

**The New York, Chicago and St. Louis
Railroad Company**

NICKEL PLATE ROAD



Rules and Instructions for the
Operation of Trains in Centralized
Traffic Control Territory



January 15, 1942

DEFINITIONS

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

BLOCK SYSTEM: A series of consecutive blocks.

AUTOMATIC BLOCK SYSTEM: A series of consecutive blocks governed by block signals, actuated by a train, or engine, or by certain conditions affecting the use of a block.

INTERLOCKING: An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

INTERLOCKING LIMITS: The tracks between the home signals of an interlocking.

FIXED SIGNAL: A signal of fixed location indicating a condition affecting the movement of a train or engine.

INTERLOCKING SIGNALS: The fixed signals of an interlocking.

HOME SIGNAL: A fixed signal at the entrance of a route or block to govern trains or engines entering and using that route or block.

APPROACH SIGNAL: A fixed signal used in connection with one or more signals to govern the approach thereto.

DWARF SIGNAL: A low home signal.

MEDIUM SPEED: A speed not exceeding 35 miles per hour.

SLOW SPEED: A speed not exceeding 15 miles per hour.

RESTRICTED SPEED: Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

CENTRALIZED TRAFFIC CONTROL (hereinafter referred to as C. T. C.): An automatic block signal system upon which is superimposed manual control of certain signals and certain switches, and which manual control is exercised direct by train dispatcher or by some other employe acting upon authority of train dispatcher.

DUAL CONTROL SWITCH: A power-operated switch controlled and operated from a distant point, and which is so equipped that it may be manually operated by trainmen or other employes only when authorized to do so by the train dispatcher or operator.

SPRING SWITCH: A switch through which trailing movements may be made with points in reverse position without operating by hand.

CONTROLLED SIDING: A siding protected by controlled signals.

CONTROLLED ELECTRIC SWITCH LOCK: A controlled electrically-operated mechanism which locks switch in normal position until released by train dispatcher or operator.

AUTOMATIC ELECTRIC SWITCH LOCK: An automatic electrically-operated mechanism which locks switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

NOTE—Location of dual control switches, spring switches, controlled sidings and electric switch locks will be designated by Special Instructions.

FIXED SIGNALS

RULES 281 TO 292 INCLUSIVE

ASPECTS MAY BE SHOWN BY THE POSITION OF SEMAPHORE ARMS, COLOR OF LIGHTS, POSITION OF LIGHTS, OR A COMBINATION OF COLOR AND POSITION OF LIGHTS.

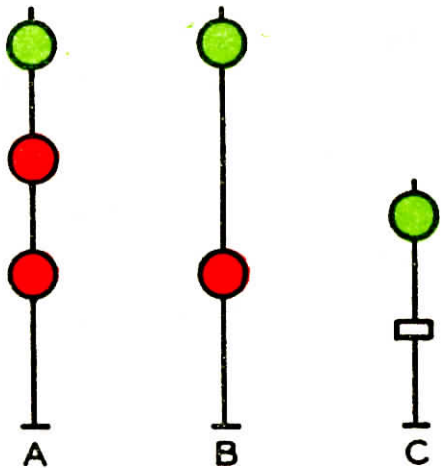
DAY AND NIGHT ASPECTS FOR COLOR LIGHT SIGNALS SHALL HAVE THE SAME COLORS AS THE NIGHT ASPECTS OF THE SEMAPHORE SIGNALS.

NOTE—IN THE FOLLOWING ILLUSTRATIONS OF TYPICAL SIGNAL ASPECTS, RULES 281 TO 292 INCLUSIVE,



DENOTES
NUMBER PLATE
WHERE SHOWN.

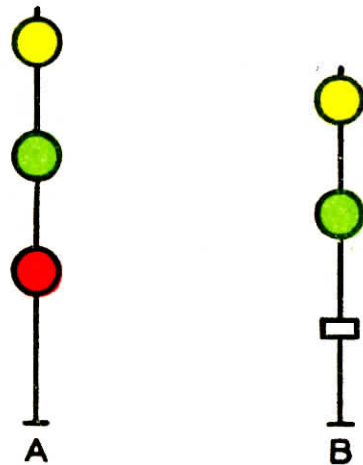
RULE 281



INDICATION—PROCEED.

NAME: CLEAR.

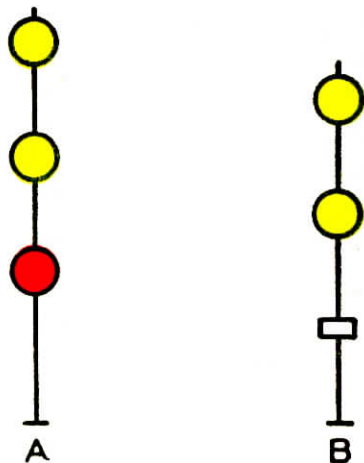
RULE 282



INDICATION—PROCEED
APPROACHING NEXT
SIGNAL AT MEDIUM
SPEED.

NAME: APPROACH MEDIUM.

RULE 282 A



INDICATION — PROCEED
PREPARING TO STOP
AT SECOND SIGNAL.

NAME: ADVANCE APPROACH.

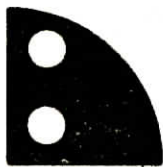
RULE 283



INDICATION — PROCEED;
MEDIUM SPEED WITHIN
INTERLOCKING LIMITS.

NAME: MEDIUM—CLEAR.

RULE A 283



INDICATION — PROCEED;
Slow MEDIUM SPEED WITHIN
INTERLOCKING LIMITS.

Slow
NAME: MEDIUM—CLEAR.

RULE 285



A



B



C

INDICATION — PROCEED
PREPARING TO STOP AT
NEXT SIGNAL. TRAIN
EXCEEDING MEDIUM
SPEED MUST AT ONCE
REDUCE TO THAT SPEED.

NAME: APPROACH.

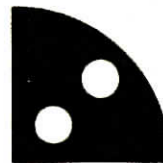
RULE 286



INDICATION—PROCEED AT
MEDIUM SPEED PRE-
PARING TO STOP AT
NEXT SIGNAL.

NAME: MEDIUM—APPROACH.

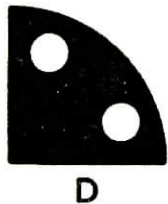
RULE 288



INDICATION—PROCEED
PREPARING TO STOP AT
NEXT SIGNAL;
SLOW SPEED WITHIN
INTERLOCKING LIMITS.

NAME: SLOW—APPROACH.

RULE 290



INDICATION—PROCEED AT
RESTRICTED SPEED.

NAME: RESTRICTING.

RULE 291



INDICATION—STOP; THEN
PROCEED AT RESTRICTED
SPEED.

NAME: STOP AND PROCEED.

RULE 292



INDICATION—STOP.

NAME: STOP.

FIXED SIGNALS

293. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, or when sufficient lights in a position or color position light signal are displayed to determine indication of the signal, it will govern.

A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be promptly reported to the dispatcher or operator.

294. All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

RULES

C-1. In territory designated by Timetable or Special Instructions as C. T. C., trains or engines will be governed by signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

The limits of C. T. C. territory will be further identified by road signs located at the entrance to and passage from that portion of the road on which C. T. C. is in effect.

C-2. The dispatcher or operator in charge must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

C-3. When a failure of C. T. C. system occurs trains or engines, when authorized, will operate within the limits of the inoperative territory by Timetable, train orders and related train rules.

C-4. Unless otherwise instructed trains will maintain their authorized identity and will display markers, and when required, classification signals.

C-5. A train must not pass from C. T. C. territory to single track until it has been ascertained whether all trains due, which are superior, have arrived or left.

C-6. Except as modified by Rules C-1 to C-5 inclusive, all Signal Rules and Operating Rules remain in force.

INSTRUCTIONS

Enginemen and Trainmen

C-31. Trains or engines having cleared the main track must not re-enter or foul the main track except by proper signal indication or by permission from the dispatcher or operator. The move to be made, the amount of time desired and limits of work to be done on main track must be given to the dispatcher or operator, who will grant authority to use the main track within the prescribed limits and advise the time that main track may be used.

- (a) Instructions or permission so received must be repeated to the dispatcher or operator stating name and occupation of the employe and train or engine identification.

- (b) Main track hand-operated switches must not be used without authority from the dispatcher or operator, except when a portion of the train or cars remain standing on the main track immediately adjacent to the switch.

C-32. Trains or engines using main track under authority of the dispatcher or operator will clear main track and restore all hand-operated switches to normal position, and report "clear" to the dispatcher or operator before the time limit has expired. If necessary to work beyond prescribed limits set by the dispatcher or operator, or after time limit has expired, dispatcher or operator must be notified and extension of prescribed limits, or time, must be obtained.

C-33. When switch movements are to be made over switches signalled and equipped with dual control switch mechanisms, authority must be obtained from the dispatcher or operator, who will advise limits on main track and time in which switching may be done.

C-34. When a train is delayed after a "Proceed" signal has been displayed for it, the dispatcher or operator must be notified promptly as to the cause and probable duration of the delay.

C-35. When a train is stopped by a "Stop" signal and there is no evidence of an approaching train, a member of crew will immediately communicate with the dispatcher or operator.

C-36. When failure of the C. T. C. system occurs, and trains or engines are authorized to proceed or pass a "Stop" signal which governs movement over a switch or switches equipped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When train has passed over all switches, the switches and selector levers must be left locked in normal position and dispatcher or operator notified.

C-37. Rule 83 will not apply in C. T. C. territory, except trains will not leave initial station on any division, or subdivision, without a clearance card on prescribed form.

C-38. Trains carrying passengers or United States mail must not pass or leave a place where passengers or mail are received or discharged in advance of their time as shown in the Timetable.

C-39. A train or engine must not make a reverse movement after passing a home signal indicating "Proceed" except under flag protection or when movement is being made in accordance with Rule C-31 or C-33.

C-40. A train or engine having accepted a "Proceed" indication, if delayed in the block, must proceed at restricted speed to the next signal.

C-41. Unless otherwise specified, there will be no intermediate signals between clearance points of controlled sidings.

C-42. Certain hand-operated switches are equipped with electric locks to prevent unauthorized operation. Such switches must be operated in accordance with special instructions covering each location where installed.

INSTRUCTIONS GOVERNING HAND OPERATION OF DUAL CONTROL SWITCH MECHANISMS IN C. T. C. TERRITORY

1. Trainmen upon arrival at switch and finding switch and signals not properly set for them must communicate with dispatcher or operator at once. If so instructed trainmen may throw switch by hand and be governed by instructions given below, but unless the switch has actually been transferred to hand operation and full movement of Hand Throw Lever completed, switch must be spiked before movement over switch under "Stop" signal is made.

2. Position of switch hereinafter referred to as "Normal", is when switch is lined for straight track and as "Reverse", when lined for diverging route.

3. Hand Throw Lever is located on the side of the switch mechanism and is so marked. The position of this lever is indicated by letter "N" on lever when it is "Normal" and by letter "R" on lever when it is "Reverse".

4. The Selector Lever is located on the side of the switch mechanism and is painted white. Normally, this lever is set for motor operation and is so indicated on handle by the word "Motor". When this lever is thrown to the opposite position the motor is disconnected from, and the Hand Throw Lever is connected to the switch mechanism. The

position of Selector Lever when set for hand operation is indicated on handle by the word "Hand".

5. Hand Operation of Switch must be as follows:—

- (a) Unlock and remove switch lock or locks.
- (b) Operate Selector Lever. If lever does not move freely, move Hand Throw Lever gradually with the other hand until strain on Selector Lever is relieved, then complete movement of Selector Lever to the extreme opposite position. **DO NOT ATTEMPT TO FORCE SELECTOR LEVER.**
- (c) Examine the switch, and if Hand Throw Lever is not in position corresponding to the position of switch, it must be so placed.
- (d) With Hand Throw Lever in position described in paragraph "c" the switch is connected to the Hand Throw Lever and may be operated by it.
- (e) When operating switch by hand, the Hand Throw Lever must be placed in FULL Normal or FULL Reverse position, before permitting train movement over switch. If the movement of this lever cannot be completed the switch must be spiked for all movements. If necessary to leave switch spiked in either position, the Selector Lever shall be left in hand throw position and dispatcher or operator notified.
- (f) With Selector Lever in "Hand Operating" position all signals governing over switch will display "Stop" and movements will be governed by hand signals from trainmen.

Trainmen must notify engineman when the Selector Lever is in "Hand Operating" position, so that engineman will know when to be governed by hand signals.
- (g) Spike maul, clawbar and spikes are kept in telephone booth nearest switch.
- (h) Whenever it becomes necessary to throw switch by hand, the trainman handling switch must remain there until his train has cleared and switch is restored to "Normal" position as men

on rear of train may not be aware that switch cannot be closed by dispatcher or operator.

- (1) When train crew has completed their movements over the switch, the HAND THROW and SELECTOR LEVERS must be placed in "Normal" position as provided in Rule C-36.

DISPATCHERS AND OPERATORS

C-51. When an approach circuit is occupied, dispatcher or operator shall at once make sure that signals in advance are properly displayed so as to avoid unnecessarily displaying a restrictive indication.

C-52. When authority is given to trains or engines to enter main track from side track or siding not signalled for C. T. C. or authority is given to switch over power-operated switches, or authority to make any other irregular move without signal indication, dispatcher or operator will enter in book for that purpose a full description of the movements to be made, the time allowed and designated limits, engine number and name of conductor or engineman, and will set levers which control protecting signals in the territory involved at "Stop" and place "Block" tags on each switch and signal lever involved.