

**Automatic
Operation
At
Loomis
Junction**

METROPOLITAN



TRANSIT

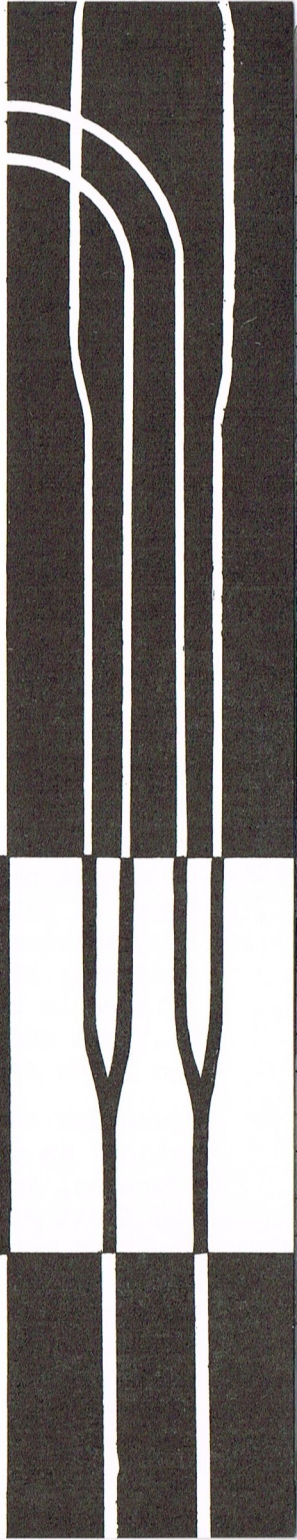
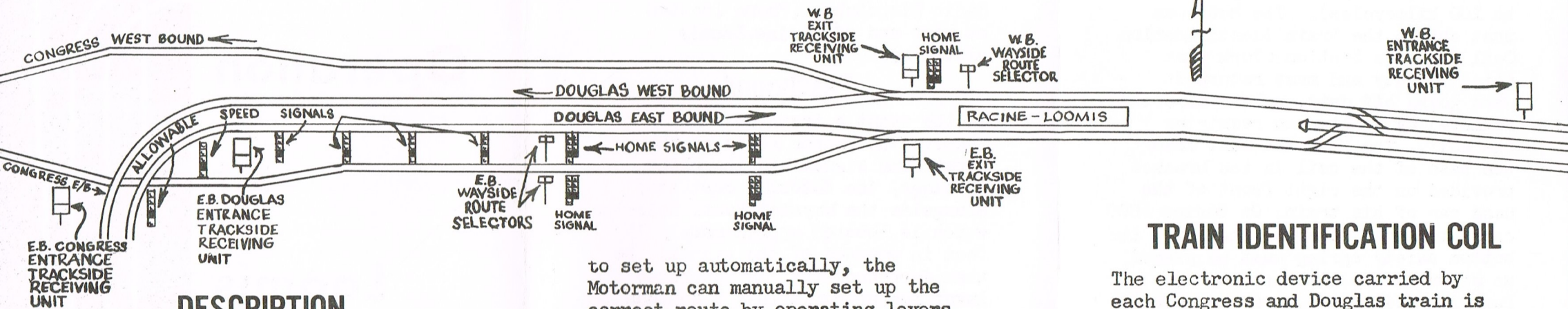


DIAGRAM OF LOOMIS JUNCTION



DESCRIPTION

At Loomis Junction, Douglas trains diverge from the median strip westbound and converge with the median strip eastbound. Two separate interlocking plants, one for each direction of traffic, are provided to permit the various train movements at this location. These interlocking plants operate independently of each other, so that a failure in one direction of traffic will not affect train movements in the other direction of traffic.

Operation of the Junction is automatic. As a train approaches the Junction, an electronic device on the front of the train passes in front of an electronic trackside device which automatically sets up the proper route for the train. Automatic selection of routes eastbound is on a first-come, first-served basis. If the correct route for a train fails

to set up automatically, the Motorman can manually set up the correct route by operating levers on a wayside route selector. Another electronic trackside device provides for automatically clearing the interlocking plant for use by following trains after a train has cleared the Junction.

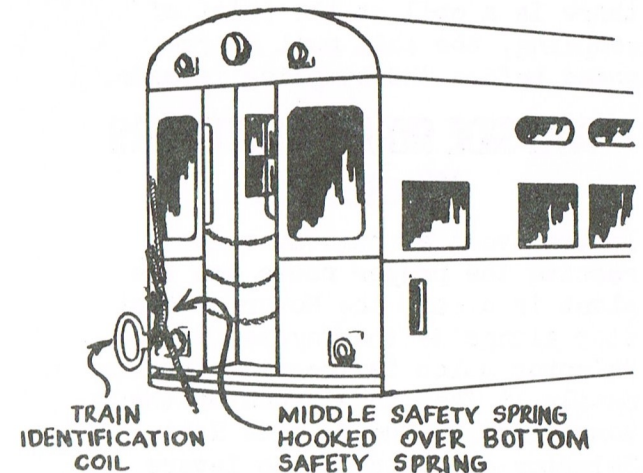
SIGNALS

Train movements are protected by trip-equipped signals located both in the Junction and on its approaches. (See diagram for types of signals and approximate locations.)

A special feature of the home signals in the Junction is an automatic "Call-on" (RED over RED over YELLOW). When the "Call-on" aspect is displayed, the Motorman will stop then operate the Track Trip Manual Release. When the track trip clears, the Motorman will proceed with caution at restricted speed.

TRAIN IDENTIFICATION COIL

The electronic device carried by each Congress and Douglas train is called a Train Identification Coil.



Each train must carry the proper Train Identification Coil for its route. The coil for the Congress Route is identified by a RED stripe painted on the tuning coil box (coil permanently tuned to 92 kilocycles); the coil for the

Douglas Route is identified by a GREEN stripe painted on the tuning coil box (coil permanently tuned to 100 kilocycles). The Motorman must obtain the Train Identification Coil from the Station Clerk when going on duty and must return it when going off duty, unless directly relieved by a Motorman requiring the coil. The Motorman must insert the base of the coil in the bracket provided on the right front of the head car of his train. On Series 6000 cars, to avoid damaging the coil, the bottom safety spring must be placed as shown in the illustration on Page 3. Coils must never be mounted between cars of a train. If trains are to be coupled and there is a coil at the point of coupling, the coil must be removed before the coupling is made.

WAYSIDE ROUTE SELECTORS

Westbound

In the event a train does not receive the proper route and the plant is clear, the Motorman must stop alongside the Wayside Route Selector which is located approximately 15 feet in advance of the home signal. The Wayside Route Selector consists of two levers affixed to the top of a mast. The Motorman selects the proper route by depressing a lever for five seconds. Depressing the lever marked "D" (Douglas) sets up the route for a Douglas train; depressing the lever marked "C" (Congress) sets up the route for a Congress train. If the route

is not established and the home signal cleared within 30 seconds, the Motorman must notify the Radio Dispatcher (Phone located at west end of Racine-Loomis platform).

Eastbound

In the event a train does not receive the proper route at the first home signal and the plant is clear, the Motorman must stop alongside the Wayside Route Selector which is located approximately 15 feet in advance of the signal. He then depresses the "S" (Storage) lever for approximately 5 seconds to request his proper route. If the route is not established and the home signal cleared within 30 seconds, the Motorman depresses the "C" (Cancel) lever 3 or 4 times to cancel his request. (Cancellation makes the plant available for use by trains on the other route.) The Motorman must then notify the Radio Dispatcher. (Phone located in close proximity to Wayside Route Selector.)

REVERSE MOVES

Reverse movements are permitted within the interlocking plants only under direction of a Supervisor, Interlocking Maintainer, or person of higher authority. These moves are accomplished by use of the Maintainer's Test Panel, by hand-cranking of switches, by clearing of Track Trips, and other emergency measures. These moves cannot be made under automatic signal protection. They must be protected by flagging.