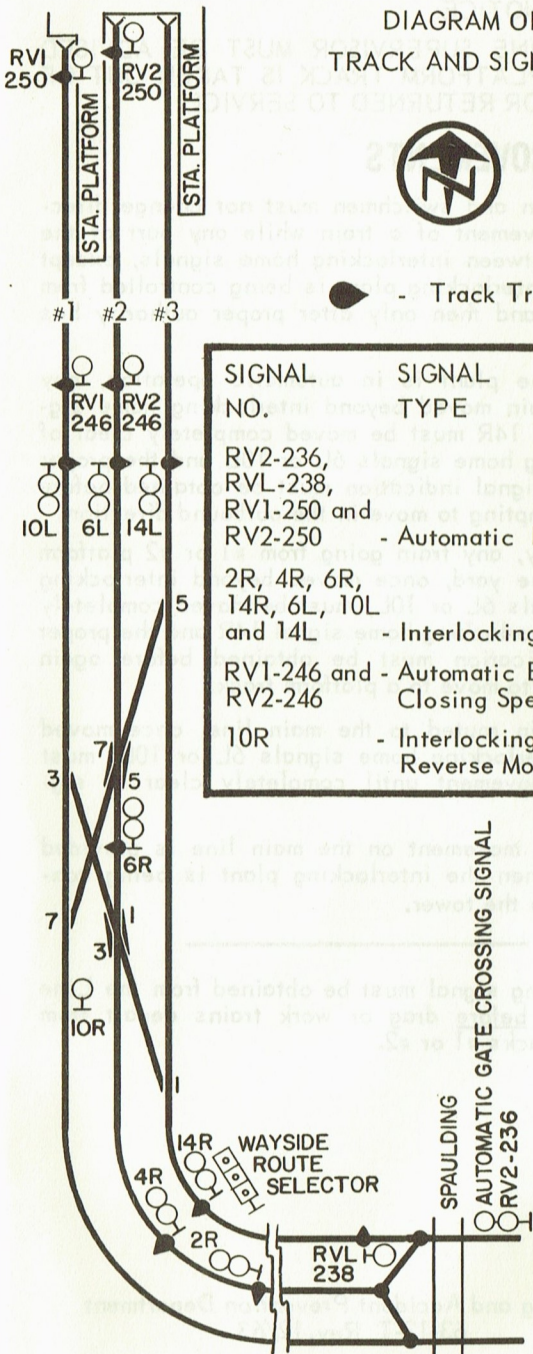
- ⊗ GREEN STARTING LIGHT
- B STARTING BELL
- ⊗ LOUDSPEAKER
- "NEXT TRAIN" SIGN

DIAGRAM OF TRACK AND SIGNALS



● - Track Trip

SIGNAL NO.	SIGNAL TYPE
RV2-236, RVL-238, RV1-250 and RV2-250	- Automatic Block
2R, 4R, 6R, 14R, 6L, 10L and 14L	- Interlocking Home.
RV1-246 and RV2-246	- Automatic Block Closing Speed.
10R	- Interlocking Home For Reverse Movement.



INBOUND SIGNALS

Signal RV2-236 is an automatic block signal (with case painted black) without track trip. The aspects of this signal and their indications are per Rule #146. Immediately above this signal (with case painted aluminum) is the automatic gate crossing signal, with aspects and indications per Rule #148.

Signals RV1-246 and RV2-246 are automatic block closing speed signals with track trip. The aspects of these signals and their indications are per Rule #146. (When "stop" aspect is displayed, operate track trip manual release. When the trip clears, proceed with caution at restricted speed, prepared to stop within vision.)

Signal 10R is a reverse movement interlocking home signal without track trip. The aspects of this signal and their indications are per Rule #144.

Signals RV1-250 and RV2-250 have fixed track trips. These signals have only one aspect, RED, the indication of which is per Rule #146.

Signals 2R, 4R, 6R, and 14R are interlocking home signals with track trip. The aspects of these signals and their indications are per Rule #142. (When "call-on" aspect is displayed, operate track trip manual release. When trip clears, proceed with caution at restricted speed.)

OUTBOUND SIGNALS

Signals 6L, 10L, and 14L are interlocking home signals with track trip. The aspects of these signals and their indications are per Rule #142. (When "call-on" aspect is displayed, operate track trip manual release. When trip clears, proceed with caution at restricted speed.)

Signal RVL-238 has a fixed track trip. This signal has only one aspect, RED, the indication of which is per Rule #146.

INBOUND OPERATION (automatic)

ROAD TRAINS

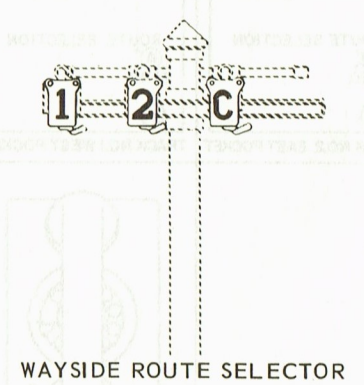
The selection of routes for inbound trains is automatic and there is no way that a trainman can change a route that is lined up. When a train passes Signal RV2-236, the track switches line up to route the train into an unoccupied platform track. If both platform tracks are unoccupied, the train will normally be routed into the #1 (west) platform track. If both platform tracks are occupied, no lineup will be given for an inbound train.

MOVEMENTS FROM YARD

A wayside route selector, located at Signal 14R, permits a switchman operating cars from the yard to line up a route into the #1 (west) platform track or into the #2 (east) platform track. The wayside route selector is equipped with three selectors marked 1, 2, and C, reading from left to right.

Selector #1 lines up the route into the #1 (west) platform track. Selector #2 lines up the route into the #2 (east) platform track.

If for any reason a route has been selected and then not used, the "C" (cancel) selector must be operated to restore the plant to normal.



Routes lined up for road trains ready to enter or leave the terminal cannot be changed by operation of the selectors.

Movement into or out of #3 (lay-up) platform track is provided for only when the interlocking plant is being controlled from the tower.

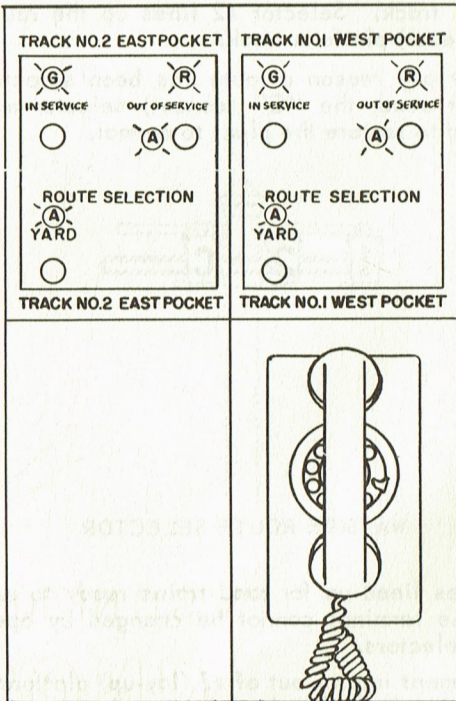
OUTBOUND OPERATION (automatic)

ROAD TRAINS

Trains are routed out of the terminal on a "first in - first out" basis. "Next Train" signs light to indicate the platform track from which the next train will leave. When the automatic train dispatching signal is given shortly before the train is due to depart, the track switches line up for a leaving route and the home signal clears.

PLATFORM CONTROL CABINET

A platform control cabinet located on the main platform is provided to permit a train to be routed from the platform into the yard, or a platform track to be taken out of service. This cabinet is unlocked by a switch key. It contains a telephone and two control panels. The panel on the right is marked "Track No. 1 West Pocket" and the panel on the left is marked "Track No. 2 East Pocket."



PLATFORM CONTROL CABINET

LAY-UP TRAINS

To line up a route from platform track #1 into the yard, depress the button on the TRACK NO. 1 WEST POCKET panel marked "Yard." When the amber indicating light comes "on," the desired route has been set up. Proceed on signal indication into the yard. As soon as the train clears the crossovers, the plant will return to automatic operation.

To line up a route from platform track #2 into the yard, depress the button on the TRACK NO. 2 EAST POCKET panel marked "Yard" and follow the corresponding procedures.

Cars will not be cut from or added to trains in the platform tracks except when the plant is being controlled from the tower.

TAKING A PLATFORM TRACK OUT OF SERVICE

To take #1 or #2 platform track out of service, momentarily depress the OUT-OF-SERVICE button on the corresponding panel. When the RED light above this button comes "on" and the adjacent GREEN light goes "off," the track is out of service.

A platform track cannot be taken out of service if the amber light is "off." This will occur when there is a movement in progress into this platform track, or when the adjacent platform track is out of service.

While a platform track is out of service, no trains can be routed into or out of that platform track by signal indication and the "Next Train" sign will indicate only for the platform track that is in service. Only one platform track can be taken out of service at any one time.

RETURNING A PLATFORM TRACK TO SERVICE

To return #1 or #2 platform track to service, momentarily depress the IN-SERVICE button on the corresponding panel. The GREEN indicating light will come "on" and the RED light will go "off."

SPECIAL NOTICE:

THE LINE SUPERVISOR MUST BE ADVISED WHEN A PLATFORM TRACK IS TAKEN OUT OF SERVICE OR RETURNED TO SERVICE.

TRAIN MOVEMENTS

Motormen and switchmen must not change direction of movement of a train while any part of the train is between interlocking home signals, except when the interlocking plant is being controlled from the tower and then only after proper authority has been given.

When the plant is in automatic operation, any inbound train moved beyond interlocking home signals 2R or 14R must be moved completely clear of interlocking home signals 6L or 10L and the proper outbound signal indication must be obtained before again attempting to move in the outbound direction.

Similarly, any train going from #1 or #2 platform track to the yard, once moved beyond interlocking home signals 6L or 10L, must be moved completely clear of interlocking home signal 14R and the proper signal indication must be obtained before again attempting to move to a platform track.

Any train routed to the main line, once moved beyond interlocking home signals 6L or 10L, must continue movement until completely clear of signal 10R.

Reverse movement on the main line is provided for only when the interlocking plant is being controlled from the tower.

A starting signal must be obtained from the Line Supervisor before drag or work trains depart from platform tracks #1 or #2.