

Miles

...communications are brought into Iron Jct. dispatcher's office. Eight phone lines are terminated on the C machine, which also includes the selector that works on these lines. dual frequency (yard and road) I&IR base radio station is located here, and the controls are terminated on the TCC machine. A third base radio station, with its controls on the dispatcher's TCC machine, handles that Northern radio. This enables GN crews to contact the DM&IR dispatcher at Iron Jct. regarding their entrance and exit from CTC territory between Lpen and Largo, over which GN has package rights. GN runs two trains each day daily during the mining season.

Because there are a considerable number of setouts and pickups, the DM&IR makes use of a call-on aspect (red over red over yellow) to give an engineer a signal to get back on his train. A back-to-train stick circuit is used, in which the stick relay picks up when the signal clears and the associated track relay is down. Where a long approach circuit is involved, this is cut to provide a 1,250-ft back-to-train circuit. Where the call-on aspect is used for closing up moves, it will progressively climb as the train ahead moves past.

For detector track circuits, DM&IR uses 120-coded DC, powered by one cell of lead storage battery. The coded circuit will work up to 9,000 ft and provide better shunting and more positive indication of occupancy than ordinary energy, says the road's signal department.

Trains enter CTC sidings at restricted speed and leave on high signals through the No. 16 turnouts. Maximum speed for loaded ore trains is 15 mph with a 5-mph tolerance, and 25 mph for empties. At junctions, trains receive a diverging-clear (red over green) over the switch reversed. As this is a two-arm searchlight signal, red only in the top arm; and red, yellow or green in the bottom arm) a light-out relay is used to cut out the lower arm if the top-arm light is extinguished. This is done so the signal will not appear as an automatic with a single aspect if the top-arm red lamp burns out or is otherwise extinguished.

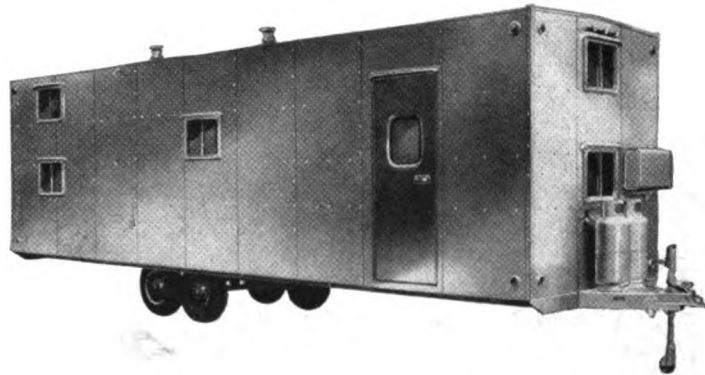
Engineering and installation was directed by Harold S. Spindler, former signal engineer (now retired), and Edwin Colpaert, signal engineer, under the jurisdiction of R. B. Rhodes, chief signal engineer. Signal equipment was furnished by Union Switch & Signal division of WABCO. **RSC**

CampCars

CUT TRAVEL TIME



MULTIPLY WORK TIME



CampCars can house workers on the job, at the track-side, in comfort. By eliminating costly, time-consuming work crew commuting and high hotel bills, they will pay for themselves in ONE YEAR!

Several floor plans from which to choose. Full facts plus pictures for the asking. Drop a line today and get on your way to substantial cost reductions in railway maintenance.

Write us at 835 Englewood Avenue, Buffalo 23, N. Y.



INTERNATIONAL CAR DIVISION
MORRISON INTERNATIONAL CORP.