

# Aberdeen And Rockfish Railroad Company

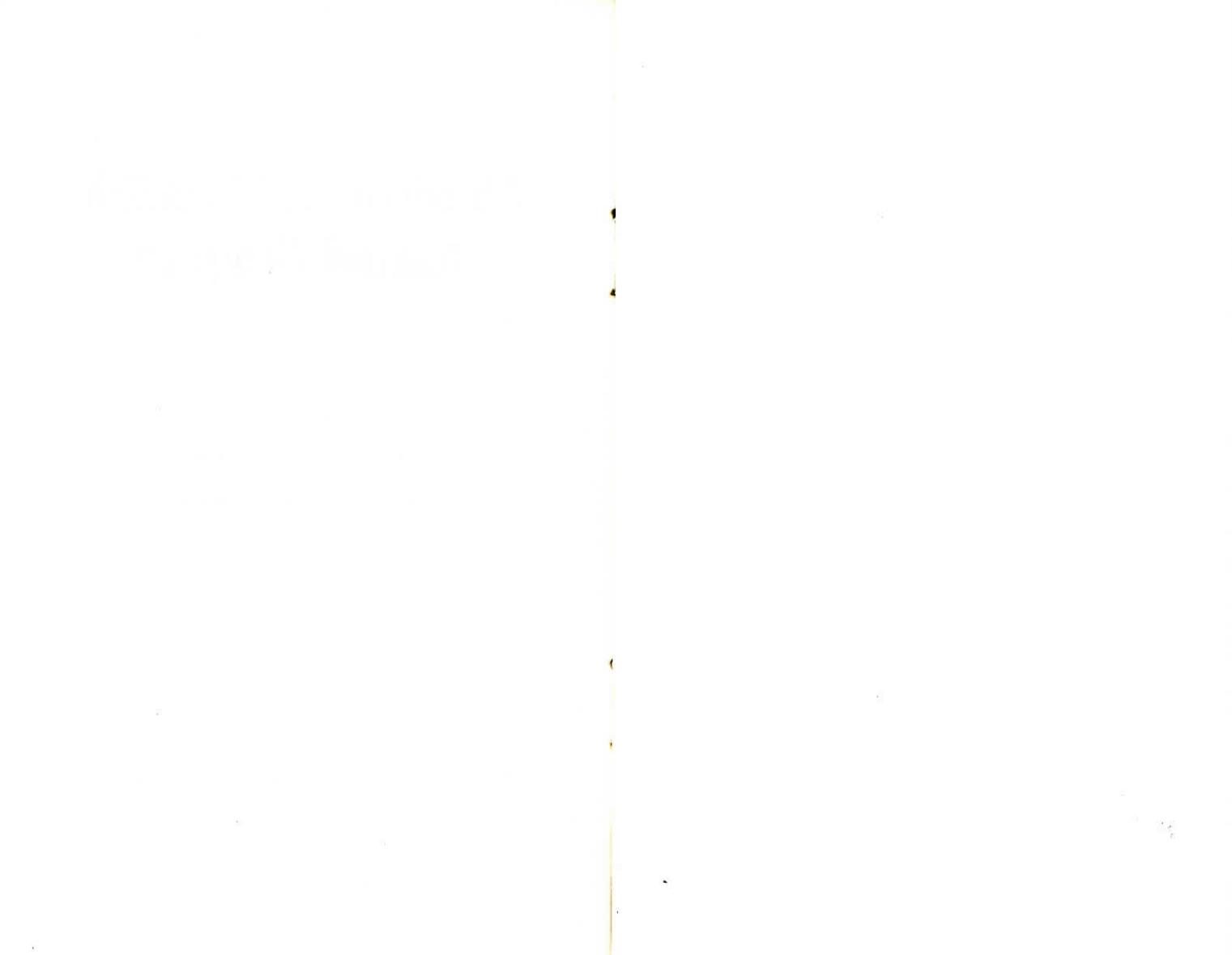
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## OPERATING RULES

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# Aberdeen and Rockfish Railroad Company

## OPERATING RULES

### GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

### GENERAL RULES

A—Employees whose duties are prescribed by these rules must provide themselves with a copy.

Employees whose duties are in any way affected by the time table must have a copy of the current time table with them while on duty.

B—Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

C—Persons employed in any service whose duties are in any way affected by these rules and instructions are subject thereto.

D—Employees must render every assistance in their power in carrying out the rules and special instructions and must report promptly to the proper official any violation thereof.

E—Accidents, defects in track, bridges, signals, communications, facilities, or any unusual conditions which may affect the movement of trains, must be promptly reported by quickest available means of communication to the proper authority.

F—In case of danger to the Company's property, employees must unite to protect it.

G—The use or possession of intoxicants or narcotics by employees while on duty or while on company property, and the use of such intoxicants or narcotics at any time when their use subjects the company to criticism or loss of good will, is sufficient cause for dismissal.

The use of intoxicants or narcotics when subject to call is prohibited. If there is evidence that an employee has been using intoxicants or narcotics when being called for duty, or when reporting for duty, or while on duty, he must be promptly removed from service.

H—Employees must exercise care to avoid injury to themselves or others. They must know that appliances, tools, supplies, and facilities used in the performance of their duties are in proper condition. If not, they must have them put in order before using.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect the movement of trains, engines or cars at any time, on any track, in either direction.

## DEFINITION

**CURRENT OF TRAFFIC**—The movement of trains on a main track, in one direction, specified by the rules.

**EXTRA TRAIN**—A train not authorized by time table schedule.

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

Note. — The definition of a "Fixed Signal" covers such signals as switch, train order, block, interlocking, semaphore, disc, stop signs, yard limit signs, slow signs, or other means for displaying indications that govern the movement of a train or engine.

**INTERLOCKING** — An arrangement of signals and signal appliances so intercon-

nected 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.

**INTERMEDIATE SIDING** — A siding located between train order stations designated by name and used for meeting and passing trains.

**REGULAR TRAIN**—A train authorized by a time table schedule.

**SCHEDULE**—That part of a time table which prescribes class, direction, number and movement for a regular train.

**SECTION**—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

**SIDING**—A track auxiliary to the main track for meeting or passing trains.

**SINGLE TRACK**—A main track upon which trains are operated in both directions.

**RESTRICTED SPEED** — A speed that will permit stopping short of another train, obstruction, broken rail or switch not properly lined but not exceeding 20 miles per hour.

**YARD SPEED**—A speed that will permit stopping within one-half the range of vision.

**SUPERIOR TRAIN** — A train having precedence over another train.

**TIME TABLE**—The authority for the movement of regular trains subject to the rules. It contains classified schedules with special instructions relating to the movement of trains.

**TRAIN**—An engine, or more than one engine coupled, with or without cars, displaying markers.

**TRAIN OF SUPERIOR CLASS**—A train given precedence by time table.

**TRAIN OF SUPERIOR DIRECTION**—A train given precedence in the direction specified by time table as between opposing trains of the same class.

**TRAIN OF SUPERIOR FREIGHT** — A train given precedence by train order.

**YARD**—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time table, or by train order, may be made, subject to prescribed signals and rules or special instructions.

## **OPERATING RULES**

### **Standard Time**

1. Each employee engaged in train and engine service, operators and agents, and track foreman, will provide himself (or

herself) with a reliable grade railroad watch and carry it while on duty; and, must compare time before the beginning of each trip and must have watches inspected by designated watch inspector twice a year.

2. Employees coming under the scope of this rule, who do not have access to a standard clock, must, upon going on duty, obtain time from dispatcher or compare their watches with those of conductors and enginemen who have standard time and who have so registered as provided. Unless otherwise provided, conductors and enginemen must compare time with each other and with their trainmen and firemen upon starting work or trip.

3. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

Unless otherwise specified, the time applies to the switch where an opposing inferior train enters the siding.

## **SIGNAL RULES**

4. Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep

them in good order and ready for immediate use.

5. Flags of the prescribed color must be used by day, and lights of the prescribed color and type by night.

6.

### COLOR SIGNALS

COLOR:	INDICATION:
(a) Red	Stop, unless otherwise provided by the rules.
(b) Yellow	Proceed prepared to stop before passing next signal, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Blue	For protection of men under or about cars or engines. (See Rule (16). Also dummy (doll) mast indicator.
(e) White	Flag stop and for other uses prescribed by the rules.

7. A train or engine moving on a main

track finding an unattended fusee burning red on or near its track must stop and not proceed until fusee has burned out.

8. Fusees must not be placed where fire can be communicated to platforms, bridges, or buildings.

9.

### ENGINE WHISTLE SIGNALS

Note.—The signals prescribed are illustrated by “o” for short sounds; “-” for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

SOUND:	INDICATION:
(a) o	Apply brakes. Stop.
(b) - -	Release brakes. Proceed.
(c) - ooo	Flagman protect rear of train.
(d) - - - -	Flagman may return from south or west.
(e) - - - - -	Flagman may return from north or east.
(f) oo	Answer to any signal not otherwise provided for.

SOUND:	INDICATION:
(g) 000	When a train is standing, back. Answer 12 (d) and 16 (c). When train is running, answer to 16 (d).
(h) 0000	Call for signals.
(i) - 00	To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train or engine, the train displaying signals must stop and ascertain the cause, except on two or more tracks and in T. C. territory. This signal will also be given when passing motor car operators, roadway and signal forces.
(j) - - 0 -	Approaching public crossing at grade.
(k) - - 0	Approaching meeting, waiting, or passing points.
(l) Succession of short sounds.	Alarm for persons or live stock on track.

10. The explosion of two torpedoes not more than two hundred feet apart is a signal to reduce speed at once and proceed at restricted speed for full flagging distance. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

11. The headlight will be displayed to the front of every train by night. When a train turns out to meet another the headlight must be extinguished after it has stopped clear of the main track.

12-A. When an engine is running backward at night, a white light must be displayed on the leading end.

12-B. When at night the white headlight fails en route, a white light should be used in its place, speed reduced where necessary, the bell rung continuously, the whistle sounded frequently.

13. The following signals will be displayed, one on each side of the rear of every train, as markers to indicate the rear of the train; by day, marker lamps (not lighted); by night, yellow lights to the front and side, and red lights to the rear, except when the train is clear of the main track yellow lights must be displayed to

the front, side and rear. Before fouling the main track again, the markers must be again changed to RED to the rear and YELLOW to the front and sides. A train not equipped to display the prescribed signals will display a red flag by day and a red light by night on the rear of the last car to indicate the rear of the train. This red light must be concealed when train is clear of main track.

14. All sections except the last will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

15. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

16. A blue signal displayed at one or both ends of an engine, car or train indicates that workmen are under or about it; when thus protected it must not be coupled to or moved.

17. Except where the momentary stop and start, forward or backward, is a continuous switching movement, the engine bell must be rung when an engine is about to move; also, while approaching and passing public crossings at grade and when approaching, passing or moving around stations.

18. The whistle must be sounded at all places where required by rule or by law.

19. The unnecessary use of either the whistle or the bell is prohibited. They will be used as prescribed by rule or law, or to prevent accident.

20. The following signals will be used by flagmen:

DAY SIGNALS—

A red flag.  
Torpedoes and Fusees

NIGHT SIGNALS—

A red light.  
A white light.  
Torp does and Fusees

21. A train is superior to another train by right, class, or direction.

22. A train is superior to another train by right or class. Right is conferred by train order; class by time table. Right is superior to class.

23. Time table schedules unless fulfilled are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

24. A train must not leave its initial station until it has been ascertained



whether all trains due which are superior have arrived or left.

25. Bulletin books will be provided at stations designed in the time table. They must be examined before the commencement of each day's work by conductors and enginemen and their signatures written thereon. Firemen and trainmen must read bulletins, signing same when the bulletins apply to their duties.

26. At meeting points the inferior train must take the siding, unless otherwise provided.

Extra trains, unless otherwise provided, will be governed by train orders with respect to opposing extra trains, and at meeting points between extra trains the train in the inferior time table direction must take the siding, unless otherwise provided.

Unless otherwise provided, an inferior train must clear the main track at least five minutes before the leaving time of an opposing superior train, and failing to do so must be protected as prescribed by Rule 35.

The train which is to take the siding must not occupy the main track beyond the switch to be used in pulling into the siding unless the movement is properly protected.

27. Conductors and enginemen must have a mutual understanding as to their meeting stations, where practicable.

A train holding main track at meeting point must stop before fouling the clearance point of the switch to be used by train in taking siding unless the train to be met has arrived and is in the clear and switch is set for main track movement, or unless movement beyond this switch is properly protected. A train holding main track at meeting point and arriving in advance must in all cases set siding switch for the train to be met.

A train entering a siding to be met or passed by other trains must pull clear of main track before switch is returned to normal position.

28. On all trains approaching meeting, waiting or passing points, conductors must be in position to observe the movement of their trains and when it becomes known that the rules or train order instructions are not being complied with, they must take immediate action to stop their trains.

29. All trains moving in the same direction will be spaced at least 15 minutes.

30. A train must not leave a station in advance of its scheduled leaving time.

31. Stations having yard limits will be

designated in time tables or by special instructions and the limits will be indicated by wayside sign-boards reading "Yard Limit."

Trains and engines must not exceed yard speed while moving on yard tracks.

32. Unless otherwise provided, a train must not display signals for a following section without train orders.

33. Extra trains must not be run without train orders.

34. Except as otherwise provided, trains and engines must approach junctions, railroad crossings at grade and drawbridges at slow speed, and must stop unless the switches are properly lined, signals indicate "proceed" and track is clear. When required by law trains must stop.

34-A. When railroad crossings are protected by gates not electrically locked set normally against movement on intersecting line, trains will approach at slow speed, and must stop short of gate, derail and crossing unless crossing is seen to be clear and gates are set against intersecting line.

When railroad crossings are protected by gates set normally clear for movement on intersecting line, trains will stop short of gate, derail and crossing, and if no approaching conflicting movement is observed, member of crew will set gates

against intersecting line and movement may then proceed.

Gates operated by trainmen must be restored to normal position after movement has cleared crossing and derails, if derails are provided.

35. Except as otherwise provided, when a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection; lighted red 10 minute fusees must be dropped at proper intervals.

Except as otherwise provided, when a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection (not less than three-fourths of a mile or approximately 28 telegraph poles) and place two torpedoes on the rail on the engineman's side 100 feet apart. He may then return one-half the distance to his train where he must remain until the approaching train has been stopped, or he is recalled by the whistle of his engine, or by other means provided. Upon being recalled, if there is no train approaching within sight or hearing, he will leave a lighted red 10 minute fusee and return to his train.

When the safety of the train will permit, the flagman may be recalled sufficiently in advance of departure so that train will not be unnecessarily delayed.

If full flagging distance has not been reached when flagman is recalled and an approaching train is not within sight or hearing, the flagman may return to his train, leaving a lighted red 10 minute fusee.

When it is necessary for a train to back out of a siding after meeting an opposing train and such back-out movement from siding is made immediately following the departure of the opposing train, such movement may be made without flag protection.

The employee designated to perform the duties of flagman must not permit other duties to interfere with proper protection of his train. When necessary, the front of the train must be protected by the front brakeman or baggagemaster; in their absence, the fireman.

When a train moving between siding switches a sudden or emergency stop, or is so disabled it may obstruct adjacent tracks, trains on adjacent tracks must be stopped at once in both directions and will not be permitted to proceed until it is ascertained that track is clear.

When flagging instructions provide that a designated train or trains are to be expected and permitted to proceed unrestricted and other trains are to be held or restricted, flagman must stop all trains, including the excepted train or trains, and trains will be governed by the instructions extended to them by the flagman.

When the flagman is to remain out for an extended period or an unknown number of trains are to be flagged, the instructions must be in writing.

Conductors of work trains will write their flagging instructions, using prescribed form when available, requiring their engineman and flagman to sign same, delivering copy to each.

Foreman in charge of roadway or signal forces will write their flagging instructions, using prescribed form when available.

Flagman will require each engineman flagged to acknowledge receipt of flagging instructions by signing same, and will furnish him with a copy.

When it becomes necessary for a track condition or track equipment to be protected the employee in charge must require designated flagman, or flagmen, to protect such condition or equipment in accordance with this rule.

36. When a flagman goes back to pro-

tect the rear of the train and is left, the conductor must designate who shall take his place on the train.

37. The speed of trains and engines is governed by the rules and by special instructions.

Trains and engines must be fully protected against any known condition which interferes with their safe passage. When conditions are found which may interfere with the safe passage of trains at normal speed and no protection has been provided, such action must be taken as will insure safety.

38. When practicable, cars must not be kicked or dropped over public crossing at grade. When cars are shoved, kicked or dropped in switching movement over a public crossing at grade, a member of the crew must protect the crossing from a point on the ground at the crossing where he will be in position to stop pedestrian and vehicular traffic, and each switching movement over the crossing must be made only on his signal, except that such protection is not required:

(1) When crossing is known to be adequately protected by a watchman or gates.

(2) When cars are shoved over crossings at a speed not in excess of four miles per hour and leading end of leading car is

equipped with a back-up air brake hose or pipe and air whistle under the control of a trainman.

38-A. When cars are shoved by an engine in switching movement and conditions require, a trainman must take a conspicuous position on the leading car and at night display a white light.

38-B. Cars left on tracks must be properly secured and left clear of other tracks, where conditions permit, and when practicable, cars and engines must be left at least one hundred (100) feet from a public crossing.

38-C. When coupling or shoving cars, precaution must be taken to prevent accidental fouling of other tracks, public crossings and derails and to avoid runaway cars.

Before coupling into cars or engines standing near end of tracks, derails, public crossings, or cars in process of loading or unloading, it must be known that car, or cars, are secured and will not roll away and cause damage in event coupling is missed.

Before shoving cars in tracks, it must be known that there is sufficient room to hold the cars without fouling other tracks.

Before coupling to or moving cars on tracks where cars are being loaded or unloaded, dock boards, oil tank couplings and similar connections must be removed and in the clear, and persons in or about cars must be warned and must be requested to vacate cars while being switched, if practicable.

38-D. Running switches are permitted when conditions are favorable.

38-E. Passenger cars, camp cars and cars containing explosives must not be kicked or dropped, or other cars kicked or dropped against them.

38-F. Couplers must not be adjusted on moving cars or engines with hand or foot.

It is forbidden to attempt to make knuckle locks fall in place by placing finger or fingers on bottom of same.

When employees mount the leading end of approaching engines or cars, or dismount from engines or cars, it must be done from the side. Employees will mount or dismount from moving equipment only when such equipment is moving at a reasonable rate of speed.

39. When practicable, conductors must see that main track switches, derails, and switches leading from siding are set in normal position before leaving and engine-men must see that switches and derails

nearest the engine are properly set.

40. Unless otherwise provided, trains or engines will not exceed a speed of fifteen (15) miles per hour when handling cars ahead of engine and will reduce speed further if necessary to make movement with safety.

When trains handle cars ahead of engine, a trainman must take conspicuous position on leading car and at night display white light.

40-A. Unless otherwise provided, trains and engines will not exceed a speed of ten (10) miles per hour moving through turn-outs and cross-overs, and fifteen (15) miles per hour when moving on sidings or on yard tracks.

41. The conductor and the engineman are responsible for the safety of the train and the observance of the rules and, under conditions not provided for by the rules, must take every precaution for protection.

This does not relieve other employees of their responsibility under the rules.

42. In case of doubt or uncertainty, the safe course must be taken.

