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Vandalia Railroad Company

Telegraph Block System Rules.

JANUARY 1904.

FRANK POWELL

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Vandalia Ry

Vincennes Div

Sept. 6th - 07.

Vandalia
Railroad Company.

F. JONES

Telegraph Block System Rules.

JANUARY, 1904.

All Block Signalmen, and all Trainmen and Enginemen working or running within the limits of

... The Telegraph Block System ...

must be provided with a copy of, and pass examination upon the following rules.

BLOCK SIGNALING.

Definitions.

BLOCK.—A length of track of defined limits, the use of which by trains is controlled by block signals.

BLOCK STATION.—A place from which block signals are operated.

BLOCK SIGNAL.—A fixed signal controlling the use of a block.

BLOCK SYSTEM.—A series of consecutive blocks.

TELEGRAPH BLOCK SYSTEM.—A series of consecutive blocks, controlled by signals operated manually, upon information by telegraph.

Rules.

301. The governing arm of the semaphore is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions :

Horizontal or red, block not clear, stop.

Diagonal or green, block not clear, proceed with caution.

Vertical or white, block is clear, proceed.

302. Block signals control the use of the blocks, but, unless otherwise provided, do not affect the movements of trains under the time-table or train rules; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

SIGNALMEN.

311. The normal indication of Semaphore Signals is Stop.

312. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the signal secured so as to give the normal indication until repaired.

313. Signalmen must observe, as far as practicable, whether the indication of the signals corresponds with the position of the levers.

314. Signalmen must not make nor permit

any unauthorized alterations or additions to the apparatus.

315. A block record must be kept at each block station.

316. The prescribed telegraph signals are as follows :

- 1—Display Stop-signal. Answer by S D or 5.
- 2—Block clear, Answer by 13.
- 3—Block wanted. Answer by 2 or 5.
- 4—Train has entered block. Answer by 13.
- 5—Block is not clear.
- 7—Train following.
- 8—Opening block station. Answer by Nos. of trains in the extended block with time each train entered the block.
- 9—Closing block station. Answer by 13 after receiving transfer of the records of trains which are in the extended block.
- 13—I understand.

71—Train following, display Stop-signal.
Answer by S D.

317. To admit a train to a block **on single track** the signalman must examine the block record, and if the block is clear, will give "1 for —" to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "S D for—." If the block is not clear, he must reply "5 of —." The signalman at the entrance of the block must then display the proper signal indication to the train to be admitted.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 331 or by special order.

To permit a train to follow a freight train into a block the signalman must give "71 for —" to the next block station in advance, to which the reply "5 of— S D for —" must be made. The approaching train will then be admitted to the block under a caution signal.

318. To admit a train to a block **on double track** the signalman must examine the block

record, and if the block is clear, will display the proper signal indication to the train to be admitted, reporting its movement as per Rule 319.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 331 or by special order.

A train may be permitted to follow a freight train into a block under a caution signal.

319. When a train enters a block the signalman must give "4 —" and the time, to the next block station in advance and when the train has passed the block signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed 200 feet beyond the block signal he must give "2 of —" and the time to the next block station in the rear.

This information must be entered on the block records.

320. Unless otherwise provided, signalmen must not give "1" or "3" until they have re-

ceived "4" from the block station in the rear.

321. Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed. Should there be any indication of conditions endangering the train, or a train on another track, the signalman must notify the signalman at the next block station in advance. A signalman having received this notice must display Stop-signals in both directions and answer "S D." Should a train going in opposite direction be stopped it may be permitted to proceed when it is known that the track on which it is running is not obstructed.

322. Should a train pass a block station without markers, the signalman must notify the signalman at the next block station in each direction, and must not report that train clear of the block until he has ascertained that the train is complete.

323. Should a train pass a block station in two or more parts, the signalman must notify the signalman at the next block station in ad-

vance. A signalman having received this notice must stop any train running in the opposite direction. The Stop-signal must not be displayed to the engineman of the divided train if the block in advance is clear, but the Train-parted signal must be given. Should a train going in the opposite direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

324. A signalman informed of any obstruction in a block must display the Stop-signal and notify the signalman at the other end of that block. The signalman at the other end of the block must immediately display the Stop-signal. The Clear-signal for that block must not be displayed until the obstruction is removed.

325. When a train takes a siding the signalman must know that it is clear of the block before giving "2" or displaying a Clear-signal for that block.

The signalman must obtain control of the block before permitting a train on a siding to re-enter the block.

326. To permit a train to cross-over or return the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he will arrange with the signalmen at the next block station on either side to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Caution-signal.

All cross-over movements must be entered on the block records.

327. When, as provided for in Rule 364, coupled trains have been separated, the signalman must regard each portion as an independent train.

328. If necessary to stop a train for which a Clear-signal (or a Caution-signal) has been displayed and accepted, the signalman will give hand signals in addition to displaying the Stop-signal.

329. A signalman having a "31" order for a train must display the block signal at

"Stop," in addition to the proper signal for train orders. He may permit trains so stopped to proceed under block signal rules after complying with Rules for Movement by Train Orders.

329 A If a "19" train order is to be delivered the block signal must be displayed at "Caution" in addition to the proper signal for the train order, and a clearance card (Form E) delivered with such order if the block is clear.

330. If from the failure of the block signal apparatus the block signal cannot be changed from the normal indication, a signalman having information from the signalman at the next block station in advance, that the block is clear, may admit a train to the block by the use of Clearance Card (Form C.)

331. If from the failure of telegraph line or other cause, a signalman be unable to communicate with the next block station in advance, he must stop every train approaching in that direction. Should no cause for detaining the train be known, it may then be per-

mitted to proceed, provided 5 minutes have elapsed since the passage of the last preceding train, using Caution Card (Form D).

332. Signalmen must have the proper appliances for hand signaling ready for immediate use.

Hand signals must not be used when the proper indication can be displayed by the fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

333. Signalmen will be held responsible for the care of the block station, lamps and supplies; and of the signal apparatus unless provided for otherwise.

334. Lights in block stations must be so placed that they cannot be seen from approaching trains.

335. Lights must be used upon all block signals from sunset to sunrise and whenever

the signal indications cannot be clearly seen without them.

336. If a train overruns a Stop-signal, the fact, with the number of train, must be reported to the Superintendent.

337. If a Stop-signal is disregarded, the fact, with the number of train, must be reported to the next block station in advance and then to the Superintendent.

338. To open a block station the signalman must give "8" to the next block station in each direction and record the trains that are in the extended block. He must then display the normal signal indication and notify the block station in each direction that the station is open.

When trains, which were in the extended block when the station was opened and which had passed his station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

He must not display the Clear-signal until all trains are clear of the block in advance.

339. A block station must not be closed except upon authority of the Train Dispatcher; nor when trains are approaching which are to meet or pass at that block station.

340. To close a block station the signalman must first obtain "2" for trains which he has admitted to the blocks in each direction.

He must give "9" to the next block station in each direction and transfer the record of the trains in the extended block. He must then enter on his block record "13" with time it is received from each block station.

The block signals must then be set to clear, all lights extinguished and the block wires arranged to work through the closed station.

ENGINEMEN AND TRAINMEN.

361. Block signals apply only to trains running in the established direction.

362. Trains must not pass a Stop-signal without receiving a Clearance Card (Form C).

364. Unless directed by special instructions, when two or more trains have been

coupled and so run past any block station, they must be uncoupled only at a block station and the signalman notified.

365. When a train takes siding it must not again enter the block without the permission of the signalman.

366. When it is necessary for a train to cross-over, the conductor, before crossing or returning, must notify the signalman and obtain permission to do so.

367. Enginemen and trainmen must not accept clear hand signals as against block signals.

368. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching a block station.

369. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

370. When a parted train has been recoupled the signalman must be notified.

371. At a block station where the signalman is absent or incapacitated, so that instructions cannot be obtained, trains must wait five minutes and then proceed with caution to the next block station, where the conductor must report accordingly to the Superintendent.

372. If the track is obstructed between block stations notice must be given to the nearest block signalman.

373. If a train is held by a block signal to exceed two minutes, the conductor must ascertain the cause.

374. Conductors must report to the Superintendent any unusual detention at block stations.

375. A block station must not be considered as closed, except as provided on timetable or by special instructions.

376. Before leaving a block station from the siding, Conductors must personally ascertain from the signalman that the signal is intended for his train.

377. When trains are passing block stations, trainmen will see that the position of the signal is not changed while they are passing. If it should be thrown to "Stop" they must immediately stop the train and communicate with the signalman.

378. Trains having cleared the block, must not back into, or within two hundred feet of such block, without permission from the signalman.

379. All trains must observe the rules relating to the movement of trains through yard limits, whether the block is clear or not, and must in all cases approach stations prepared to stop, before the engine passes the signal, if the block is not clear.

380. At block towers where semaphores are used as Block Signals, other or independent signals will be used to indicate that train orders are to be delivered.

FORM (C).

VANDALIA RAILROAD COMPANY.

CLEARANCE CARD.

BLOCK STATION, M., 190

To CONDUCTOR AND ENGINEMAN, TRAIN No. :

Signal cannot be cleared ; proceed.

....., *Signalman.*

This card must be used only in case of failure of block signal apparatus, and when block has been duly reported clear by the signalman at the block station in advance. The Conductor and Engineman receiving it duly dated, timed, and signed, may proceed.

W. C. DOWNING, Superintendent.

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FORM (D).

VANDALIA RAILROAD COMPANY.

CAUTION CARD.

BLOCK STATION, M., 190

To CONDUCTOR AND ENGINEMAN, TRAIN No. :

Telegraph line has failed. You may proceed at M. with caution, expecting to find track obstructed.

....., *Signalman.*

Conductors and Enginemen receiving this card properly filled out and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction in the block.

W. C. DOWNING, Superintendent.

19

FORM (C).

VANDALIA RAILROAD COMPANY.

CLEARANCE CARD.

BLOCK STATION, M., 190

TO CONDUCTOR AND ENGINEMAN, TRAIN No. :

Signal cannot be cleared ; proceed.

Signalman.

This card must be used only in case of failure of block signal apparatus, and when block has been duly reported clear by the signalman at the block station in advance. The Conductor and Engineman receiving it duly dated, timed, and signed, may proceed.

W. C. DOWNING, Superintendent.

18

FORM (D).

VANDALIA RAILROAD COMPANY.

CAUTION CARD.

BLOCK STATION, M., 190

TO CONDUCTOR AND ENGINEMAN, TRAIN No. :

Telegraph line has failed. You may proceed at M. with caution, expecting to find track obstructed.

Signalman.

Conductors and Enginemen receiving this card properly filled out and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction in the block.

W. C. DOWNING, Superintendent.

19

FORM (E).

VANDALIA RAILROAD COMPANY.

CLEARANCE CARD.

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BLOCK STATION, M., 190

To CONDUCTOR AND ENGINEMAN, TRAIN No :

Block signal is displayed at Caution for a '19' order. Block is clear.

....., *Signalman.*

W. C. DOWNING, Superintendent.

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The foregoing rules will take effect upon the issuance of special instructions.

W. C. DOWNING,
Superintendent.

Approved:

BENJ. MCKEEN,
General Manager.

H. B. R. J. W. J. Stern

J. W. O. Supt

8-8-15 C. T. Dusk

B. A. S. Wm. Van Sice

W. O. C. Wm.

J. L. M. W. J. E

J. S. R. R. H. F. Wight

A. K. A. R. H. F. Gray

