

OPERATION OF 59TH JUNCTION PANEL AT 61ST TOWER

The 59th Junction interlocking plant is normally under automatic control, but if necessary it can be operated from the control panel in the 61st Tower, or in an emergency it can be controlled from the panel at 59th Junction or thrown by hand.

When the interlocking is under automatic control, SOUTHBOUND trains are routed through the plant in an alternating Englewood-Jackson Park sequence and all NORTHBOUND trains are routed through the plant on a first come - first served basis.

The Towerman at 61st uses the panel to take control of the interlocking: (1) when the normal sequence of southbound trains is to be interrupted; (2) when a train is to be routed through the cross-over; and (3) when a move against traffic is required.

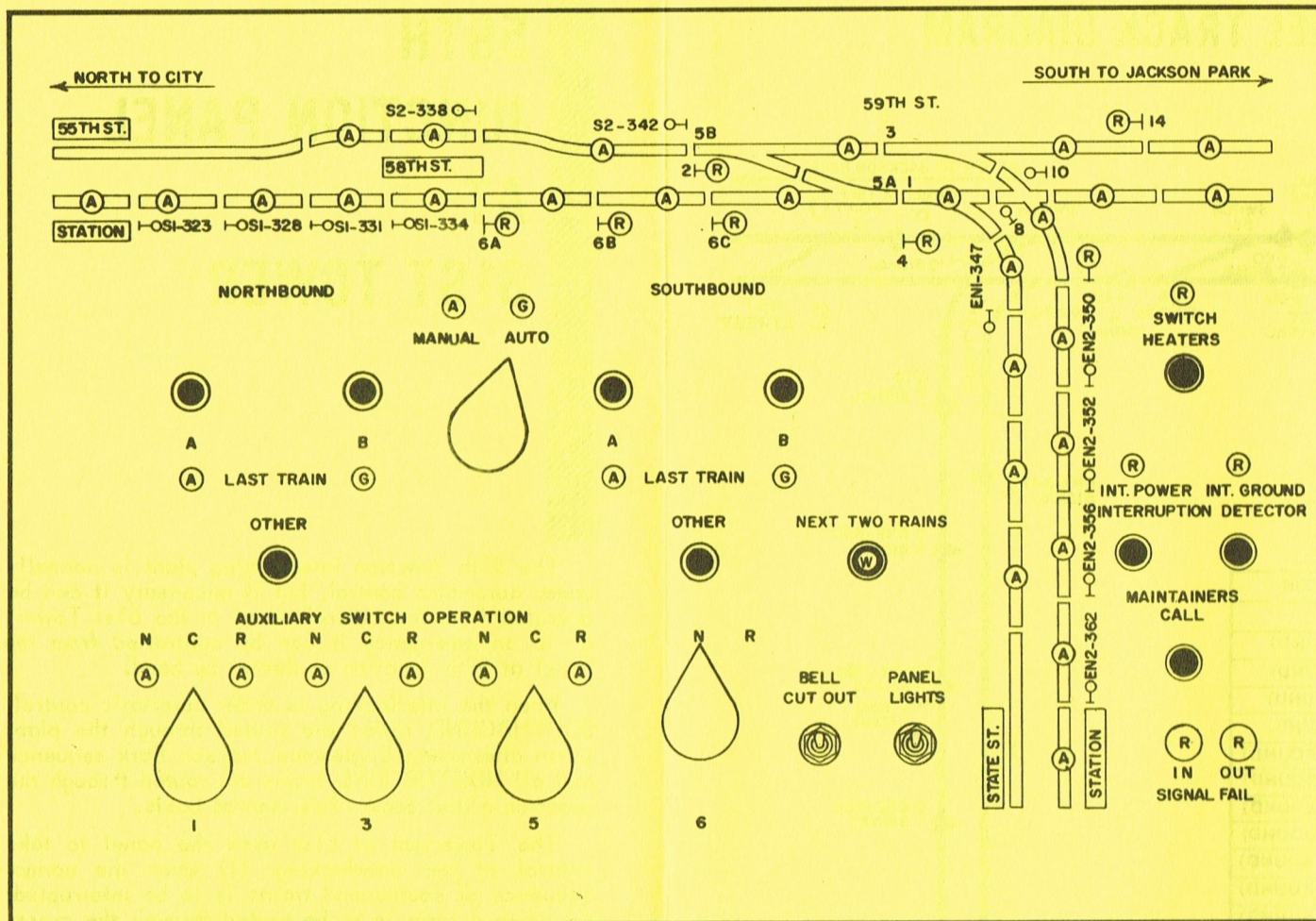
This pamphlet contains a description of the 59th Junction panel at 61st Tower and instructions for its use.

METROPOLITAN

TRANSIT



61ST TOWER CONTROL PANEL



CONTROL PANEL

The control panel contains a track diagram, a Manual-Auto switch, and pushbuttons and levers for operating switches and signals.

Track Diagram

The track diagram across the top of the panel shows the location of switches, signals, and the crossover in the interlocking.

Amber track occupancy indicator lights illuminate

to show the location of trains in the interlocking.

Red signal indicator lights illuminate to show the condition of their associated signals and trips.

- A steady red light indicates that the associated signal is displaying the "Stop" indication. The light will go out when the signal clears.
- A flashing red light indicates that the associated signal is displaying the "Stop" indication but the trip is not in the tripping position

or the signal is displaying the "call-on" indication but the track trip manual release has not yet been operated.

NOTE: All lights show dimly, even when not displaying a train indication or a signal aspect. Notify the Signal Maintainer if a light is out.

Manual-Auto Lever

The Manual-Auto lever is used to take manual control of the plant or to return the plant to automatic control.

Switch Levers

Switch levers are used to operate the switches normal or reverse. Amber indicator lights located above the normal and reverse positions of the switch lever illuminate when the switch has moved to correspond to the position of the switch lever.

Always make certain that the position of the switch lever corresponds to the lighted normal or reverse indicator light.

Signal Lever

A signal lever is provided only for Signal #6 when it may be desired to hold southbound trains clear of #5 crossover.

Pushbuttons

Route selection pushbuttons are used to select complete routes.

"Last Train" Indicating Lights

Indicate on which route last train movement occurred. Amber light indicates an Englewood train movement; green light indicates a Jackson Pk. train movement.

Automatic Call-On

The "call-on" indication appears automatically on signals in the field when conditions require it; no further action required from the Towerman for this.

"Next Two Trains" Button

This button is used when two or more consecutive southbound trains are to take the same route, thus interrupting the automatic Englewood-Jackson Park sequence.

PANEL OPERATION

With the Manual-Auto lever in the "Manual" position, control of all switches, signals, and trips in the interlocking is transferred to their respective buttons and levers on the panel. The Towerman is then responsible for setting up all routes. As soon as the reason for taking manual control has been cleared up, the plant must be restored to automatic operation.

Procedure for Taking Manual Control

1. Check that switch levers are in C (center) position and signal lever in N (normal) position.
2. Move Manual-Auto lever to "Manual" position.
3. Follow manipulation chart to set up desired routes. When using route selection button, hold it depressed for two seconds.

Procedure for Restoring Automatic Control

1. Pull out (cancel) all route selection buttons (hold each button out for two seconds), place all switch levers in C (center) position and signal lever in N (normal) position.

NOTE: If No. 5 crossover lever has been reversed, it must first be moved to N (normal) position, then after indication confirms that crossover is normal, lever No. 5 must be placed in C (center) position.

2. Place the Manual-Auto lever in the "Auto" position.

Procedure for Using "Next Two Trains" Button

If the consecutive trains are to be routed to Jackson Park, begin the following procedure after the Englewood leader has passed.

If the consecutive trains are to be routed to Englewood, begin the following procedure after the Jackson Park leader has passed.

1. Place the Manual-Auto lever in the "Manual" position.
2. Depress the "Next Two Trains" button and hold it until a steady white light illuminates in the button.
3. Place the Manual-Auto lever in the "Auto" position.

After the first train has passed, the "Last Train" light will change to correspond to the move which has been made. The white light in the "Next Two Trains" button will begin flashing, indicating that one more train is to take the same route.

NOTE: If two or more additional trains are to take the same route, repeat Steps 1, 2, and 3 above as necessary at this time.

After the second train passes, the flashing white light will go out, the "Last Train" indicator light will remain illuminated, and the next southbound train will be routed automatically to the alternate branch.

If it is necessary to cancel the route:

1. Place Manual-Auto lever in "Manual" position.
2. Pull out route selection button for the route being cancelled.
3. Depress route selection button for the desired route.
4. Place Manual-Auto lever in the "Auto" position.

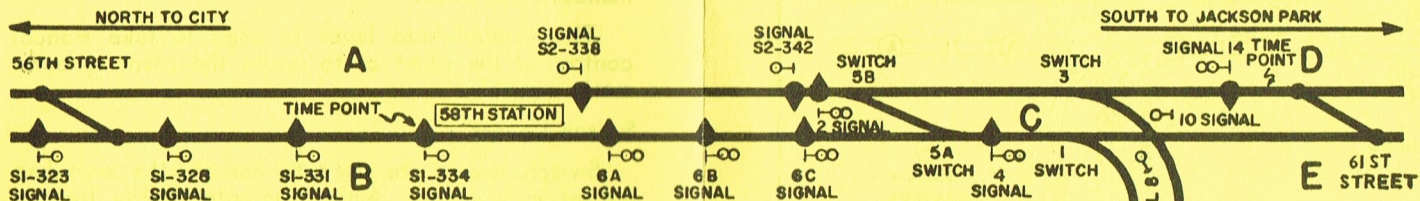
PROCEDURE IN EVENT OF FAILURE

In the event of failure of remote control or track circuit, the interlocking must be operated from the panel at 59th Junction (see "Panel Operation At 59th Junction" T&AP 65-3-T(3)). Follow the procedure listed below:

1. Notify the Line Supervisor and the Power Supervisor.
2. Leave Manual-Auto lever in "Auto" position until further notice.
3. When notified from 59th Junction, follow procedure for placing plant in manual operation.
4. Establish the next southbound move.
5. Move Manual-Auto lever to "Auto" position.
6. Keep in touch with person at 59th Junction until satisfied that plant operation is normal.

59TH JUNCTION INTERLOCKING

61ST TOWER CONTROL PANEL TRACK DIAGRAM



MANIPULATION CHART

FROM	TO	POSITION LEVER	PUSH BUTTON
B	C	6R	
C	E		B (SOUTHBOUND)
C	F		A (SOUTHBOUND)
D	A		B (NORTHBOUND)
G	A		A (NORTHBOUND)
A	D	6N 3N 1N 5R	OTHER (SOUTHBOUND)
A	E	6N 1R 5R	OTHER (SOUTHBOUND)
A	F	1R 3R 5N	OTHER (SOUTHBOUND)
A	G	1R 3R 5N	OTHER (SOUTHBOUND)
E	A	6N 3N 1N 5R	OTHER (NORTHBOUND)
E	B	6N 3N 1N 5N	OTHER (NORTHBOUND)
F	A	6N 1R 5R	OTHER (NORTHBOUND)
F	B	6N 1R 5N	OTHER (NORTHBOUND)