

1914
101
11

Southern Pacific
Transportation Company

RULES AND REGULATIONS
OF THE
TRANSPORTATION DEPARTMENT

S-A	- FIXING MEETING POINT	89
D-A	- PASSING WIDE LOAD (MEET)	91
B	- RUNNING AROUND (PASSING) ANOTHER TRAIN	94
S-C	- RIGHT OVER OPPOSING TRAINS	95
D	- RIGHT OVER ANOTHER TRAIN IN SAME DIRECTION	97
E	- TIME (LATE) ORDERS	98
S-E	- TIME ORDERS	100
F	- SECTIONS & AUTH. REQ. TRAIN AT INTERMEDIATE STATIONS	101
G	- EXTRAS	104
H	- WORK EXTRAS	106
I	- RELIEF OF FLAGGING PROTECTION OUTSIDE BLOCK SYSTEM	111
J	- HOLDING ORDER	112
K	- ANNULING SCHEDULE OR SECT.	112
L	- ANNULING AN ORDER	113
M	- ANNULING PART OF ORDER	114
N	- CALLING-ON ORDER	115
P	- SUPERSEDING ORDER (OR PART)	116
Q	- NEW TIMETABLE SUPPLEMENT	117
D-S	- DOUBLE USED AS SINGLE TRACK	118
T	- EXTRA TRAIN ENGINE CHANGE	120
V	- CHECK OF TRAINS	120
W	- CHANGE IN CLEARANCE OR REGISTER REQUIREMENTS	121
X	- TRACK CONDITIONS (YELLOW FLAG)	122
Y	- TRACK COND. - CONDITIONAL STOP	123
Z	- SIGNALS OUT OF SERVICE	124

Date: _____

6-12-78

I hereby acknowledge receipt of:

- Transportation Department Rules and Regulations
- Instructions to Train Dispatchers and Operators
- Definitions and Functions of Equipment

(456) E. O. GIBSON 1240
~~Brakeman - San Francisco~~
TRAINMAN - TUCUMCARI

Signed: _____

~~E. O. Gibson~~
E. O. Gibson

Occupation: _____

Switchman

Division: _____

Western

SOUTHERN PACIFIC TRANSPORTATION COMPANY

RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT

Effective October 31, 1976
Revisions effective as dated

The rules herein set forth govern the railroads operated by the Southern Pacific Transportation Company. They supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

C.T. BABERS
General Manager

R.D. BREDENBERG
General Manager

Approved:
W.J. LACY
Vice President
Transportation

L.G. SIMPSON
General Manager

THIS BOOK IS THE PROPERTY
OF THE
SOUTHERN PACIFIC TRANSPORTATION
COMPANY
AND IS LOANED TO

and must be returned to the proper official when called for, or when leaving the service.

Decimal Page Numbers: When issued, pages numbered 48.1 and 48.2, for example, should be inserted between page 48 and page 49, etc.

This book must contain revised pages as follows:

Page	Dated	Page	Dated
1	Oct. 30, 1983 ✓	69	Oct. 25, 1981
3	Oct. 30, 1983 ✓	70.1	Oct. 25, 1981
17	Oct. 26, 1980	71	Oct. 30, 1983 ✓
19	Oct. 26, 1980	73	Oct. 30, 1983 ✓
21	Oct. 26, 1980	79	Oct. 30, 1983 ✓
25	Oct. 30, 1983 ✓	81	Oct. 30, 1983 ✓
29	Oct. 30, 1983 ✓	85	Oct. 30, 1983 ✓
31	Oct. 26, 1980	87	Oct. 30, 1983 ✓
35	Oct. 30, 1983 ✓	105	June 1, 1978
37	Oct. 30, 1983 ✓	127	Oct. 30, 1983 ✓
47	Oct. 30, 1983 ✓	129	Oct. 26, 1980
49	Oct. 30, 1983 ✓	131	Oct. 26, 1980
50.1	Oct. 26, 1980	133	Oct. 26, 1980
50.3	Oct. 30, 1983 ✓	135	Oct. 30, 1983 ✓
51	Oct. 30, 1983 ✓	137	Oct. 26, 1980
53	Oct. 26, 1980	139	Oct. 26, 1980
55	Oct. 30, 1983 ✓	143	Oct. 30, 1983 ✓
57	June 1, 1978	145	Oct. 30, 1983 ✓
61	Oct. 30, 1983 ✓	147	Oct. 30, 1983 ✓
63	June 1, 1978	149	Oct. 30, 1983 ✓
65	June 1, 1978	153	Oct. 30, 1983 ✓
67	Oct. 30, 1983 ✓		

155	Oct. 26, 1980	15	Oct. 30, 1983 -
157	Oct. 26, 1980	17	Oct. 25, 1981
159	Oct. 26, 1980	21	Oct. 25, 1981
161	Oct. 26, 1980	27	Oct. 30, 1983 -
163	Oct. 30, 1983 -	29	Oct. 30, 1983 -
165	Oct. 30, 1983 -	31	Oct. 30, 1983 -
167	Oct. 30, 1983 -	33	Oct. 30, 1983 -
169	Oct. 26, 1980	37	Oct. 30, 1983 -
171	Oct. 26, 1980	38.1	Oct. 25, 1981
173	Oct. 30, 1983 -	47	Oct. 30, 1983 -
175	Oct. 30, 1983 -	49	Oct. 30, 1983 -
177	Oct. 30, 1983 -	51	Oct. 30, 1983 -
179	Oct. 30, 1983 -	53	Oct. 30, 1983 -
180.1	Oct. 25, 1981	55	Oct. 30, 1983 -
185	Oct. 25, 1981	57	Oct. 30, 1983 -
187	Oct. 30, 1983 -	63	Oct. 30, 1983 -
189	Oct. 30, 1983 -	81	Oct. 25, 1981
191	June 1, 1978	83	Oct. 25, 1981
193	Oct. 30, 1983 -	135	Oct. 25, 1981
195	Oct. 30, 1983 -	137	Oct. 25, 1981
196.1	Oct. 30, 1983 -	139	Oct. 25, 1981
	AIR BRAKE RULES	141	Oct. 25, 1981
7	Oct. 30, 1983 -	143	Oct. 25, 1981
11	Oct. 25, 1981	145	Oct. 25, 1981

CONTENTS

Index, Other Than Air Brake & Train Handling	5
Instructions	5
Definitions, Other Than Air Brake & Train	
Handling Instructions	17
General Notice	24
General Rules	25
Rules for Single & Multiple Main Tracks	30
Standard Time	30
Timetables	31
Signals and Their Use	34
Superiority of Trains	55
Movement of Trains	56
Movements Against Current of Traffic	74
Rules for Movement by Train Orders	77
Forms of Train Orders	89
Movement of Trains by Staff System	126
Certain Fixed Signal Rules	127
Rules Governing the Movement of Trains & Engines in the Same Direction by Block	
Signals	127
Distant Signals	129
Block Signals	131
Automatic Block System	144
Variable Switches	147
Spring Switches	148
Interlocking	149
Automatic Interlocking	155
Letter-Type Indicators	155
Absolute Permissive Block	156
Centralized Traffic Control	157
General Regulations	167
Railroad Radio Rules	191
General	191
Operating Rules	191
Air Brake Rules & Regulations and Train	
Handling Instructions	1
Index	2
Definitions	5
Rules	7

INDEX

NOTE: This Index is not intended to be all inclusive but covers many key words or phrases to enable employes to use the book more effectively. It does not list some phrases or words that may come to mind. Certain phrases or words may be listed elsewhere in the Index under another category. For example: "Plug Doors" is not listed under "P," but under, "Cars-Plug Doors."

Abbreviations.....	6, 6-A, 223
Absence from Duty.....	810, 811
Absolute-Permissive Block.....	Def., 6-A, 70, 89, 104-F, 740, 741, 744, 745
Absolute Signal (A-PB).....	Def., Certain Fixed Signals, 740 thru 745
Absolute Signal (CTC).....	Def., Certain Fixed Signals, D-160, 303, 304, 608 (Note), 760 Thru 783
Access to Records.....	808, 894
Accidents.....	F, M, 808, 808-A, 819
Affairs of Company.....	807
Agent's responsibilities (See also Employes).....	834-A, 843, 885, 886, 888, 889, 891, 894, 898, 899, 909, 910, 912, 915
Alcoholic Beverages.....	G
Altercations.....	802
Appearance.....	J
Approach Medium Signal.....	Def., 285-A
Approach Signal.....	Def., 285
Approaching Meeting or Waiting Point.....	14, 16, S-90
Articles found on Train.....	862
Automatic Block Signal System.....	Def.
Automatic Interlocking.....	Def., 680, 681, 682
Backing, Shoving or Reverse Movements.....	7-C, 89, 99, 103, 103-A, 515, 535, 670, 763-A, 765, 775, 836, 837
Bell (Engine).....	14, 30, 32, 808-A
Block.....	Def., 305, 507, 508, 512, 514, 515, 627
Block Indicator.....	Def., 81-A, 298, 299, 512
Block Signal.....	Def., 99-A, D-539
Block System.....	Def.
Boarding Equipment.....	O, P
Brakes, Emergency Application.....	17-D, 99, 99-A, 102
Hand.....	822-A, 824, 825, 837, 845, 849, 883
Sticking.....	827, 829
Break-in-Two.....	14, 17-D, 102

Company Property	806, 814, 816
Conductor Responsibilities (See also Employes)	A Thru
R, 2, 3, 10-I, 25, 34, 81, 83-A, 83-C, 83-D, 85, 89, 99,	
99-A, S-99-B, D-162, 204, 204-A, 208-A, 208-B, 217,	
220, 220-A, S-240, S-242, S-244, D-252, 662, 767,	
781, 808-A, 821, 822, 822-A Thru C, 824, 825, 827,	
827-A, 829, 830, 834, 834-A, 835, 837, 837-A, 838, 843,	
843-A, 844, 845, 846, 847, 848, 855, 858, 863, 866, 867,	
868, 870, 874, 898, 963, 965, 967	
Controlled Siding	Def., 763, 765, 766, 771, 775
Courtesy	802
Crossing of Track by Employes	N
Crossings	
Railroad	98, 606, 663, 680, 681
Road Crossings at Grade	14, 30, 103, 808-A
Crossover	Def., 104-A, D-162, 512
Current of Traffic	Def., D-97, 298, 299, D-506
Movement Against	103, D-160, D-161, D-162,
	285, D-539
Damage to Property	820, 863
Dangerous Cars	827, 837-A, 868
Dangerous-Radioactive Material	827, 834, 837-A, 868
Defects in Track, Structures, Equipment, Tools	F, M,
	101, 102, 663, 821, 827, 829, 874
Derailment	102, 623
Derails	17, 26, 104, 104-C, 105, 517, 615, 616, 621,
	623, 624, 663, 825, 825-A
Detectors (Also see Definition of Fixed Signal)	874
Dishonesty	801
Disobedience	844
Disorderly Persons on Train	854
Distant Signal	Def., Certain Fixed Signals, 99-A, 286
Diverging Route	282, 283, 284, 288, 605
Division	Def., 812
Double Track (DT)	Def., 6-A, 7-A, 10-I, 10-J, 14,
	17, 83, 83-B, 85, 86, 98, 101-A, D-151, D-152, D-160,
	D-161, D-162, Forms of Train Orders, Form Y,
	D-251, D-252, D-254, 299
Dragging and/or Derailed Equipment Detector	874
Drawbridges	98, 606
Drugs	G
Dual Control Switch	Def., 104-D, 608, 765, 765-A,
	766, 769, 772, 775, 776, 777
Eating	811
Electric Switch Lock	Def., 81-A, 104-F
Emergencies, Obstructions or Accidents	F, 808, 819
Emergency Brake Application	102

Employes, Conduct and Responsibilities	A Thru R, 801 Thru 840, 966. (Conductors, Engineers, Yard- masters, Agents, Operators, Train Dispatchers, Enginemen, Trainmen; also see headings listed by job title)
Engine(s)	Def., Def. (Note), 80, 81-A, 98, 507, 508, 509, 514, D-539, 847, 849, 883
Exchanging or Adding in Grade Territory	883
Footboards	P
Helper Engine	22, 34, 204-A, 831
Identification	21
Left Adjacent to	826
Left Unattended	883
Other Railroad	206
Riding on Footboards or Pilots	P
Road	22
Securing	883
Steam Generators	849
Supplies	872
Within Yard Limits	93
Enginemen Responsibilities (See also Employes)	A Thru R, Def. (Note), 3, 4-B, 7-C, 10-I, 11, 14, 15, 16, 17 Thru S-17, 25, 31, 34, 81, 83-A, 83-C, 83-D, 85, 89, 90, S-90, 99, 99-A, S-99-B, 102, D-162, 204, 204-A, 208-A, 208-B, 211, 217, 220, 220-A, 221, S-240, S-242, S-244, D-252, 661, 662, 781, 808-A, 821, 822, 824, 827, 829, 834-A, 843, 843-A, 844, 874, 880, 883, 963, 965, 967
Examination, Oral or Written	B, C
Excessive Width Loads	Form D-A, 834-A, 835
Explosives	827, 834, 837-A, 868
Extra Train	Def., 20-A, 73, 82-A, 83-A, 83-D, 85, S-88, 97, D-97, 99-C, 220, Forms G, H, V, W, S-240
Firearms or Dangerous Weapons	804
Fire Extinguishers	816
Fixed Signal	Def., Certain Fixed Signals
Flagman or Flag Protection	10-G, 14, 35, 80, 81, 81-A, 89, 91, 98, 99, 99-A, 99-B, S-99-B, 99-C, 100, 101, 102, 102-A, 104-C, 105, D-160, D-162, 211, Form H, I, D-S, S-240, 515, 663, 744, 765, 766, 833, 846, 872
Flags	Def. (Note), 7-A, 27
Green	7-A, 10-H, 10-I, Form D-S, Y
Reflectorized	8
Red	7-A, 10-G, 10-H, 19, 35
Yellow	7-A, 10-H, 628
Flammable Compressed Gas (FCG)	816, 827-A, 837-A, 838
Flammable Poison Gas	827, 834, 837-A, 868

Footwear	J
Foreman, MofW&S	Def. (Note), 10-I, 104-B, Form Y, 766, 767, 964
Fusees	11, 35, 91, 99, 208, 816
Grade Signal	Def., 287, 509
Headlight	17, 17-A, 17-B, 17-C, S-17, 808
High and Wide Loads	Form D-A, 834-A, 835
Holidays	Def.
Home Signal(s)	Def., 288, 289, 290, 290-A, 293, 306, 509, 681
Hot Bearings	827, 829
Identification, Oral	83, 83-D
Train	21
Visual	83, 83-D
Immoral Conduct	801
Impaired Clearance	P
Indicators, Letter-Type	70, 211, 705, 706, 707
Indifference to Duty	802
Initial Station	4, 82-A, 83, 845
Injuries	M, O, 808, 822, 848, 863, 889
Inspection of Train	101, 102, 827, 827-A, 829
Insubordination	801
Insulated Joints	86, 508, 517
Interlocking	Def., 81-A, 83, 83-B, 98, D-160, D-162, 293, 303, 605 Thru 682, 963
Interlocking Limits	Def., 21, 85, 98, 99, 101-A, 605, 606, 662, 663, 670, 963
Interlocking Signal	Def., Certain Fixed Signals, 608 (Note), 661, 663, 670
Intoxicants	G
Junction	10-I, 17, 83, 90, 98, D-162
Language	802, 854, 952
Leaving Time	5, 82, 86, 87
Letters, Illuminated	705
Light(s)	
Blue	26
Colored	301
Green	10-I, 221, Form D-S, Y
Lunar	289
Red	7-A, 10-G, 10-H, 221
Red Oscillating	17-D, 89, 102
White	20-A, 26-B, 35, 301
White, Flashing	221, 292
White Oscillating	17-D
Yellow	26, 35, 628

Maintenance of Way and Structures.....	Def. (Note), D-160, D-162, Form Y, 766, 964
Main Track.....	Def.
Authority to Enter or Occupy.....	80, 89, 93, 95, D-97, 741, 761
Clear of.....	86, 87, 89, 99-A, 104-C, 765
Fouling or Obstructing.....	S-17, 19-A, 81, 81-A, 99, 99-A, D-152, 662, 763
Impassable.....	766
Multiple Main Tracks.....	Def., Forms of Train Orders, Form D-A, Y, 298, 299, 817
Occupancy within CTC Limits.....	104-F
Out of Service.....	16, Forms D-S, X, 766
Reverse Movement.....	99, 99-A, 99-C, 515, 670, 763-A, 775
Mechanical Switch Lock.....	Def., 81-A, 104-F
Medication.....	G
Meeting Points.....	14, 16, S-88, 90, S-90, 104-C, 107, Form S-A, 851
Misconduct.....	844
Movement of Trains by Staff System.....	S-240, S-242, S-244
Movement with or against Current of Traffic (See Current of Traffic)	
Multiple Main Tracks.....	Def., Forms of Train Orders, Form D-A, Y, 298, 299, 817
Narcotics.....	G
Negligence.....	801
Obedience.....	General Notice, 801
Operator's Responsibilities, Interlocking and Train Order	A Thru R, 2, 3, 35, 83-B, 101-A, 201, 204, 204-A, 206-A, 206-C, 208, 208-A, 209, 210, 211, 214, 217, 218, 221, 221-A, 222, 222-A, 608 thru 670, 707, 829, 909, 912, 915, 916, 917, 918, 920, 963 thru 967
Oral Authorization.....	10-I, 12-B, D-161, 211, Form Y, 628, 663, 771, 776, 777, 783, 963
Oral Instructions.....	101-A, D-252, 662, 781
Outside of Block System Limits.....	Def. (Note), 11, 19-A, 81, 87, 89, 91, 99, 221, Form Z
Overlap Post.....	Def. 516
Passenger(s).....	99, 99-A, 850, 851, 852, 854, 855, 862
Passenger Cars.....	849, 850
Passenger Trains.....	25, 82, 99, 99-A, 103-A, 107, 847, 850, 851
Performing Service on Other Division or Railroad.....	812
Personal Injuries.....	M, O, 808, 863, 889
Pilot.....	Def., 204, 843, 843-A

Placarded Cars	827, 827-A, 834, 837-A, 838, 842, 868
Poison Gas	827, 834, 837-A, 868
Protection of MofW&S Men and Equipment	10-G, 10-I, D-162, Form Y, 766
Protection of Trains and Engines (See Flagman or Flag Protection)	
Quarrelsome	801
Radio, Use of	7-C, 12-B, 14, 16, 206-C, 950 thru 967
Rail Lubricators	873
Rail Skid	825, 825-A
Register Check	83, 83-C, 204
Register Ticket	83-B, Form V
Register, Train	Def., 83, 83-A, 83-B, 83-C, 204, 222, Form W, S-240 thru S-244
Regular Trains	Def., S-72, 73, 82, 82-A, 83-A, Form F
Reporting for Duty	J, 810
Roadway Equipment	833
Route(s)	605, 613, 625, 629, 741, 761
Rules Class	B, C
Rules, Compliance	General Notice, A, B, C, E
Safety	General Notice, F, J, M, N, O, P, R, 821, 822 Thru 822-C, 823
Sanders	873
Scale Test Cars	104-D
Schedule	Def., 4, 73, 74, 83, 83-B, 95, Form K
Section(s)	Def., 14, 20, 73, 74, 83, 83-B, 85, 95, 96, Form F, K, 218
Securing of Equipment	824, 825, 883
Security of Freight	820, 866
Servicing Cars and Engines	26, 872
Siding	Def., 5, 6-A, 7-A, 7-B, 10-G, 89, 90, 101, 104-C, 105, 221, 509, 517, 771
Signal(s)	7, 7-C, 10, 35, 99
Absence of	27, 301
Aspect	Def., 34, Certain Fixed Signals, 281 Thru 293, 540
Calling on	211, Form N, 963, 965
Changed to Stop Indication	305, 661
Color	10
Communicating	16, 25
Day and Night	9, 35
Display of	20, 20-A, 20-B, 22, Form F
Displayed	14, 20-B, 22, 95, 96, 222, Form F
Engine Whistle	14, 31, 99
Flag	(See Flags)

Flagman's	(See Flagman)
Hand	7-C, 12, 12-B, 628, 663
Identifying by Name	34
Improperly Displayed	27, 301
Indication	Def., 105, 281 Thru 293, 507, 508, 509, 605, 662, 663, 744, 765-A, 771, 776, 780, 783
Indication Supersedes Superiority of Trains	D-251, 605, 705, 740, 760
Light	Form Z, 301, 304
Removed or Restored	Form Z, 304
Semaphore	27, 81-A, Form Z, 304
Semi-Automatic (SA)	Certain Fixed Signals, 303
Whistle	14, 31
Protective	293, 306
Signs	Def. (Note), 7-B, 10-I, 10-J, 26, 26-A, 26-B, 27, Form Y, 517, 606
Single Track	Def., 83-B, Forms of Train Orders, 298
Sleeping on Duty	810
Spacing of Trains	91, 221
Speeds	
Detraining and Entraining	0
Inundated track	821
Medium Speed	Def., 284, 285, 285-A, 286
Starting	827
Scale Track	826
Reduced Speed, Equipment Requiring	835
Restricted Speed	Def., 10-H, 10-I, 11, 15, 93, 99-A, 287, 288, 289, 290-A, 291, 507, 508, 509, 514, 515, 663, 745, 776
Shoving Cars Ahead of Engine	836
With Caution	Def., 7-C, S-17, 19-A, 105, Form H, S-242, 285, 305, 605, 765, 821, 837
Spur Tracks	837
Staff System Territory	S-240, S-242, S-244
Standard Time, Standard Clocks	1, 3
Standing or Rolling Inspection	827, 829
Station	Def., 5, 82, 91, 96, 107, 222-A, D-252, 765-A, 835, 858, 861, 867
Steam Generator	849
Stock on Right-of-Way	877
Sufficient Distance	99 (Note)
Superior Train, Right, Class, Direction	Def.(s)
Superiority of Trains	4-B, 70 thru 73, D-251, 605, 705, 740, 760
Subdivision	Def., 5
Switches	
Damaged	104-B
Dual Control	Def., 104, 104-D, 608, 765, 765-A, 766, 772, 775, 776, 777

Facing Point	530, 535, 536, D-539, 825-A
Fouling Point	90, 104-C, 221, 517
Hand Operated	104, 104-F
Lined and Locked	104, 104-A, 104-C, 105
Main Track	17, 104-A, 104-F
Point Indicators	D-539, 540
Power	608, 629, 765, 766
Repair Track	26
Rigid	104-B, 837
Running (Drop)	104-D
Spiked	104-B, D-162, 629, 766
Spring	Def., 104, 535 Thru D-539
Target	Fixed Signal, 536
Unattended	104-A
Variable	Def., 530, 531, 837
Symbols	6, 6-A
Time Release	681, 682
Time, Standard Clock or Standard Time	1, 3
Time, Where applies	5
Timetable	A, P, Def., 4 Thru 6-A, 14, 82, Form Q, 291, 293
Timetable Authority	80, D-97
Timetable Bulletin	Def. (Note), 4-B, 10-H
Torpedoes	15, 35, 99, 102-A, 816
Track Car	
Time and Movement Limits	608, 766-A, 964
Lineup	964
Track Conditions	10-G, 10-H, 10-I, 101, 101-A, 102, Form X, Y, D-252, 293, 306, 662, 663, 781
Track Scale	826
Train(s)	Def., Def. (Note)
Annulling	Form K
Authority for	80, 82-A, 97, D-97, Forms F, G, H, S-240, S-242
Clearing Time of Superior	86, 87, 89, 93
Delayed	211, 305
Emergency Brake Application	17-D, 99, 99-A, 102
Freight, Passengers Carried on	848
Getting on and off	0
Handling Work Equipment	831, 833
Heat Line Shut Off	849
Holding	214, Form J
Identification	21, 838
Inspection	101, 102, 293, 306, 827, 827-A, 829
Mail	809
Meeting or Passing	90, S-90, 104-C, Form S-A, D-A, B, 851
Movement by Staff System	S-240, S-242, S-244

Movement within Yard Limits	93
Parted	14, 102
Protection	10-G, 11, 14, 15, 17-D, 35, 80, 81, 81-A, 89, 91, 99, 99-A, 99-B, S-99-B, 99-C, 100, 101, 102, 102-A, 104-C, 105, D-160 Thru D-162, 211, Form H, I, S-240, 515, 663, 744, 765, 766, 833, 846
Register	Def., 83-A, 83-B, 83-C, 204, 222, Form W, S-240, S-242, S-244
Register Station	6-A, S-244
Rolling Inspection	104-C, 827, 829, 874
Spacing	91, 221
Starting and Stopping	827
Stopped in Block	305
Stopped in Tunnel	849
Wheels Sliding	827, 829
Train Dispatcher's Responsibilities	A Thru R, 4-A, 4-B, 10-I, 82-A, S-99-B, 101, 101-A, D-162, 201 Thru 223, S-242, D-252, 304, 707, 763 Thru 783, 820, 835, 868, 951, 952, 953, 954, 955, 957, 958, 961, 963, 964, 965, 966
Trainmen, Responsibilities	A Thru R, Def. (Note), 2, 3, 4-B, 7-C, 10-G Thru 10-I, 11, 15, 34, 35, 81, 81-A, 88, 91, 99, 99-A, 99-B, S-99-B, 100, 102, 104, 104-A Thru 104-F, 105, D-160, 301, 512, 515, 536, D-539, 540, 663, 681, 744, 763, 763-A, 765, 765-A, 768, 772, 775, 776, 777, 782, 822, 824, 825, 827, 827-A, 829, 836, 837, 838, 843-A, 844, 846, 847, 850, 858, 862, 869, 874, 963, 965, 966, 967
Train Order(s)	
Additional copies	209
Additions to	205
Advancing Train	211, Form N
Authority	S-71, D-71, 80, 82, 83-D, 85, 95, 97, D-97, 605, 740, 760
Book	205, 206-A, 221-A
Brief and Clear	201
Check	83, 83-B, Form V
Communication Fails	214, 221-A
Complete Time	205-A, 213, 214
Contents	210-A, 965
Copying	208-B, 209, 965
Crew Members Remind C&E of Contents	204
Delivery of	217, 221, 221-A
Error in Transmitting	205
Exchanging	85
File Copy	209, Form L, 918
Forms	
Annulling Order or Part of an an Order Form L, M	
Annulling Schedule or Section	Form K

Authorizing Regular Train at Intermediate Point	Form F
Calling-On	Form N
Change in Clearance Requirement	Form W
Change in Register Requirement	Form W
Change of Engines on Extra Trains	Form T
Check of Trains	Form V
Conditional Stop Sign	Form Y
Double Track as Single Track	Form D-S
Excess Width Cars	Form D-A
Extras	Form G
Holding Order	Form J
Issuance of New Timetable or Supplement	Form Q
Meeting Points	Form S-A
Pass or Run Ahead	Form B
Relief of Flag Protection	Form I
Right Over in Same Direction	Form D
Right Over Opposing Train	Form S-C
Sections (Created, Withdrawn, or Reversed at Intermediate Station)	Form F
Signals out of Service or Restored	Form Z
Superseding an Order	Form P
Time	Form E, S-E
Track Condition (Except Form Y)	Form X
Work Extras	Form H
Holding Train	214
In Effect	220, 220-A
Instructions for Copying via Radio	965
Name of Operator, Typed or Longhand	209
Relaying	206-C, 965
Repeating	206-A, 206-C
Restrictions	208, 208-A, 208-B
Schedule Created Intermediate Station	82-A
Sent in Care of	217
Shown to Crew Members	204
Signal	208-A, 211, 221, 636, 967
Transmittal of Previous Day	210
Transmitting	205, 206-A, 206-B, 206-C, 208, 208-B, 964, 965
Writing	201, 204, 206, 206-A, 208-B, 209
Writing, Clearance	221-A
Writing in Train-Order Book	205, 206-A, 206-B, 221-A
Unattended Red Flag	10-G
Uncontrolled Movements, Prevention	837
Uniform, Prescribed	J, 850
Unusual Condition	F
Vestibule	99, 99-A, 850, 851

Watches	2, 3
Weather Conditions	15, 821, 909
Whistle	14, 31, 32, 99, 211, 808-A
Work Equipment	104-D, 831, 833
Work Extra	Def., 205-A, 208-A, Form H
Yard	Def.
Yard Engine	Def., 825
Yard Engine Foreman	Def. (Note)
Yard Limits	Def., 10-I, 89, 91, 93, 99, 101-A, D-161, Form D-S, 508, 834-A, 842
Yardmaster Responsibilities	A Thru R, 2, 101-A, D-160, D-161, Form D-S, 707, 834-A, 835, 842, 843, 898

ABS
 Interlocking - Plain mast
 CTC
 AP-Block

A-PB
 ABS
 Absolute - Hon mast
 Inter. - Plain "
 Auto - Number
 odd number - West

DEFINITIONS

Absolute Permissive Block (APB). A block system wherein the movement of trains and engines is **authorized and governed** by absolute signal indication, automatically or manually controlled.

Absolute Signal. A block signal, the indication of which authorizes and governs the movement of trains and engines within **CTC or APB.** Absolute signals are identified by the letter "A" or, when required by Rule 303, the letters "SA."

Automatic Block Signal: A block signal, the indication of which **governs** the movement of trains and engines. Automatic block signals are identified by a number plate. **ALL DISPLAYS RED**

Automatic Block System (ABS). A series of consecutive blocks **governed** by block signals actuated by a train, or by **certain conditions** affecting the use of a block.

Block. A length of track between consecutive block signals governing in one direction, or from a block signal to a defined limit.

Block Indicator. An indicator at entrance to or within a block used to convey information regarding block occupancy. (Refer to Rules 298, 299 and 512.)

Block Signal. An ¹interlocking, ²absolute or ³automatic block signal the indication of which **governs** trains and engines entering and using that block.

Block System. A single block or series of consecutive blocks within **APB, ABS, CTC or Interlocking.**

¹²³⁴
Within Block System Limits. The tracks within a block system.

ALL BLOCK SIGNALS GOVERN
SOME AUTHORIZE

Branch. A portion of a subdivision designated by timetable.

Centralized Traffic Control (CTC). A block system wherein the movement of trains and engines is authorized and governed by remotely controlled absolute signals.

Controlled Siding. A siding designated in special instructions as being within CTC or interlocking limits.

Crossover. A track connection between two adjacent tracks.

Current of Traffic. Movement of trains on a main track, in one direction.

GREEN
OR
YELLOW

Distant Signal. A fixed signal used outside of a block system which governs only the approach to a block signal. Distant signals are identified by number plate with letter "D" preceding number.

~~YELLOW~~ NEXT IS RED

Division. That portion of a railroad assigned to the supervision of a Superintendent.

Double Track (DT). A form of multiple main track consisting of two main tracks, on one of which the current of traffic is in a specified direction, and on the other in the opposite direction.

Dual Control Switch. A power-operated switch, also equipped for hand-throw operation.

Electric Switch Lock. An electrically controlled lock device affixed to a hand operated switch or derail to control its use after a predetermined time.

Engine. A locomotive or more than one locomotive operated from a single control stand.

MUST ASSUME

Extra Train. A train not authorized by a timetable schedule. It may be designated:

Extra: For any extra train except work extra, the movement which is authorized in a specified direction.

Work Extra: For any extra train authorized by Form H train order, the movement of which may be in either direction within specified limits.

Fixed Signal. A signal of permanent location indicating a condition affecting the movement of a train.

Examples: Train-order signal, distant signal, block signal, switch, stop sign, yard limit board, speed sign, detector, letter-type indicator, flashing white light and other light devices.

Grade Signal. An automatic block signal with disk on mast bearing letter "G".

Interlocking. A block system wherein the movement of trains and engines is authorized and governed by interlocking signal indication, automatically or manually controlled.

Interlocking Signal. A block signal, the indication of which authorizes and governs the movement of trains and engines within interlocking limits. Interlocking signals will not have identifying numbers or letter except letters "SA" when required by Rule 303.

Locomotive. A single unit of rolling equipment which is capable of developing tractive effort.

Main Track. A track extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by signal indication.

Marker. A red light or other prescribed signal affixed to rear end of equipment being operated as a train.

Multiple Main Tracks. Two or more main tracks designated by direction or number in timetable.

Pilot. Employee(s) assigned to a train when the engineer or conductor is not acquainted with the rules or portion of railroad over which the train is to be moved.

Regular Train. A train authorized by a timetable schedule.

Schedule. That part of a timetable which prescribes class, direction, number and movement for a regular train.

Siding. An auxiliary track connected to the main track for meeting or passing trains.

Signal Aspect. Appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Signal Indication. Information conveyed by the aspect of a fixed signal.

Single Track. A main track on which trains are operated in both directions.

Speeds:

Restricted Speed. A speed that will permit stopping within ~~one-half the~~ range of vision short of a train, engine, car, stop signal, derail or switch not properly lined and looking out for broken rail, but not exceeding 20 MPH.

(Effective July 18, 1977)

~~DELETED~~

~~With Caution.~~ Proceed at reduced speed, according to conditions, prepared to stop short of a train, engine, car, stop signal, derail or switch not properly lined, or other obstruction. Where circumstances require, train must be preceded by a flagman.

Spring Switch. A switch identified by a target bearing letters "SS", equipped with a spring mechanism to restore the switch points to original position after having been trailed through.

Station. A place identified in the timetable by name.

Subdivision. A portion of a division designated by timetable.

Superior Train. A train having priority over another train.

Switch-Point Indicator. A light type indicator used in connection with certain switches to determine whether or not switch points are in proper position.

Timetable. The authority governing movement of trains subject to the rules. It contains classified schedules of regular trains and special instructions.

Train. An engine, or more than one engine, with or without cars, displaying marker.

Train of Superior Class. A train given priority by timetable.

Train of Superior Direction. A regular train given priority in the direction specified by timetable as between opposing trains of same class. S-72

Train of Superior Right. A train given priority by train order.

Train Register. A book or form used at designated stations for registering time of arrival and departure of trains and such other information as may be prescribed.

Variable Switch. A switch identified with plate bearing letter "V" which, when trailed through, retains switch points in the position to which forced by the trailing movement.

Yard. A system of tracks within defined limits, other than main track and siding, provided for the making up of trains, storing of cars and other purposes, over which movements may be made without timetable or train-order authority, but subject to direction of a yardmaster, if on duty, and such rules, instructions and signals as may be prescribed.

Yard Limits. The territory between yard limit boards placed adjacent to main tracks to designate the points between which engines may operate on main track without timetable or train-order authority. The territory will be designated in timetable.

Note. Where the following terms appear in these rules, timetables, timetable bulletins, or train orders, they will apply as follows:

Train or Trains: In connection with speed restrictions or the observance of signals (except train-order signals), also applies to engines.

Conductor: To conductor or yard-engine foreman.

Trainmen: To conductors and brakemen; yard-engine foremen and switchmen.

Enginemen: To engineers, firemen, hostlers and hostler helpers.

Foreman: To MofW&S Foreman or Employe in Charge of Work.

Outside of Block System Limits: Also applies to movement on any track which is provided with block signals for movement in one direction only, when movement is being made in the direction for which block signals are not provided.

Car or cars: To railroad cars.

Flags: To red flags, yellow flags and green flags.

Signs: To any sign referred to in these rules, such as:

yellow "PROCEED PREPARED TO STOP" sign
red "CONDITIONAL STOP" sign
blue "MEN AT WORK" ~~sign~~ **SIGNAL**
red "EMPLOYEES WORKING" sign
blue "STOP-TANK CAR CONNECTED" sign
white "SERVICE CONNECTIONS" sign
white "OCCUPIED OUTFIT CARS" sign.

Where there are multiple rules under the same number such as Rules 99, 99-A, 99-B, S-99-B and 99-C, each of these is to be considered a SEPARATE rule.

GENERAL NOTICE

X SAFETY is of the first importance in the discharge of duty.

Obedience to the rules is required.

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

To obtain promotion, ability must be shown for greater responsibility.

GENERAL RULES

A. Employees whose duties are prescribed by these rules must be provided with a copy which they must have available while on duty.

Employees whose duties are in any way affected by the timetable must have a copy of the current timetable, and supplements if any, immediately available while on duty.

A rule for the day will be identified by Timetable Bulletin and on clearance. Each employe must read and be familiar with the 'Rule for Today' when commencing each day's work.
(Effective Mar. 15, 1982).

B. Employees must be familiar with and obey all rules and instructions. If in doubt as to their meaning, they must apply to their supervisor for an explanation.

Employees must attend required classes.

Employees must pass required reexaminations to remain in service.
(Effective Nov. 4, 1980)

C. Employees who have not performed any service in the past six months must pass required examination before commencing service.

Employees now in yard service who have not worked in pool freight, local freight, road switcher, roustabout or passenger service in the past six months must pass required examination before commencing work in any of these services.
(Effective July 7, 1982).

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

F. Accidents, defects in track, bridges or signals, or any unusual condition which may affect the movement of trains, must immediately be reported to the train dispatcher by first available means of communication.

G. The use of alcoholic beverages or intoxicants by employes subject to duty, or their possession, use, or being under the influence thereof while on duty or on Company property, is prohibited.

Employees shall not report for duty under the influence of, or

use while on duty or on Company property any drug, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response or safety. Questionable cases involving prescribed medication shall be referred to a Southern Pacific Medical Officer.

The illegal use, possession or sale while on or off duty of a drug, narcotic or other substance which affects alertness, coordination, reaction, response or safety, is prohibited.
(Effective April 30, 1982).

H. The use of tobacco by employees on duty while in the presence of patrons is prohibited.

J. Employees reporting for duty must be neat and clean in appearance, suitably clothed and wear their hair in a manner to permit safe performance of their duties.

Prescribed uniforms, protective clothing and equipment, must be worn while on duty.

All employees, except those working exclusively in offices, must wear shoes that afford maximum protection while on duty. They must not wear open-toed, canvas, lounging and jogging-type shoes or any shoes that are constructed with a continuous flat sole.
(Effective Oct. 30, 1983).

M. Carelessness by employes will not be condoned and they must exercise care to avoid injury to themselves or others.

They must observe the condition of equipment and tools used in performing their duties, and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

Employes should correct, if practicable, any conditions which may cause injury to themselves or others. If unable to do so, condition must be reported to his immediate supervisor.

When defective equipment or other conditions cause or contribute to personal injury, arrangements must immediately be made with the employe's superior to make a prompt inspection of defects or conditions at the scene of the accident or at the first opportunity.

Every personal injury suffered by an employe, and any injury to another employe or person, of which an employe has personal knowledge, must be reported without delay

to his immediate superior prior to completion of tour of duty. In addition, injuries occurring to employes on trains between terminals must be reported to train dispatcher by first available means of communication.

Employe and his immediate superior must thereafter, without delay, and prior to completion of tour of duty, complete required reports on prescribed forms and furnish other required statements to proper authority.

SEE TTP 96

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

Employes must know that it is safe before fouling, walking between or crossing tracks by looking in both directions. When crossing tracks in front of standing engine or cars, they must provide at least 20 feet clearance and be prepared for unexpected movement of equipment. If in a group, walk in single file. Do not step on rail, switch or frog.

30 ft. clearance between cars for knuckles, etc.

When necessary to climb through standing cars, employes may, when practicable, cross only through those cars equipped with end platforms or over the body of an empty flat car. They must not place any part of their body between coupler horn and end sill regardless of whether car is equipped with standard draft gear arrangement, sliding sill arrangement or end-of-car cushioning device. **CROSSING THROUGH MOVING EQUIPMENT IS PROHIBITED.**

O. Employes must not get on equipment except when required in performance of their duty.

Crew members must forbid unauthorized employes from getting on or off moving equipment.

Employes must stand in clear of an approaching engine or car when taking position to board it. Where possible, they must not stand foul of any track or equipment.

Employes must exercise care to avoid injury while getting on or off either standing or moving equipment. They must observe existing conditions and under the most favorable circumstances must not attempt to get on or off equipment moving in excess of 10 MPH.

Employes must use side ladder to ascend or descend car, when car is so equipped.

SEETI p 96 NO GETTING ON
MOVING FLAT CAR

When getting on moving engine or car, employes must board leading end, obtain secure hand hold, and place trailing foot in stirrup of car or vestibule step of engine or caboose. When car or engine is last in cut it is permissible to board either end.

When descending ladders or steps on engines and cars, either standing or moving, employes must face equipment.

When getting off moving equipment, employes must look in direction of movement to be sure there are no obstructions. They must put trailing foot down first and not release hand hold until it is safe to do so.

When getting off standing equipment, employes must know it is safe to do so before releasing hand hold.

P. Employes are prohibited from getting on roof of cars except when necessary to make repairs, seal, inspect, or service them.

Crew members must not be on open top cars which are in the process of being loaded or unloaded, or ride on open top cars which are known to be partially loaded or unloaded.

Employes are forbidden to take position, either seated or standing on handrails of engine; ~~and are forbidden to go between moving cars or engines. When movement is being made they must not go between engine and car or ride on footboards of engine.~~

Employes must not place any part of their body between lading and end or side of car.

There are numerous structures with impaired clearances and employes must be familiar with their location. Employes must not ride on side of cars while passing points where there are impaired clearances, equipment or material fouling track.

When riding on side of car employes must look in the direction of movement for impaired clearances, equipment or material fouling track.

Structures with impaired clearances on main track and/or siding are shown in timetable. Employes must be alert for and familiar with these locations and for any other locations where impairment may not be posted.

When equipment is moving over street crossing or in a street, employes must not ride on sill steps, lower rungs of ladders, leading end of engines, caboose steps or vestibule steps of cars.

R. Employes must be prepared for sudden start or stop and remain braced at all times when in or on standing or moving equipment.

Employes must maintain a secure position to avoid personal injury from possible slack action when movement is starting, stopping or moving slowly.

Unless other duties interfere therewith, employes in moving cabooses must remain seated, keep well braced and fasten seat belt, if caboose is so equipped.

Employes must not remain in bay window of caboose on side next to track on which a train, engine or car is passing, or being passed.

Trainmen shall not be inside caboose when it is being moved in switching movement.

RULES FOR SINGLE AND MULTIPLE MAIN TRACK

Rules will apply as follows:

Without prefix: Both single and multiple main track.

Prefix "S": Single track only.

Prefix "D": Double track only.

STANDARD TIME

1. Standard time is to be obtained from source authorized in timetable by employe charged with the duty of maintaining standard clocks with correct time. Clocks bearing the prescribed sign "Standard Clock" will be maintained at designated places indicated in timetable, and employe charged with the duty must set clock to correct time at least once each day office is open.

At locations where source authorized in timetable is inaccessible, employe in charge of standard clock must obtain correct time from nearest train-order operator and set the clock at least once each day office is open.

CHANGED
2. Each of the following employes, and such other employes as may be designated, must carry while on duty, a reliable railroad grade watch and a watch certificate:

*Train-order operators

*Signal operators

*Except when assigned in offices where a standard clock is located.

Trainmen

Enginemen

Yardmasters

Switchmen

Employes must show their watches and certificates to officers upon request.

(Effective Sept. 8, 1983)

**NO ANNUAL WATCH EXAM
IN SEPT, OCT. OR NOV. ?**

3. Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock before commencing each day's work. Conductors and yard-engine foremen must, when practicable, compare time with their engineers before starting each trip or each day's work. At the first opportunity other members of the crew must compare time with the conductor, yard-engine foreman or engineer.

The time when watch is compared with standard clock, and any variation of such watch must be recorded on prescribed form. If watch is set to correct time the word "set" must also be recorded.

When an additional engine is added to a train en route, engineer of that engine must compare time with the conductor or an engineer of the train.

When conductors and engineers tie up at a point where there is no standard clock, time must be compared with train-order operator on duty or from source authorized in timetable when commencing each day's work. If this cannot be done, time must be compared with train dispatcher, or conductor or engineer of first available train.

At offices where there is no standard clock, train-order and signal operators must compare time during each tour of duty with time signal from source authorized in timetable, if possible, otherwise with a train-order operator at an office where standard clock is maintained.

Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule.

TIMETABLES

4. Each timetable, from the moment it takes effect, supersedes the preceding timetable and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision. At the moment a new timetable takes effect, any train authorized by the preceding timetable loses both train order and schedule authority. Train may thereafter proceed only when authorized as an extra train.

Schedules on each subdivision date from their initial station on such subdivision.

Not more than one schedule of the same number and day may be in effect on any subdivision. (*Effective Oct. 26, 1980*)

4-A. Notice of new timetable, or a supplement, must be issued by timetable bulletin and posted at least twenty-four hours prior to its effective time. During a period commencing twenty-four hours before and continuing until six days after it becomes effective, notice by train order, Form Q, must be given to conductors and engineers of trains.

4-B. Special instructions in timetable supersede any rule or regulation of the book of rules with which they conflict.

Bulletin boards and/or bulletin books will be provided at stations designated by timetable. Timetable bulletins will contain only information or instructions relating to the rules, or movement of trains; supersede special instructions in the timetable, or any rule or regulation of the book of rules with which they conflict, and expire with the current timetable. **Instructions affecting the superiority of trains must not be issued by timetable bulletin.**

Trainmen, enginemen and others concerned with the movement of trains must review timetable bulletins when commencing each day's work, and review other instructions relating to their duties as often as practicable.

Timetable bulletins will be issued by authority of the Superintendent, will be numbered consecutively during the effectiveness of each timetable, and will bear the name of the division and number of the current timetable.

5. Train-order or schedule leaving time at a station must be respected from the point where time applies at **THAT** station to the point where time applies at the next station **AHEAD** where time is shown.

At a terminating station a train may arrive ahead of its train-order or schedule arriving time.

Unless otherwise provided, time applies at the clearance point of siding where an inferior train must be clear of main track; where there is no siding, it applies at train-order signal; where there is neither siding nor train-order signal, it applies at station sign.

Where a time is shown in a timetable schedule at a station on a subdivision it is the leaving time, except at terminating station it is the arriving time.

Scheduled meeting or passing times are indicated by figures in full-faced type.

6. Following symbols when placed before figures of a schedule indicate:

s—regular stop

f—flag stop to receive or discharge traffic

6-A. Following symbols when placed at left of station name indicate:

TO—train-order office

R—train-register station

Following symbols when placed at right of station name indicate:

B—bulletin station

K—standard clock

I—interlocking

Y—turning facility

P—telephone

Q—radio base station

Numbers adjacent to station name in station column indicate a siding and length in feet between fouling points. When preceded by following symbols it indicates:

- E—Eastward siding assigned for eastward trains
- W—Westward siding assigned for westward trains
- M—Middle siding for trains in either direction
- N—North siding assigned for trains specified in timetable
- S—South siding assigned for trains specified in timetable

DT or CTC limits will be indicated within brackets at right of station column.

ABS or A-PB limits will be indicated within brackets at the left of station column.

SIGNALS AND THEIR USE

7. Employes 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.

TA 108 104 Yellow flags, red flags, ^{ahead} red lights, and green flags must be placed to right of main track in direction of approach and will not apply when displayed to left. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach. *work 1000 ft (min)*

Yellow flags, red flags, red lights, and green flags will not apply to the track on which train is running if displayed beyond the first rail of adjacent track.

Where two or more main tracks except double track are affected, each track must be considered as single track upon which trains may be run in either direction, and flags and/or lights must be displayed in both directions.

In double track territory, flags and/or lights must be displayed for affected track(s) in current of traffic direction.

NOTE: Flags may be of cloth, metal, or other suitable materials.

10-I 7-B. Yellow PROCEED PREPARED TO STOP and red CONDITIONAL STOP signs will be placed to right of track in direction of approach when practicable, but must be respected when displayed on either side. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach. If clearance between siding and main track does not permit, they may be displayed to left of track in direction of approach.

Form X - ~~Signs~~³⁴ Flags
 Form Y - Signs

When movements are to be restricted on a main track where current of traffic direction is specified, signs and green flags will be displayed only for trains moving with the current of traffic.

When movements are to be restricted on a main track where there is **NO CURRENT OF TRAFFIC DIRECTION SPECIFIED**, it must be considered as single track upon which trains may be run in either direction and signs and green flags must be displayed on that track in both directions.

7-C. Signals must be given and acted upon strictly in accordance with the rules. Trainmen, enginemen, and others must keep alert for signals. Those giving signals must locate themselves so as to be plainly seen. Signals must be given in such a manner that they cannot be misunderstood. When practicable, all hand, flag and lantern signals must be given on engineer's side.

Precaution must be exercised by trainmen and enginemen to avoid acting upon signals that are not understood, or that may be intended for other trains or engines. In case of doubt, oral understanding must be reached before movement is made.

In backing engine or cars, or shoving cars ahead of engine, when movements are being controlled by hand signals, disappearance from view of employe or lights by which signals controlling the movement are being given must be construed as a stop signal.

When train or engine movements are to be made in response to radio communication, such as in switching operations, picking up or setting out cars, specific instructions must be given before movement commences. When backing or shoving train, engine or cars, the distance of the movement must be specified and movement must be stopped within one-half that distance unless additional instructions are received. Thereafter, if frequent voice transmission is not maintained, movement must be stopped.

Before changing the means of controlling a movement from radio communication to hand signals or from hand signals to radio, there must exist a definite understanding among involved crew members.

While switching, enginemen must remain on the engine, exercising care in handling engine while trainmen or others are making couplings. They must give close attention to signals.

† Hand, flag and lantern signals to proceed on main track or siding do not supersede the superiority of trains, nor dispense with the observance of fixed signals unless otherwise provided.
(Effective Oct. 26, 1980)

8. Flags of prescribed color must be used by day, and reflectorized flags of prescribed color by night.

9. Day signals must be displayed from sunrise to sunset. Night signals must be displayed from sunset to sunrise and when day signals cannot be plainly seen.

10. COLOR SIGNALS. Colors and their indications are prescribed by the applicable rules.

10-G. When a red flag is displayed to the right of a main track or siding in the direction of approach, train or engine must stop.

After stopping, train or engine must be orally authorized to pass the red flag and proceed through the restricted limits, being governed by instructions of the M of W employee who established the restriction or other designated employee. Employee granting authority must specify the limits of the restriction and speed allowed through restriction. A train or engine is prohibited from receiving authorization to pass a red flag via radio communication.

Specified speed must not be exceeded until rear of train clears the limit of restriction, which may be indicated by the display of a green flag.

A red flag displayed between the rails of any track, other than a main track or controlled siding, requires that train or engine stop short of flag and not proceed until flag has been removed by an employee of the class that placed it there.

(Effective Nov. 18, 1982)

10-H A yellow flag, when possible, will be displayed two miles in advance of each speed restriction specified by train order, timetable bulletin or oral instruction. Specified speed must not be exceeded commencing at point of restriction until rear of train clears restricted limit, which may be indicated by display of a green flag. If a green flag is not displayed at limit of speed restriction, speed may be resumed when rear of train clears restricted limit. The absence of a yellow and/or green flag must be reported to the train dispatcher.

When a yellow flag is displayed and no train order, timetable bulletin or oral instruction specifies the beginning of a speed restriction two miles beyond its location, train must be

prepared to stop short of a red flag which may be displayed two miles beyond that yellow flag. If a red flag is not displayed, train must proceed at RESTRICTED SPEED commencing two miles beyond the yellow flag until rear of train has passed a green flag. (Effective July 7, 1982)

7B 10-I. When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or green light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed two miles in advance of the red sign.

When orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

When a proceed signal with a green flag or green light is received, train must proceed at RESTRICTED SPEED until the rear of train clears the limit of restriction.

At locations where it is necessary to pass red CONDITIONAL STOP sign to perform station switching or maintenance of way work within limits of Form Y order, and it is desired to permit both foreman and train to work within designated limits, foreman may permit a portion of limits to be used after personal understanding with engineer, which limits must not be exceeded. Conductor must be informed of limits to be used and all movements must be made at RESTRICTED SPEED. When work is completed, new authorization must be obtained before proceeding.

A green flag will be displayed to right of each track at limit of restriction. Trainman will give proceed signal after rear of train has passed the green flag.

Red CONDITIONAL STOP signs must be displayed at least two miles from a junction.

Within yard limits where crews of trains and engines are assigned to go on or off duty:

1. Yellow proceed prepared to stop signs must be displayed beyond the last main track switch where movements from a yard track may enter the main track.
2. Red conditional stop signs must not be displayed except where engines are required to obtain a clearance.

(Effective Feb. 23, 1983)

MUST NOT BE ORALLY AUTHORIZED
(UNLESS LIMIT GIVEN)
AT RESTRICTED SPEED - GREEN
FLAG OR LIGHT ONLY ALLOWS
RESTRICTED SPEED.

MUST GIVE TRACK BACK TO FOREMAN WHEN LEAVING LIMITS

NOTE: Examples of conditions which may be encountered:

IF YOU	AND YOU	REQUIREMENTS
1. Have Form "Y" train order in effect.	Pass Yellow PROCEED PREPARED TO STOP sign	Proceed prepared to stop short of red CONDITIONAL STOP sign or be orally authorized to proceed or receive a proceed signal with green flag or green light.
2. Have Form "Y" train order in effect.	DO NOT find a yellow PROCEED PREPARED TO STOP sign displayed.	Absence of signal (Rule 27) must be regarded as most restrictive indication. Be governed the same as in No. 1.
3. Have Form "Y" train order in effect.	DO NOT find a red CONDITIONAL STOP sign.	Be governed the same as if red CONDITIONAL STOP sign was properly displayed.
4. Have Form "Y" train order NOT in effect.	Pass yellow PROCEED PREPARED TO STOP sign.	Stop two miles beyond yellow PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light, or oral authorization.
5. Have NO Form "Y" train order.	Pass yellow PROCEED PREPARED TO STOP sign.	Stop two miles beyond yellow PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light. <u>NO ORAL AUTHORIZATION PERMITTED.</u>
6. Have NO Form "Y" train order.	Observe a red CONDITIONAL STOP sign with NO ADVANCE yellow PROCEED PREPARED TO STOP sign.	Stop as soon as possible avoiding emergency stop, if practicable. Proceed <u>ONLY</u> when authorized by green flag or green light. <i>BECAUSE YOU NEED ORDER SET FOR PROPER ORAL AUTHORITY</i>

IF YOU	AND YOU	REQUIREMENTS
7. Have been orally authorized to proceed through the limits of Form "Y" train order at a speed in excess of RESTRICTED SPEED	Subsequently receive a proceed signal with a green flag or green light	Proceed at orally authorized speed.
8. Have been orally authorized through the limits of a Form "Y" train order at a speed LESS than RESTRICTED SPEED	Subsequently receive a proceed signal with a green flag or green light	Continue at the lower speed as orally authorized.
9. Have been authorized by a proceed signal with green flag or green light	Subsequently receive oral authorization for a higher speed	Proceed at orally authorized speed.
10. Have passed through the limits of Form "Y" train order after being orally authorized	DO NOT pass a green flag	<p>Continue at orally authorized speed unless the maximum authorized speed is less, until you do pass a green flag; or continue at orally authorized speed until rear of train has passed red CONDITIONAL STOP sign displayed for trains in opposite direction.</p> <p>If in double track territory continue at orally authorized speed, unless the maximum authorized speed is less, until you do pass a green flag or until otherwise instructed by dispatcher.</p> <p>Absence of green flag must be immediately reported to train dispatcher.</p>

IF YOU	AND YOU	REQUIREMENTS
<p>11. Have passed through the limits of a Form "Y" train order after being authorized by a green flag or green light</p>	<p>DO NOT pass a green flag</p>	<p>Continue at RESTRICTED SPEED until you pass a green flag, or until rear of train has passed the red CONDITIONAL STOP sign displayed for trains in opposite direction. If in double track territory continue at RESTRICTED SPEED, but contact train dispatcher and be governed by his instructions. Absence of green flag must immediately be reported to train dispatcher.</p>
<p>12. Are approaching limits of a Form "Y" train order not in effect</p>	<p>Cannot get head end of train clear of limits before Form "Y" train order becomes effective</p>	<p>Do not enter limits unless foreman grants oral authorization or gives proceed signal with green flag or green light, which may be given prior to effective time of order.</p>
<p>13. Are passing through the limits of a Form "Y" train order not in effect</p>	<p>Cannot get head end of train clear of the limits before Form "Y" train order becomes effective</p>	<p>STOP. Proceed when orally authorized or when receive proceed signal with a green flag or green light.</p>

Remember, there are ONLY TWO men involved with an oral authorization to enter the work limits, the engineer and the foreman in charge of the work. There can be NO RELAYING of this information from a crew member to the engineer. Engineer or foreman in charge of work may initiate call.

Also, keep in mind location of signs (Rule 7-B). Yellow PROCEED PREPARED TO STOP signs and red CONDITIONAL STOP signs must be respected when displayed on EITHER side of track.

10-J. Speed signs will be located to right of track in direction of approach where practicable. On double track where trains keep to left, speed signs will be located to left if proximity of adjacent main track prevents locating to right.

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Speed signs prescribing an increase in speed will not be installed on branches. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in timetable.



Fig. 1



Fig. 2

The higher number on speed sign indicates maximum speed for trains consisting entirely of passenger equipment; the lower number indicates maximum speed for all other trains. Where one number is shown, it indicates maximum speed for all trains.

Certain signs have words "SPRING SWITCH," "TURNOUT," "DRAWBRIDGE," or "CURVE" above and below the figures. Such signs, which are placed two miles in advance of the location, indicate speed which must not be exceeded while entire train is passing over the spring switch, turnout, drawbridge, or curve.

11. When an unattended fusee is burning on or near a track **OUTSIDE OF BLOCK SYSTEM LIMITS**, train must stop and not proceed until fusee has burned out.

When an unattended fusee is burning on or near a track **WITHIN BLOCK SYSTEM LIMITS**, train must

immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where fusee is displayed.

An unattended fusee burning beyond the first rail of an adjacent track will not apply to the track on which train is running.

Fusees must not be placed in timber-lined tunnels, on bridges, road crossings, nor at places where damage from fire may result; special attention to be given in areas where there are trees, brush or grass along right-of-way.

12. HAND SIGNALS FOR TRAIN AND ENGINE MOVEMENTS (with hand, flag or lamp).

MANNER OF USING	INDICATION
(a) Swung at right angle to track.	Stop.
(b) Slight horizontal movement at arm's length at right angle to track.	Reduce speed.
(c) Raised and lowered vertically.	Proceed, also trainmen's answer to signal 14(k).
(d) Swung vertically in a circle at right angle to track.	Back.
(e) Swung horizontally above the head at right angle to track when standing.	Apply air brakes.
(f) Held at arm's length above the head, when standing.	Release air brakes.

12-A. Any object waved violently by anyone on or near track is a signal to stop.

12-B. Radio, telephone or other means of voice communication may be used in place of hand signals to convey information.

14. ENGINE WHISTLE SIGNALS

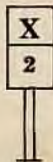
Signals prescribed are illustrated by "o" for short sounds, "—" for longer sounds. Sound of whistle should be distinct, with intensity and duration proportionate to distance signal is to be conveyed.

In case of whistle failure, speed of train must be reduced to not exceeding 20 MPH and bell rung continuously when approaching and passing through stations, yard limits, over crossings, and on curves. Repairs must either be made or a unit with operative whistle must be added at first available point.

Signs bearing letter "X" located one-fourth mile in advance of certain tunnels, obscure curves, and crossings at grade other than crossings of railroads, require engine whistle signal as prescribed by Rule 14(1). Absence of this sign in advance of these crossings at grade, tunnels, or obscure curves does not relieve engineers from complying with Rule 14(1).



Where there are multiple crossings not more than one-fourth mile apart, sign bearing letter "X" located one-fourth mile in advance of first crossing will also display a figure which represents the number of crossings involved.



Whistle signal under provisions of Rule 14(l) must be sounded until lead unit has passed over last crossing.

NOTE: Radio may be used in place of whistle signals, except Rules 14(l) and 14(p), to convey information.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) — o o o	Flagman protect rear of train.
(c) o o o —	Flagman protect front of train.
(d) — — — — —	Flagman may return from west.
(e) — — — — —	Flagman may return from east.
(f) — — — —	Train parted.
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing, back. Answer to 12(d) and 16(c). When running, answer to 16(d).
(j) o o o o	Call for signals.
(k) — o o	(Single track)—To call attention of engine crews and train crews of trains of the same class, inferior trains, yard engines, and of trains at train-order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by timetable. Failure to receive acknowledgment by signal 14(g) and 12(c) must be reported. Signal 14(k) also to be sounded when passing rear of freight trains. (Double track)—To call attention of engine crews and train crews of trains of same class and of inferior trains and yard engines, to signals displayed for a following section.

SOUND	INDICATION
(l) --- o ---	Approaching any crossings at grade, tunnels and obscure curves; to be commenced sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching a crossing if distance permits, and prolonged or repeated until lead unit has passed over the crossing. If distance does not permit, whistle signal must be commenced sufficiently in advance of entering crossing to provide ample warning.
(n) --- o	Approaching meeting or waiting points. (See Rule S-90)
(o) o ---	Inspect brake pipe for leaks or for brakes sticking.
(p) Succession of short sounds.	Alarm for persons or livestock on the track.
(r) o o ---	Engineer of second engine take control of air brakes. When second engineer has taken control, he must repeat the signal.

A "gun"

15. The explosion of a torpedo is a signal to immediately reduce speed consistent with good train handling techniques and proceed at RESTRICTED SPEED for two miles from point where torpedo was exploded.

When placing torpedoes, two torpedoes will be placed on right hand rail in direction of approach 100 feet apart. They must not be placed near station buildings, crossings, or on other than main track and sidings.

Each torpedo placed will be duplicated on opposite rail during snow storms or when snow on rail.

16. COMMUNICATING SIGNALS

Note: Signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

Radio may be used in place of communicating signals to convey information.

SOUND	INDICATION
(a) o o	When standing, start.
(b) o o	When running, stop.
(c) o o o	When standing, back.
(d) o o o	When running, stop at next station.
(f) o o o o	When running, reduce speed.
(g) o o o o o	When standing, recall flagman.
(j) o o o o o o	Increase train heat.
(k) —	Running test completed; elsewhere when running, look back for hand signals. When standing, apply or release air brakes.
(l) o	Approaching meeting or waiting points.
(m) — o	Shut off train heat.

When train order is received indicating that main track is out of service and trains are to be detoured through a siding or other track, or over a temporary track, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains two miles before reaching point where train must reduce speed. This must be acknowledged by whistle signal 14(g).

17. The headlight must be displayed to the front of every train day and night but will be extinguished when meeting trains under the following conditions:

If train is clear of main track and has stopped.

When standing at end of double track or at a junction.

When train is standing on main track OUTSIDE OF BLOCK SYSTEM LIMITS if switch, and derail if any, has been lined for the opposing train, but not until opposing train has been assured by radio, hand or lantern signal that route is properly lined and opposing train has acknowledged such signal.

When train is standing on main track WITHIN BLOCK SYSTEM LIMITS.

Exception: At night, to assist in inspection of opposing train after head end has passed, when headlight has been extinguished in accordance with one of the above conditions, it may again be displayed but must be extinguished prior to time rear end passes.

(Effective Oct. 26, 1980)

17-A. Engines, when moving, must display headlight in the direction of movement. When coupled to a car, headlight next to car may be extinguished.

(Effective June 1, 1978)

17-B. If headlight fails, or engine is not so equipped, a white light must be substituted where required. Headlight failures must be promptly reported to train dispatcher.

17-C. Except when approaching and passing over crossings at grade, the headlight will be dimmed under the following conditions:

When moving on yard tracks.

When approaching stations where other trains are standing.

When passing head end and rear end of trains on adjacent track.

At other points to permit passing of signals, delivery of train orders, or when safety of employes requires.

(Effective June 1, 1978)

17-D. Oscillating white light on engines, when leading end is so equipped, must be operated both day and night when moving, except it may be extinguished when meeting trains, passing trains, or during switching operations provided movement does not involve crossing at grade. The same requirements apply when leading end of engine or top of lead locomotive is equipped with an amber or white light which flashes or rotates.

WILL COME ON WHEN AIR AT 40 LBS + -

Oscillating red light on engine when leading end is so equipped, shall be operated when train has stopped or is stopping under circumstances that may cause an adjacent track to be fouled, and as a warning signal when required by Rule 89. A train or engine on the same or adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of train.

(Effective March 29, 1977)

~~S-17. OUTSIDE OF BLOCK SYSTEM LIMITS, when headlight is displayed by train on other than main track, opposing train must proceed with caution until main track is seen to be clear.~~

(Effective June 1, 1978)

CHANGED
19. A marker of the prescribed type must be displayed at the rear of every train. When light engine is being operated as a train, or when helper engine is entrained at rear of train, headlight must be displayed on dim to the rear to serve as a marker.

Conductor, upon taking charge of train, must know that inspection is made to determine that marker is displayed.

A train may proceed without marker to the next terminal where the marking device can be repaired or replaced when:

- (a) The marker becomes inoperative enroute; or
- (b) A defective car must be placed at the rear for movement to a repair point.

(Effective Oct. 30, 1983)

19-A. *(Deleted June 1, 1978)*

20. (Deleted April 7, 1983)

20-A. (Deleted April 7, 1983)

20-B. (Deleted April 7, 1983)

ONE CLASS LIGHT MEANS SAME AS TWO

21. Trains must be identified by locomotive number on lead locomotive when practicable. When not practicable, trains will be identified by locomotive number of another locomotive on head end of train. Only the number designated for identification will be continuously illuminated when locomotive is so equipped.

Locomotive number of regular trains and sections thereof, when necessary, must be furnished by train order to all trains that are to met or passed except within CTC or interlocking limits and territory where Rule D-251 applies.

Identification of trains in CTC, interlocking limits or on double track is required only as prescribed by timetable, or when meeting or passing trains handling load of excess dimension covered by train order.

22. (Deleted April 7, 1983)

ONLY LEAD LOCO DISPLAYS CLASS LIGHTS

25. Each car of a passenger train consisting entirely of passenger equipment must be connected with the engine by communicating signal appliance. When signal is inoperative, other signals may be used. In such cases there must be an understanding between conductor and engineer and with other members of crew when practicable.

26. As used in this rule, the following definitions apply:

Workmen - Railroad employes assigned to inspect, test, repair or service railroad rolling equipment.

Group of Workmen - Two or more workmen of the same or different crafts assigned to work together and who are in communication with each other while the work is being done.

Craft - Workmen who have different skills, such as machinists, electricians, carmen, etc.

Service - Excluded is work that will not subject workmen to danger of personal injury, such as supplying cabooses, locomotives, or passenger cars with items such as ice, drinking water, tools, etc.

Rolling Equipment - Engines, locomotives, railroad cars and engines coupled to one or more cars.

Blue Signal - A clearly distinguishable blue sign reading "Men at Work" (white lettering on blue background) or blue light. At night a blue light must be attached to each blue sign displayed. Where permanent light-type signals are used, a blue light displayed indicates blue signal protection. Yellow light displayed indicates blue signal protection has been removed. Absence of light must be regarded as if blue light is displayed.

Switch Providing Access - A switch which could permit rolling equipment to couple to equipment being protected.

Blue signals displayed indicate that workmen are on, under, or between rolling equipment and that the equipment must not be coupled to or moved, except as provided for on locomotive maintenance facility tracks or car repair tracks.

When a blue signal is displayed at the entrance to a track, rolling equipment must not enter that track.

Other rolling equipment must not be placed on the same track so as to block or reduce the view of a blue signal except:

NO DERAIL REQUIRED AT SPEEDS
OF 50 MPH OR LESS

- (a) On locomotive maintenance facility tracks.
- (b) When displayed at a derail when derail is used to divide a track into separate working areas.

Blue signals must be displayed by or for each group of workmen who are to work on, under, or between rolling equipment. They may be removed, or display discontinued, only by or when authorized by the group which placed them or requested their use.

Before workmen may work on, under, or between rolling equipment, protection must be provided as follows:

(a) ON A MAIN TRACK:

- (1) A blue signal must be displayed at each end of the rolling equipment, and
- (2) If the rolling equipment to be protected includes engine(s), a blue signal must be attached to the controlling locomotive at location where it is readily visible to the engineman or operator at the controls of that engine.

When more than one craft is engaged in the work, discs with the name of each craft must be attached to this blue signal. A disc may be removed only by the craft attaching it or by an authorized workman. A blue signal may not be removed from an engine until all discs, if any applied, have been removed.

- (3) When emergency repair work is to be done by workmen on, under, or between rolling equipment coupled to an engine and a blue signal is not available, employe in immediate charge of work must orally notify the engineer and receive acknowledgement that protection is provided.

Rolling equipment must not be moved, nor air brakes applied or released, until workmen are clear and the engineer so orally advised by the same employe.

(b) ON ANY TRACK OTHER THAN MAIN TRACK

- (1) Each manually operated switch including crossover switch providing access to that track, or access to locomotive maintenance facility or car repair area tracks, must be lined against movement, locked with a Mechanical Department lock, and a blue signal placed at or near each such switch. A derail may be used instead of a hand-operated switch when located at least 150 feet from the end of the rolling equipment and locked with a Mechanical Department lock in derailing position.

On locomotive maintenance facility tracks, derails may be located 50 feet instead of 150 feet from the end of the rolling equipment. A blue signal must be displayed at each derail.

- (2) If the rolling equipment to be protected includes engine(s), a blue signal must be attached to the controlling locomotive at a location where it is readily visible to the engineman or operator at the controls of that engine.

When more than one craft is engaged in the work, discs with the name of each craft must be attached to this blue signal. A disc may be removed only by the craft attaching it or by an authorized workman. A blue signal must not be removed from an engine until all discs, if any applied, have been removed.

- (3) Where remotely controlled switches provide access to the track, the employe in charge of the workmen must notify the operator controlling the switches of the work to be performed. The operator must line each such switch against movement to that track, secure the controls in that position, and advise employe in charge of the work that protection has been provided. The operator must maintain this protection until notified by employe in charge of workmen that it may be removed. The operator must keep written record showing:

- (a) Date and time he received notification of work to be performed;

- (b) Name and occupation of the employe in charge requesting the protection;
- (c) The number or other designation of the track involved;
- (d) Date and time person in charge of workmen notified that protection has been provided; and
- (e) Date, time, name, and occupation of the person in charge of workmen authorizing removal of the protection.

This record must be maintained for 15 days.

An engine may be moved into locomotive maintenance facility tracks after blue signal has been removed from the entrance switch. The entering engine must stop before coupling to another engine.

An engine may be repositioned on locomotive maintenance facility tracks after:

- (a) All workmen on the track have been notified of the movement;
- (b) Blue signal has been removed from controlling locomotive of engine to be moved; and
- (c) Movement has been authorized by the employe in charge of workmen.

An engine may be moved from locomotive maintenance facility tracks after blue signals have been removed from the controlling locomotive and from the departure switch.

On car repair area tracks protected by blue signals, rolling equipment may be repositioned with a car mover under the direction of the employe in charge of the workmen, after the workmen have been advised of the movement.

(Effective June 8, 1979)

26-A. When crew members are required to perform repair work upon, in, or under engine, train, car or cars, where movement of such equipment may cause an accident, engineer must be orally notified by the crew member in immediate charge of the work. A complete understanding must be had to prevent movement while work is being performed. The same employe is required to notify engineer orally when the work has been completed. *(Effective September 30, 1977)*

26-B. When a sign reading "EMPLOYEES WORKING" (white lettering on red background) is displayed on a car, track, or between rails of track in approach to cars:

- (a) Cars must not be coupled to or moved.
- (b) Other cars must not be placed so as to obstruct view of the sign.

White light must be attached to sign by night.

Sign will be placed and removed only by authorized employes. Sign must be displayed to protect employes loading, unloading or working in or about cars, and may only be removed when it is known that all persons and vehicles are in the clear, and aprons and loading platforms have been removed.

On other tracks, when necessary to disturb cars being loaded, unloaded, or serviced, notice must first be given to all persons in or about the cars to be moved, and it must be known that aprons, trucks, vehicles and any other equipment are clear.

Before coupling to any tank car on a track where tank cars are loaded or unloaded:

- NEW*
- (a) Any sign reading "STOP-TANK CAR CONNECTED" must first be removed by other than trainman or engineman.
 - (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

When a sign reading "SERVICE CONNECTIONS" (black lettering on white background) is displayed on a car or engine,

the car or engine must not be coupled to or moved until it is known that connections have been detached.

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch lock, outfit cars must not be coupled to or moved until occupants have been notified, and permission is received from person in charge.

Any cars not released for movement must be returned to location at which found. *(Effective Sept. 16, 1982)*

27. A signal improperly displayed, the absence of a fixed signal at a place where a signal is usually shown, or absence of a flag or sign where required, must be regarded as the most restrictive indication that can be given by that signal, except that when day indication, if any, is plainly seen, it will govern.

Improperly displayed signals or absence of fixed signals, flags or signs must be promptly reported to train dispatcher.

29. When a signal is given to stop a train, it must be acknowledged and unless proceed signal is received, reason for stopping train must be made known to engineer before train proceeds.

29-A. When cause for a flagman's signal is fully explained to engineer, and circumstances do not require train to stop, it may proceed, being governed by instructions of flagman.

30. Engine bell must be rung when engine is about to be moved; while passing through tunnels; while approaching crossings at grade. Ringing must be commenced sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching crossing if distance permits and continuing until lead locomotive has passed over crossing. If distance does not permit, ringing of bell must be commenced sufficiently in advance of entering crossing to provide ample warning. Bell must be rung elsewhere when necessary as a warning signal or as prescribed by Rule 14.

31. Whistle must be sounded at all places where required by rule or law, and elsewhere when necessary as a warning signal. When visibility is impaired by fog, storm, or otherwise, the whistle must be sounded frequently.

32. Unnecessary use of either whistle or bell is forbidden.

Whistle signals must be sounded, and bell rung, by leading locomotive of leading engine.

34. Crew members in control compartment of engine must be alert for, and communicate to each other the name or aspect of each signal affecting movement of their train or engine as soon as it becomes visible or audible.

Crew members on rear of train must communicate each applicable signal aspect or indication to each other.

Any restrictive indication of signals must be communicated between crew members on head and rear end (also helper engines) when radio communication is available and when it is practicable to do so.

If prompt action is not taken to respect signal, other crew members must remind engineer and/or conductor of rule requirement, and if no response, or engineer is incapacitated, must take IMMEDIATE action to insure safety, stopping train if necessary. (Refer to Rule 874)

35. Following signals must be used by flagmen:

Day signals: Red flag, minimum of six torpedoes and six fusees.

Night signals: White light, minimum of six torpedoes and six fusees.

Following signals must be kept ready for use by train-order operators:

Day signals: Red flag.

Night signals: White light and fusees.

Following signals must be kept ready for use by interlocking operators:

Day signals: Red flag and yellow flag.

Night signals: Yellow light, white light and fusees.

(This page intentionally left blank)

SUPERIORITY OF TRAINS

70. Within limits in which Rule D-251 is applicable, and within Interlocking, APB and CTC, signal indications supersede the superiority of trains.

Illuminated letters in letter-type indicators will also supersede the superiority of trains within the limits defined in timetable. (Refer to Rules 211 and 705.)

S-71. A train is superior to another train by right, class or direction.

Right is conferred by train order Forms S-C, D, G (Example 6), or H (Example 12); class and direction by timetable.

Right is superior to class or direction.

Direction is superior between regular trains of the same class.

D-71. A train is superior to another train by right or class.

Right is conferred by train order Form D; class by timetable.

Right is superior to class.

72. First-class trains are superior to second-class, second-class are superior to third-class, and so on.

S-72. Regular trains in the direction specified by timetable are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

74. Second and following sections of a schedule are inferior to preceding sections of the same schedule.

MOVEMENT OF TRAINS

80. Main track must not be occupied without authority or protection.

TRAINS obtain authority by timetable (schedule or special instructions), train order, and/or signal indication.

→ ENGINES obtain authority by Rule 93 and/or signal indication.

When necessary for train to occupy main track without authority it must be protected by flagman as prescribed by Rule 99 or 99-A, except where flag protection is not required.

81. OUTSIDE OF BLOCK SYSTEM LIMITS main track must not be fouled until the engineer or conductor, as the case may be, is assured by observation, or flag protection as prescribed by Rule 99, that it is safe to do so.

81-A. WITHIN BLOCK SYSTEM LIMITS, except CTC or interlocking, before a train or engine fouls a main track and/or before a main track switch is thrown, it must be known that there is no train or engine, either within or closely approaching the block to be occupied moving toward the switch by one or a combination of the following:

- (a) Normal operation of electric or mechanical switch lock.
- (b) Observance of block signal governing movement to main track displaying other than stop indication.
- (c) Observance of a block signal in each direction, each displaying green aspect.
- (d) Observance of block indicator. (Refer to Rule 512.)
- (e) View of track for entire length of block to be occupied and to end of adjoining block in both directions.
- (f) Observance that block is occupied by a passing or standing train or engine and switch to be used is within the same block.

99A If unable to apply one of the above provisions, and no movement is seen or heard approaching, main track switch may be lined and employee will remain at switch. After expiration of five minutes, if no movement is seen or heard approaching, train or engine may foul main track and proceed complying with applicable block signal rules.

*MOST COMMON
TRAIN HAS GONE
BY.*

In yards where switchman's proceed signal is required for train to enter main track, this signal is an indication that Rule 81-A has been complied with. (Effective Jan. 5, 1978)

82. Timetable schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

A regular train loses both schedule and train-order authority:

- (a) When it is at a station more than 12 hours later than the time shown for that train at THAT station.
- (b) When it is BETWEEN stations more than 12 hours later than the time shown for that train at the next station AHEAD where time is shown.

Train may thereafter proceed only as it may be authorized by train order, or where authority is otherwise provided by Rules D-97, 605, 740 or 760.

A train must not leave a station in advance of its train-order or timetable schedule leaving time.

A train carrying passengers must not leave the place where traffic is received or discharged at a station in advance of its train-order or timetable schedule leaving time.

82-A. Unless otherwise provided, regular trains will be authorized at their initial station by clearance, which must bear the OK, time and initials of the chief train dispatcher. At an intermediate station, Form F (Example 5) must be used.

When its initial station is an open train-order office, unless otherwise provided, an extra train must not leave without a clearance bearing the OK, time and initials of the chief train dispatcher.

83. A train must not leave its initial station, or a junction, or an intermediate station where schedules originate or terminate, or pass from double track to single track, or from CTC or Interlocking to other track, until it is known that all superior trains due have arrived or left, or that it has authority to proceed.

79
Visual or oral identification, register check, or train-order check of a section, will be evidence that all preceding sections of the same schedule have also arrived or left.

Stations at which train registers are located will be designated in timetable.

83-A. Information called for by train register must be inscribed therein and the register checked by conductor, or by engineer if there is no conductor, except as hereinafter provided.

Regular trains will register their departure on page of register for the day on which such trains are due to depart and register their arrival on page for the day on which such trains are due to arrive.

When a train is unable to depart at the time registered, conductor, or engineer if no conductor, is responsible to provide protection to insure that no inferior train departs ahead without being so informed.

An extra train will register only at a register station where it originates or terminates, unless otherwise directed.

All lines on page of register must be filled in before starting a new page for the same day.

83-B. A train may leave a register ticket on prescribed form with the train-order operator at train-register station when authorized by timetable or by train order, or when train-order check of trains is received. When so authorized, the operator must enter on register information contained on the ticket, then report train from register.

It will not be necessary to check an intermediate register against the same train:

- (a) When train-order check of a schedule or section is received.
- (b) When schedule or section is identified or checked on register at initial or terminal station, or at end of double track, CTC or Interlocking.
- (c) After having been met on single track or passed on either double or single track by a regular train.

83-C. Before leaving train-register station at which it is necessary for conductor to check register, he must have delivered to his engineer(s), check of register on Form S-2529, copy of which conductor must place with his copy of clearance and any train orders received.

Enginemen must check Form S-2529 for information needed as to superior trains that have arrived or left.

If no conductor, engineer must check register and place Form S-2529 with his train orders.

83-D. When a train is restricted for another train, the restricted train may leave under one of the following conditions:

- (a) After other train has been visually or orally identified by conductor, engineer, or authorized member of crew. Conductor, or engineer if no conductor, or another member of crew authorized to do so, may orally identify his train to other trains.
- (b) When train order is received superseding or annulling the restriction.
- (c) When train order Form V is received.

A train may check register against an extra only when authorized by train order, Form W, Example (4).

84. A train must not start until the proper signal is given.

See 74

85. A train will proceed on its own schedule even though it may be on the time of another schedule of the same class in the same direction.

Trains of one schedule may pass trains of another schedule of the same class. Second and inferior class and extra trains may pass and/or run ahead of second and inferior class and extra trains.

A section may pass and run ahead of another section of the same schedule after exchanging train orders. Each section must assume the other's section number, ~~displaying signals if necessary~~, responsibility resting with the conductor and engineer of each section. The change in sections must be reported from the first open train-order office

unless otherwise instructed. If trains are met or passed after change is made, sections involved must stop and identify themselves to the other trains unless identified orally or train order Form F, Example (4), is issued to other trains involved as well as following sections.

Within CTC, interlocking limits or territory where Rule D-251 applies, a section may pass and run ahead of another section of the same schedule without exchanging train orders, changing signals or reversing section numbers, but must not leave those limits or territory until the change in sections has been authorized by train order.

See 85
86. Within block system limits, other than Interlocking, A-PB, CTC and territory where Rule D-251 applies, a train must be clear of main track and insulated joints:

(a) Before the leaving time of an opposing superior train.

(b) Before a following superior first-class train or train of superior right is due to leave the next station to rear where time is shown.

87. Outside of block system limits, a train must be clear of main track:

(a) Not less than five minutes before the leaving time of an opposing superior train.

(b) Before a following superior first-class train or a train of superior right is due to leave the next station to rear where time is shown. (Refer to Rule 91.)

88. Crew members must remind conductors and/or engineers of the time of a superior train which must be cleared.

S-88. Extra trains will be governed by train orders with respect to opposing extra trains.

At a Form S-A train-order meeting point between extras, train in inferior timetable direction must take siding unless Form S-A or other train orders provide otherwise.

If no superiority given by train orders, use ⁶⁰ S-72.

89. OUTSIDE OF BLOCK SYSTEM LIMITS when an inferior train fails to clear a superior train by the time required by Rule 87, it must be protected at that time as prescribed by Rule 99. When engine is so equipped, engineer must display oscillating red light in all cases until engine is clear of main track if opposing movement is involved.

WITHIN BLOCK SYSTEM LIMITS, when an inferior train fails to clear an opposing superior train by the time required by Rule 86, it must be protected ahead as prescribed by Rule 99-A except when train is standing. Engineer must display oscillating red light when engine is so equipped until engine is clear of main track.

WITHIN BLOCK SYSTEM LIMITS when a train is unable to clear the time of a following first-class train or train of superior right as required by Rule 86, it may proceed under the authority and protection of automatic block signals to the first point where following superior train may pass.

Trains required to take siding must head in at initial switch when practicable. If necessary to pull by and back in or enter siding at other than initial switch, unless authority for occupancy of main track is otherwise provided, train must be protected in accordance with Rule 99 or 99-A before movement is made beyond the initial switch.

EXCEPTION: Flag protection is not required under provisions of this rule when train is within yard limits. (Effective June 1, 1978)

90. Where one train or engine is stopped for the purpose of meeting or being passed by another train, whether on a main track, at a junction, on siding or other track, train or engine must provide fouling point clearance consistent with operating conditions and not less than 400 feet when practicable.

NEW!
S-90. When a train approaches a point where it is to wait, meet or be passed by another train or is restricted in any manner by train order, the conductor must call attention of engineer to the restriction when practicable, after passing the last preceding station, but not less than 2 miles from point of restriction. On passenger trains, if radio communication is not available, conductor must sound signal 16(l) after passing the last preceding station, but not less than 2 miles from point of restriction, and engineer must answer by whistle signal 14(n). -- c

Should engineer fail to act to comply with restriction, the conductor must stop train. (Effective Oct. 30, 1983)

ADDITION - TT p4661

91. OUTSIDE OF BLOCK SYSTEM LIMITS, except for movements within yard limits, or at other locations when moving up under instructions of flagman of preceding train, trains in the same direction must keep not less than ten minutes apart. Lighted fuseses must be thrown off for this purpose when necessary. (Effective June 1, 1978)

93. Within yard limits, **ENGINES**, after complying with provisions of Rules 81 or 81-A, may use main track without train-order authority, clearing the time approaching first-class trains are due to leave the last preceding station where time is shown. Flag protection against trains and engines is not required. **EXCEPT AGAINST CURRENT OF TRAFFIC.**

All trains and engines must move at RESTRICTED SPEED within yard limits that are outside of block system limits.

In yard limits located within a block system, movements will be governed as follows:

- (a) First-class trains will be governed by block signal indication.
- (b) Second class trains, extra trains and engines will be governed by block signal indication.

Except, whenever a block signal identified by the letters "SA" or an automatic block signal displays a advance approach or approach aspect, movement must immediately reduce to RESTRICTED SPEED and proceed until it can be seen that the track is clear to the next signal and that the next signal displays a clear aspect.

A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movement under Rule D-160 or D-162. After protection is provided movement must be made at RESTRICTED SPEED.

Information from the train dispatcher received directly or relayed orally to engines through a third party may be used to determine that first-class trains due have arrived or left or when delayed first-class trains are due to leave the last preceding station where time is shown. Third party must be limited to employes who have been certified on Transportation Book of Rules. (Effective Sept. 13, 1982)

95. Two or more sections may be run on the same schedule. Each section has equal timetable authority.

(Effective April 7, 1983)

96. (Deleted April 7, 1983)

CLEARANCES REQUIRING SIGNALS

D160
AUTHORITY
FROM YARD
PROTECTION
- 9999A
AOR SIGN.

D-162
TRAIN ORDER
FORM D-5

81, 81A

97. Unless otherwise provided, extra trains must not be run without train-order authority, Form G or H Examples (1), (2), (3) or (4).

D-97. When authorized by timetable, trains moving with the current of traffic may run extra without train-order authority. (Refer to Rule 82-A.)

98. Trains and engines must stop at end of double track and junctions unless switches are properly lined, track is clear, and signals if any, display proceed indication.

Except where otherwise provided, trains and engines must stop before crossing a railroad at grade, or drawbridge, unless protected by Interlocking.

Cars must not be cut off while in motion or shoved over railroad crossings at grade unless protected by interlocking or some other means of protection from movements on intersecting track.

Trains must not stand on railroad crossings at grade, on drawbridges, or within the limits of an Interlocking, when practicable to avoid it.

At railroad crossing at grade within interlocking limits, cars or engines must not be cut off nor left in such a way as to foul any part of the crossing frogs.

Where railroad crossings are protected by gates, if the gate is against the route to be used, trains or engines on that track must stop and remain at least 50 feet from fouling the crossing or gate until the gate is changed to STOP position on the conflicting route.

Where railroad crossings or junctions are protected by stop signs, stop must be made before any part of train or engine passes such stop sign, and may proceed when the route is known to be clear. If view is obscured, a member of the crew must go to the crossing and give signal when safe to proceed.

Note: This rule is not applicable at highway or road crossings with railroad. (Effective Oct. 31, 1976)

99. FLAG PROTECTION OUTSIDE OF BLOCK SYSTEM LIMITS:

When a train is moving on main track at less than half the maximum authorized timetable speed for any train at that location, flagman must drop single lighted fuses every ten minutes and continue observation from rear of train. If train is seen approaching, stop signals must be promptly displayed. If necessary, and speed of train and conditions will safely permit, flagman must detrain immediately placing torpedoes and proceed toward approaching train displaying stop signals.

When a train is moving on main track at or more than half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, flagman must consider grade, track curvature, weather conditions, sight distance, and speed of the train relative to following trains, when deciding if lighted fuses should be dropped.

When a train stops on main track under circumstances in which it may be overtaken by another train, the engineer will orally or by whistle signal promptly instruct the flagman to protect the rear. Unless recalled, flagman must go back immediately to insure full protection against a train moving at MAXIMUM AUTHORIZED SPEED, for any trains at that location, placing torpedoes on rail one mile behind train. He must then continue to a point two miles behind train where he will place additional torpedoes on rail and place a lighted fusee.

Flagman will then return toward rear of his train, remaining a sufficient distance but not less than one mile from rear, to enable him to stop a following train.

When providing the prescribed protection, if a flagman reaches a point within yard limits, he will place torpedoes on rail at yard limit board and it will not be necessary to go any additional distance. Until such time as flagman is recalled, he will remain at that point or at a point not less than one mile from rear of train, whichever is applicable.

When train is ready to proceed, engineer will recall the flagman orally or by whistle signal. When recalled and SAFETY OF TRAIN WILL PERMIT, he must place torpedoes on rail if none have previously been placed. He must leave a lighted fusee and thereafter return to his train, leaving additional lighted fusees every ten minutes.

Torpedoes which have been placed will be left on rail when flagman is recalled. When flagman arrives at rear of train and train commences moving, he must leave a lighted fusee, and drop single lighted fusees every ten minutes until train attains a speed not less than half of the maximum authorized timetable speed for any train at that location.

If a train is seen or heard approaching AT ANY TIME while train is standing, flagman must immediately place torpedoes on rail if they have not been previously placed. He must then proceed toward approaching train displaying stop signals. When safety of train will permit, flagman may return to his train.

The front of the train must be protected in the same manner when necessary by the brakeman or by another crew member if brakeman not available.

The train must be protected in the same manner before fouling main track when protection by flagman is required as prescribed by Rule 81, except within yard limits protection will be provided in direction(s) necessary a sufficient distance beyond switch where movement is to enter main track, to be able to stop any train or engine which may approach. When recalled, and if conditions warrant, flagman will leave a lighted fusee.

Before a train makes a reverse movement on main track, necessary additional protection must be provided.

Flag protection is not required when relieved from doing so by train order.

When rear of train is within Interlocking, A-PB or yard limits, flag protection to the rear is not required.

During stops on main track where flag protection is not required, member of crew of train carrying passengers must take a position on ground at rear vestibule of rear car.

Note: SUFFICIENT DISTANCE. A distance from train where a flagman will place or give signals to engineer of an approaching train to permit engineer to take immediate action consistent with good train handling techniques, without emergency brake application, where he can stop his train short of train, equipment, or obstruction being protected. In making decision as to distance required, flagman is expected to exercise good judgment, taking into consideration the following:

- (a) Maximum authorized speed in territory.
- (b) Grade conditions.

- (c) Weather conditions.
- (d) Visibility.
- (e) Curvature of track.

(Effective July 18, 1977)

99-A. FLAG PROTECTION WITHIN BLOCK SYSTEM LIMITS:

Flag protection against following movements on the same track is not required when rear of train is protected by at least two block signals, or one block signal and one distant signal.

When flag protection is required, it will be provided by complying with Rule 81-A and lining a main track switch for other than main track. Switch must be located AT or BEYOND the point where train is going to stop movement or clear main track. Flagman must then position himself a sufficient distance beyond the switch to display stop signals for any movement that may approach at RESTRICTED SPEED.

If a main track switch is not available, flag protection must be provided in accordance with Rule 99 BEYOND the point where train is going to stop movement or clear main track.

During stops on main track crew member of train carrying passengers must take a position on ground at rear vestibule of rear car. (Effective June 1, 1978)

99-B. When protection is to be afforded for other than a train or engine where conditions may interfere with the safe passage of trains or engines at authorized speed, flagman must provide protection in accordance with Rule 99 or 99-A.

S-99-B. When a crew member of a train, except work extras, is sent with specific instructions affecting the movement of an opposing train, such instructions must be in writing on prescribed form, Flagman's Hold Order, Form S-2511. When sent by train, he must ride on engine and show flagging order to engineer who must let him off at point where protection is to be provided under provisions of Rule 99 or 99-A for train to be restricted.

Conductor must secure permission from train dispatcher before issuance of Flagman's Hold Order. Flagging instructions must be written in duplicate, one copy given to the flagman and the other retained by the conductor, or engineer if no conductor, until movement is completed, and then mailed to the Superintendent. Flagging orders issued by conductor must be shown to his engineer.

An engineer must not carry a flagman flagging against an opposing train, unless flagman presents his flagging instructions written on prescribed form. After reading flagman's hold order, engineer must return it to the flagman. Flagging order must be delivered to engineer of the restricted train, who will notify his conductor.

99-C. When a train receives train order, Form I, in territory designated in timetable, protection against EXTRA TRAINS in direction specified is not required until the time named. Other extra trains in direction specified must not enter territory specified until the time named.

Note: Form I train order, does not authorize reverse movement of a train without flag protection.

100. When the flagman protecting rear of train is left behind, another trainman must take his place on the train.

101. Trains, or engines with cut of cars, must be protected against any known condition which interferes with their safe passage at normal speed.

When member of train or engine crew has reason to believe that movement on main track or siding has passed over defect in track or structure which may interfere with safe train movement at authorized speed, mile post location of defect, as exact as possible, must be immediately noted, train must be stopped promptly consistent with good train handling techniques and following precautions taken:

- (a) Train dispatcher and other known trains and engines which are subject to pass over affected track must be notified immediately, utilizing radio and/or the nearest means of communication available, furnishing information as to the location, as exact as possible, of probable defect in track or structure.
- (b) Unless relieved of responsibility by train dispatcher, reporting crew must provide protection for other trains or engines, make inspection of defect and notify train dispatcher of findings. If flag protection is required it must be provided under the provisions of Rule 99 or 99-A.

- (c) In all cases, inspection of train, or engine with cut of cars, must be made before proceeding to determine that all wheels are on rail, no other dangerous condition exists and that it is safe to proceed.

CHANGED

101-A. When a train is advised by the train dispatcher of a specific location where another train has experienced an emergency application of brakes, movement between specific milepost locations must be made not exceeding 30 MPH looking out for misaligned track. After train clears the restricted limit, train dispatcher must be notified if track appears to be safe for movement at normal speed.

SEE TIB #14 TTS 191 Effective Aug. 19, 1983

102. If a train or engine with cut of cars, should part while in motion, trainmen must take every precaution to prevent damage to the detached portions.

Should there be a sudden application of brakes which may cause damage to train or obstruct an adjacent track, train-parted signal 14(f) must be given, and enginemen and trainmen must immediately display stop signals to trains on the other track and provide flag protection as prescribed by Rule 99 or 99-A. Trains receiving these signals must stop and not proceed until it is known that track is not obstructed.

When a train, or engine with cut of cars, in motion on main track or siding has an emergency application of air brakes, or is derailed, mile post locations traversed by the train or engine while moving under such conditions, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

SEE

In all cases, inspection of train, or engine with cut of cars, must be made before proceeding to determine that all wheels are on rail, no other dangerous condition exists and that it is safe to proceed.

If derailment or emergency application caused damage to track or structure that might interfere with safe movement of trains at authorized speed, crew must provide necessary protection for other trains, and immediate report must be made as required by Rule 101.

New
Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, apply hand brakes. After train is coupled air must be applied from engine before hand brakes are released.

If necessary to leave detached portion on main track, rear truck of detached portion on ascending grade or lead truck of detached portion on descending grade, must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

102-A. When portion of train is left on main track where view is obscured, torpedoes must be placed on rail one-fourth mile in advance thereof to serve as a warning when returning to pick up such portion. When circumstances require, a flagman must protect engine when returning.

103. Trains and engines when standing or switching must not block traffic on street or road crossings longer than necessary.

A public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that train is ready to depart. When recoupling at public crossings train shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that

crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Crew members of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

When opening road crossings at grade, when practicable, the cars must clear crossing at least 100 feet on each side. Crew members must be in position at crossing to warn pedestrians or operators of vehicles when coupling up.

When cars are set out or left standing on any track, they must be left at least 100 feet from crossings when practicable to do so.

Before kicking or dropping cars over a crossing, a member of crew must take position at the crossing to afford warning to traffic.

Switches must not be left open nor cars left standing longer than necessary on main or other tracks within operating limits of automatic warning devices, except where such devices are equipped with time-out feature.

Highway crossing signals are generally designed so they will not operate for trains or engines making a reverse movement after having passed over the crossing. Before reverse movement is made, member of crew must take position at the crossing to afford warning to traffic unless it is known that signals are operating, and automatic gates, if any, are in fully lowered position.

EMPLOYEES MUST NOT GIVE PROCEED SIGNALS TO HIGHWAY TRAFFIC.

When stop is made short of crossing but within operating limits of crossing signals, or when making movement on other than main track or against current of traffic on main track; before entering crossings equipped with automatic crossing signals or other warning devices it must be known that such signals or devices are operating, and automatic gates, if any, are in fully lowered position. Otherwise, member of crew must take position at the crossing to afford warning to traffic.

On tracks other than main tracks where crossing is equipped with automatic gates or other automatic crossing warning devices and "STOP" signs are located approximately twenty-five feet each side of crossing, movements must stop at "STOP" sign and allow gates to lower or other automatic warning devices to operate twenty seconds before entering crossing.

So far as practicable, crew members must observe all crossing warning devices, and report by first available means of communication any that are out of order or damaged.

103-A. Passenger trains normally required to make back-up movements, and trains moving with caboose as leading car, must be equipped with back-up hose or pipe with whistle attached.

Trains will make back-up movements only when in the judgment of the Conductor there is no reasonable alternative.

(Effective June 20, 1980)

104. Trainmen (enginemen if no trainmen) are responsible for proper setting of hand-operated switches and derails to be used by their train or engine, and for their return to proper position after use.

When spring switches or dual control switches are operated by hand, they are considered hand-operated switches within the meaning of this rule.

A main track switch must not be lined by an employe for train or engine movements other than their own until movement has been identified or it is known that approaching movement is to use turnout.

(THIS PAGE INTENTIONALLY LEFT BLANK)

104-A. When switch is lined, employe setting it must see that both points have moved to proper position. Switch must be secured as soon as lined and when locked, chain pulled to insure lock is securely fastened.

Crossover switches must not be opened when there is a movement closely approaching either switch. When crossover movement is to be made, both switches must first be opened before movement is commenced, and movement must be completed before either switch is restored to normal position. Both switches of a yard track crossover, not connected to main track, must be left lined either for movement through crossover or for straight track.

Main track switches, other switches and derails equipped with switch locks, must be left locked and unless otherwise provided must not be left unattended if lined for other than normal movement. Switches and derails not equipped with locks must be left hooked. When a switch or derail cannot be properly locked it must be secured and immediately reported to proper authority.
(Effective Oct. 26, 1980)

104-B. If a rigid switch is run through, it is thereafter unsafe. If an engine or car is run partly through a rigid switch, movement must be continued.

Switches damaged in this way must be reported to the proper authority. They must be spiked unless track foreman takes charge.

104-C. Under the following conditions, switches, and derails when practicable, must be locked in position for movement and employes must take position behind fouling point or at least 150 feet away from any main track switch until approaching train has passed:

- (a) When a train or engine to be met or passed by a train is clear of main track.
- (b) When a train or engine to be met or passed by a train is on main track and switch is to be set for expected train to enter siding.
- (c) When a main track facing point switch is lined for a train by other than a member of crew.

Employe alighting from moving train to change position of a switch behind such train must detrain from rear of rear car

or, when not practicable, or opposite side of track from switch stand unless unsafe to do so.

While a train is moving over a switch under any other conditions than described in this rule, any employe in the vicinity of such switch must take position on opposite side of track from switch stand or, when not practicable to do so, must take position not less than twenty feet from switch stand.

(Effective Oct. 26, 1980)

104-D. When kicking or dropping cars and it is necessary to control the movement of cars by hand brakes, test must be made to know that hand brakes are operative before they are depended upon.

Before making a drop, stop must be made and switch tried. Engine must be kept on straight track, when practicable.

Scale test cars, unmanned engines or work equipment such as piledrivers, locomotive cranes, power shovels, spreaders and steam derricks must not be kicked, dropped or humped.

Drops must not be made over dual control switches.

Drops will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

(Effective Oct. 26, 1980)

104-E. Cars with outside wheel base less than 30 feet must not be left standing on main track or controlled sidings within APB, ABS, CTC or Interlocking limits unless coupled to another car to prevent possibility of short wheel base car occupying dead section of track.

104-F. Within CTC or APB limits where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for meeting or passing of trains.

105. Before entering a siding or other track, except controlled siding, it must be known that switch, and derail if any, is properly lined.

Movement from main track into sidings or other tracks, except controlled siding, must be made ~~WITH CAUTION~~ and,

AT RESTRICTED SPEED

when practicable, stop must not again be made until train is clear of main track.

MOVEMENTS ON ANY TRACK OTHER THAN MAIN TRACK OR CONTROLLED SIDING MUST BE MADE WITH CAUTION. AT RESTRICTED SPEED

Sidings assigned for use by trains of a specified direction must not be used by trains in the opposite direction unless necessary precaution is taken to insure safety, providing flag protection when visibility is obscured.

Cars must not be left on sidings without permission of train dispatcher, except in emergency, in which case conductor must promptly inform train dispatcher.

107. When a passenger train is receiving or discharging traffic at a station, a train or engine must not pass between it and the station platform.

When means of communication is available, member of crew on passenger train stopped at a station must inform approaching trains when passengers are detraining or entraining.

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

D-151. Trains and engines must keep to the right, unless otherwise provided.

D-152. Before a train or engine crosses over to or obstructs another main track it must first be protected on that track.

RULE 110 SEE TIP 46
10 MPH

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

D-160. Except as provided for in Rule D-162, a movement against the current of traffic outside of yard limits must be authorized by the train dispatcher or designated employee. Within yard limits, movement must be authorized by yardmaster. If there is no yardmaster, movement must be authorized by the train dispatcher or designated employee.

Before authority is granted:

- (a) It must be known that all train and engine movements are clear of affected track.
- (b) All other trains and engines that could possibly enter the affected track must be advised of the intended movement and instructed not to enter track without permission.
- (c) It must be known protection for the movement on the track to be occupied has been provided by one of the following methods:
 1. Flag protection in accordance with Rule 99-A has been provided at or beyond the point where movement will be completed.
 2. Opposing absolute or interlocking signal located at or beyond the point where movement will be completed is set to display stop indication and controls are secured with control blocks.
- (d) MofW&S forces subject to occupying or obstructing affected track must be notified. (Effective Oct. 30, 1983)

D-161. Deleted Oct. 30, 1983.

D-162. WHERE A SECTION OF DOUBLE TRACK IS TO BE USED AS SINGLE TRACK AND TRAIN ORDER FORM D-S IS IN EFFECT:

Chief train dispatcher must arrange to have qualified employe(s) act as flagmen at the crossovers and/or junctions where movements are to be manually controlled. They will be governed by chief train dispatcher's instructions for the purpose of authorizing and controlling movements, as follows:

- (a) Before movement against current of traffic is commenced:
 1. Arrangements must be made to have switches spiked by a designated employe at all locations where trains or engines may enter main track between the two crossovers and/or junctions where movement is being made.
 2. Flagmen at the crossovers and/or junctions must confer with each other and determine that the movement is properly protected.

3. Assurance must be received from chief train dispatcher that all MofW&S forces subject to occupying or obstructing track in the territory involved have been advised prior to operating trains against current of traffic so additional MofW&S protection can be provided if necessary.
 4. It must be known that all train and engine movements are clear of affected track.
- (b) If necessary for train or engine to ENTER main track between crossovers and/or junctions:
1. Flagman must be contacted so that protection can be provided before designated employe may remove spike from switch.
 2. No other train or engine movement will be permitted until flagmen are assured that track is clear and designated employe has re-spiked the switch.
- (c) If necessary for train or engine to CLEAR the affected track between crossovers and/or junctions:
1. Flagmen must be notified and designated employe may then be authorized to remove spike for movement, after which switch must again be spiked.
 2. No other train or engine movement will be permitted until flagmen have been assured by conductor, or engineer if no conductor, that train or engine is clear of main track, and until assured by designated employe that involved switch has been re-spiked.
- (d) For FOLLOWING MOVEMENTS against the current of traffic:
1. No movements against the current of traffic will be permitted until any preceding movement has passed through the opposite crossover and/or junction unless chief train dispatcher authorizes such movement and all trains and engines have been notified accordingly.
 2. When movement against the current of traffic is for a distance of more than ten miles, a following movement may be permitted provided flagmen are located at intermediate points.

3. Flagman will not allow following movement to proceed until assurance has been received that preceding movement has cleared the limits of track under his control.
- (e) If a movement becomes disabled, an opposing movement between the two crossovers and/or junctions must not be permitted unless authorized by chief train dispatcher.
 - (f) Movements in normal traffic direction may be permitted without restriction if track is clear of opposing trains and engines.

RULES FOR MOVEMENT BY TRAIN ORDERS

201. For movements not provided for by timetable, unless otherwise provided, train orders will be issued by authority and over the initials of the chief train dispatcher and only contain information or instructions essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

Figures in train orders must not be surrounded by brackets, circles or other characters.

202. Each train order must be given in the same words to all employes or trains addressed.

203. Train orders must be numbered consecutively each day, beginning at midnight, except Form Q, and orders pertaining to track conditions or restricted equipment. Duplicate numbers of the same date must not be used over the initials of the same chief train dispatcher.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor, engineer, and pilot if any. A copy for each employe addressed must be supplied by the operator.

Clearances and train orders must be carefully checked by conductors and engineers and if errors or omissions found, train must not proceed until correction has been made.

Conductor must show train orders, clearances and check of train register if any, to at least one brakeman and to others when practicable. They must be shown by engineer to members of crew on engine.

Crew members must read and return them, comparing their understanding of the orders with conductor or engineer, calling attention to errors or omissions. **They must remind conductor or engineer of their contents should there be occasion to do so.**

204-A. A copy of each train order affecting movement of a train having helper engines must be given to engineer of each helper engine.

If helper engine is not in train when orders are to be delivered, operator must be instructed to make an additional copy and deliver it to road engineer or conductor for delivery to helper engineer when helper engine is added. Comparison to be made by helper engineer with road engineer or conductor, when practicable, to insure that he has a copy of each order that affects the movement of the train.

205. Except for preprinted Form Y train orders, each order must be written in full in train-order book provided in office of train dispatcher. In it should be recorded time and the signals which show from which office order was repeated and the responses transmitted. The date and train dispatcher's initials must be placed at the top of each page. These records must be made at once and never from memory or memoranda.

Additions to train orders must not be made after they have been repeated.

If an error is made in transmitting a train order it must be immediately destroyed, and the same order number must not be again used on the same day.

205-A. In train orders and clearances regular trains will be designated by number, thus: NO 10, and sections, thus: SECOND 10. Extras will be designated by engine number and the direction, thus: EXTRA 9315 EAST. Work extras will be designated by engine number, thus: WORK EXTRA 2670.

Even hours must not be used in stating time of day in body of train orders, but may be used for complete time on train orders or OK time on clearance.

206. When an engine of another railroad is used, except SSW (Cotton Belt), the initials of that road must precede the engine number, thus: EXTRA UP 3170 EAST.

206-A. In transmitting and repeating train orders and clearances, names of stations, sections, directions, and direction of extras, must be clearly pronounced, and then spelled, letter by letter, thus: Crest, C-r-e-s-t; Second,

S-e-c-o-n-d; Westward, W-e-s-t-w-a-r-d; East, E-a-s-t. Order numbers, train, engine, time and other numbers, must first be pronounced then followed by pronouncing each figure, thus: One hundred five, 1-0-5; number Three seventy five, 3-7-5; Ninety three fifteen, 9-3-1-5; Nine fifty, 9-5-0 PM; Ten, 1-0. When the number is less than ten it must first be pronounced: One, figure 1, then spelled: o-n-e.

In writing train orders, clearances or in train-order book, the names of stations, directions, direction of extras, order numbers, train, engine, time, mile post number and other numbers, must be written: CREST; WESTWARD; EAST; 105; NO 375; 9315; 950 PM; MP 385.4; 10 or 1.

206-B. When transmitting a train order, the dispatcher must write it in the train-order book as he transmits the order and underscore each word and number as repeated by each office.

EXCEPTION: Train orders pertaining to track conditions and Form D-S may be written by train dispatcher prior to transmission.

206-C. To relay a train order, it must be transmitted in the usual manner to the relaying office addressed: C&E (TRAIN) at (STATION OR MP). "Via Radio" must be added to address when relayed by radio. Relaying operator must then repeat the order to train dispatcher, who will authorize operator to transmit order to destination. Operator may then transmit order, and employe receiving the order at destination must repeat the order to operator at relaying office, who must underscore on his office copy each word and number as repeated. Operator must then advise train dispatcher that train order has been repeated correctly, and train dispatcher will give "Complete". Relaying operator will transmit complete to destination.
(Effective Sept. 1, 1983)

208. When a train order is to be sent to two or more offices or employes it must be transmitted simultaneously to as many of them as practicable. When it cannot be sent simultaneously to all, it must first be sent to the train or trains whose movements are being restricted, except as provided for in Rule 206-C.

Each office or employe receiving order must take only their designated address.

A train order restricting the movement of a train must not be issued for it at the station where such movement is restricted if it can be avoided. When so sent to a point other than its initial station or a station within CTC or interlocking limits, the following must be added to the order: "ORDER TO (train) AT (station)." Opposing trains that have received the order must take siding if the restricted train is met at the station named, unless order otherwise provides. Operator must, if possible orally advise engineer of approaching train that he holds restricting order, or if not practicable, and office is located beyond the fouling point or where leaving time applies, operator must give additional stop signals with red flag or fusee to the restricted train.

Train dispatcher must not give OK to the clearance until assured by operator that train has stopped.

208-A. Under the following conditions, a train order restricting the superiority or movement of a train must not be repeated until conductor or engineer is in the train order office and has assured operator that he understands that train is to be restricted, and that his engineer or conductor, and helper engineer if any, as the case may be, has also been informed and understands that train is to be restricted: *AND TRAIN IS BEHIND POINT WHERE TIME APPLIES OR IS UNDER FLAG PROTECTION*

- (a) When a train has received a clearance, or the engine of which has passed train-order signal displaying proceed indication.
- (b) To annul or restrict the authority of a work extra, unless movement is otherwise safeguarded.
- (c) When it is necessary for train dispatcher to know that an order has been delivered to conductor and engineer of a train before such order addressed to another train may be completed.

If clearance has been received at that station, all copies of such clearance held by engineers and the conductor must be returned to the operator who must then mark each copy, including office copy, "VOID, (time) and (date)," before new clearance and the restricting order are delivered to either engineers or conductor. Operator must file voided clearances with day's business. Previously delivered train orders addressed to the train at that station must not be returned to the operator.

~~TRAIN MUST BE STOPPED~~

208-B. When a train order restricting the superiority or movement of a train is to be issued direct to a train, before transmitting order, train dispatcher must know that engineer understands that train is to be restricted.

FORGET THE CONDUCTOR & UNPROMOTED MEN MAY COPY ORDERS?

Before transmitting a train order, the person who is to receive order must give his name, occupation, train identification and location. (Effective Sept. 1, 1983)

PILOT MUST COPY ORDERS

209. Operators receiving train orders must write or type-write them in manifold during transmission.

Photo-copying machine will be used, if available, when necessary to make additional copies of a train order. Copies must be made from original, be legible, and all information must be reproduced. Operator must sign his name on all duplicated copies below name of operator appearing on original. A duplicated copy must be placed in file of day's business, showing thereon date and time made.

When photo-copying machine is not available, and it is necessary to make additional copies of a train order, operator, after repeating new copy to train dispatcher, must sign his own name on new copies. Operator must file copy from which he made copies, together with one of the new copies, showing thereon date and time made. Train dispatchers must record time and date, and name of office repeating each recopied train order.

210. When a train order has been transmitted, unless otherwise directed, operators must repeat it in the succession in which the several offices have been addressed. Each operator receiving the order must observe whether others repeat correctly, unless relieved of this duty by train dispatcher. After each order has been repeated correctly, the response "complete," time, and initials of chief train dispatcher will be given by train dispatcher. Operator will then write or type, in space provided, the time and his last name, and when OK to clearance received, deliver, or place on delivery post, a copy for each employe addressed.

When it is necessary for a train dispatcher to transmit a train order of a previous day, he will inform employe receiving order of the original date to be placed in proper place on train order form. When complete time is given, the date the order is completed will be transmitted by train dispatcher, and employe receiving the order will write or typewrite the current date directly below complete time.

210-A. When a train order is to be delivered to any member of train or engine crew, the contents must not be disclosed to the person to whom it is delivered.

211. To enable train dispatcher to advance a train beyond a train-order office where it is restricted for an opposing or following train, the necessary train order must first be issued. A Form N order must then be issued to the operator, which will authorize him to give following calling-on signals provided time named in order has not expired:

- (a) Illuminate letter "M" in letter-type indicator. *RULE 211 NOT 705*
- (b) Lower train-order signal arm or operate light-type train-order signal from red to green several times; immediately thereafter restoring signal to display stop indication.
- (c) Oral authority to engineer of closely approaching train as follows:

"This is S.P. Operator (station). I have a Form N train order to advance (train) on main track."

When authorized by operator, this will indicate to an approaching train that orders are to be delivered which will authorize movement to next station at least, against and ahead of all superior trains. Engineer must promptly acknowledge calling-on signal orally or by sounding signal 14(g), and will proceed on main track to receive orders. *00*

If train is stopped between the time of acknowledging calling-on signal and receipt of train orders, flag protection, when required against any superior train, must be provided in accordance with Rule 99 or 99-A. *SEE WHITE BOOK*

213. "Complete" must not be given to a train order for delivery to an inferior train until order has been repeated or protection provided by train order Form J "HOLDING ORDER," being completed to operator copying order addressed to train whose movement is being restricted.

214. When a train order, other than orders pertaining to track conditions, structures, or equipment, has been repeated including the initials of the chief train dispatcher, it must be completed at once, but until it has been completed, order must be treated as a HOLDING ORDER for train or trains addressed, and must not be otherwise acted on until "complete" has been given.

If communication fails before an office has repeated an order, the order is of no effect and must be treated as if it had not been sent, except when ANY PART of an order pertaining to track conditions, structures, or equipment is received, order must be treated as a HOLDING ORDER for train or trains addressed, and must not be otherwise acted on until "complete" has been given.

217. A train order to be delivered to a train at a station other than a train-order office, or at a train-order office which is closed, must be addressed to "C&E, AT Mulford CARE OF Mulford Bill" or "C&E BETWEEN AND CARE OF ," and forwarded and delivered by the employe in whose care it is addressed. When sent in care of conductor or engineer of a train, the number of the order must be shown in the usual manner on clearance for train making delivery the same as if addressed to it. Copies of order must be provided for conductor and engineer of train making delivery as well as copies for conductor and engineer of train addressed.

Orders must not be sent in this manner restricting superiority or movement of a train, except when combined with train order Forms G, H, Examples (1), (2), (3) or (4), or in connection with Form T.

Train orders for use by the same crew on another trip are to be addressed to the train by the identification it is authorized to display when the train orders are received. Such orders must be respected on later trip.

218. When a schedule is designated in a train order by its number alone, all trains operating as sections of that schedule are included, and each must have copies delivered to it.

Clearance must be addressed to particular train being cleared.

whitebook
p 25 I 461 A?

220. Train orders once in effect continue so until fulfilled, superseded, annulled, or become void. Any part of an order specifying a particular movement may be either superseded, annulled or become void.

Except as provided in Rule 220-A, orders held by or issued for, or any part of an order relating to a train, become void when such train loses its authority. An example would be a regular train losing both schedule and train-order authority as prescribed by Rules 4, 82, train order Form K, or when an extra's or work extra's authority is fulfilled or annulled.

When a conductor or engineer, or both, are relieved before completion of a trip, all train orders and instructions held must be **personally** delivered to the relieving conductor or engineer, with necessary information regarding trains met or that have passed. Relieving conductor and engineer must compare such orders and instructions before proceeding. When orders and instructions cannot be personally delivered, train dispatcher must be notified and train's authority must be annulled.

← nonfulfilling orders

220-A. Train order Forms K, Q, V, X and Y, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received.

Other orders received by a train may be made applicable to an additional trip by issuance of an order reading "RESPECT ORDER NO _____," or adding these words to order creating the train for additional trip.

221. A train-order signal will be provided at each train-order office, except at those where all trains are required to obtain clearance. Light-type train-order signal will be designated by letters "TO" on the mast.

The arm of a semaphore train-order signal to the right, as seen from an approaching train, is the one which governs. When the arm is extended horizontally, or in addition a red light is displayed, it indicates "stop," unless clearance is received. When slanted downward at an angle of 60 degrees, or in addition a green light is displayed it indicates "proceed." Arms will be positioned to indicate "proceed" when a train-order office is closed.

When red light is displayed in light-type train-order signal it indicates "stop," unless clearance is received. When green light is displayed it indicates "proceed." Green light will be displayed when train-order office is closed.

Train-order signal must display stop indication for both directions while operator is on duty, except signal will be cleared for an approaching train when no orders are held for any train in the same direction other than for trains originating.

Signal must be restored to display stop indication as soon as practicable after rear of train has passed. Operator must not "OS" the train's departure, or repeat an order for a following train until signal has been restored. If signal is restored to display stop indication before rear of train has passed the signal, train must stop and obtain clearance.

When signal displays stop indication for an approaching train, a clearance must be obtained. Engine must not pass the fouling point of the switch where an opposing train may enter the siding, or the place where time applies if there is no siding, until engineer has ascertained that he is not to receive train orders restricting his train at that point.

Delivery of orders and/or clearance by operator while train is moving, or from delivery post will indicate that orders, if any, do not restrict the train at that station.

Display of flashing white light on or in advance of train-order signal indicates signal is displaying proceed indication or that operator has train orders and/or clearance ready for delivery, that such train orders, if any, do not restrict train at that station. Provided train is not restricted by timetable or train orders previously received, it may pass fouling point of switch at which an opposing train may enter siding, or place where time applies, if there is no siding.

When movements are made into or within territory outside of block system limits, operators at open train-order offices must space trains ten minutes apart when able to determine departure of preceding train. This is to be done for a moving train by holding train with train-order signal displaying stop indication or, for a standing train, by delivering a clearance indicating on it the time following train may leave.

CHANGED
221-A. Before clearing a train for which there are orders, operator must carefully read the address of each order held, fill out the clearance, showing without erasure or alteration, number of each train order addressed to train or in care of an employe on the train, then transmit address and order numbers from clearance to train dispatcher, who must check correctness against his record in train-order book, and if correct give the

OK, time and initials of chief train dispatcher, and make proper record thereof. Operator, after entering this information on clearance, may make delivery.

When necessary to issue clearance to a train for which there are no orders, the word "No" must be written in space provided for number of orders. Such clearance must bear OK, time and initials of chief train dispatcher.

If all orders held for a train have been completed, and communication fails before clearance has been OK'd by train dispatcher, operator may deliver such orders accompanied by clearance bearing notation "wire failure" in space provided for OK, time and initials of chief train dispatcher. Time of issuance must follow operator's name. Such clearance must be accepted and acted upon as though OK had been given in the usual manner. When communication has been restored, operator will notify train dispatcher time and order numbers for each train so cleared, for dispatcher's record.

Clearances must be handwritten or typewritten in manifold, and bear station name, date of issuance, operator's name, and time in the proper spaces.

After a clearance is delivered, if orders are issued for a train which do not restrict its superiority or movement, train dispatcher may authorize a second clearance without requiring operator to destroy the original clearance. The operator will endorse the second clearance by entering the word "Second" preceding the word "clearance" on top margin. If additional clearances are necessary under the same conditions, the word "Third," or "Fourth," etc., will be inserted in the same location. All orders for delivery to train at that station must be shown on each clearance. *(Effective Feb. 10, 1983)*

222. Operators must promptly record, and report to train dispatcher, the arrival and departure of all trains. *(Effective April 7, 1983)*

222-A. Operators in relieving each other must make a transfer on prescribed form listing:

- (a) Undelivered train orders and messages addressed to, or in care of trains.

- (b) Numbers of overdue trains, except at stations where all trains register.
- (c) Trains in yard or at station, indicating whether or not they have been cleared.

Operator assuming duty must not operate train-order signal, copy or deliver train orders, until transfer has been prepared and signed.

If an operator is permitted to close his office leaving track orders, annulments of schedules, or undelivered messages addressed to or in care of trains for another operator coming on duty at a later time, he must list them on transfer form and operator coming on duty must sign it.

223. Following signals and abbreviations may be used:

- (a) Initials for name of chief train dispatcher.
- (b) Such office and other signals as are arranged by Superintendent.
- (c) Usual abbreviations for names of the months, except May, June, and July.
- (d) C&Econductor and engineer
 Com.complete
 Condr.conductor
 Dispr.dispatcher
 Div.division
 Eng.engine
 Engr.engineer
 Frt.freight
 Jct.junction
 Msgr.messenger
 Mins.minutes
 MP.mile post
 MPHmiles per hour
 No.number
 OK.correct
 Opr.operator
 OS.train report
 Psgr.passenger
 Subdiv.subdivision
 YM.yardmaster.



CS-2643
Rev. 3-83

CLEARANCE

_____ STATION _____ 19 _____

C. & E _____

I HAVE _____ ORDERS FOR YOUR TRAIN:
in blank space show total number of orders or if none, show _____

OK, AT _____ M _____ DISPR.

DO NOT LEAVE BEFORE _____ M
(To be filled in when spacing trains)

(Following to be filled in at initial station only)
UNLESS OTHERWISE RESTRICTED MAXIMUM SPEED OF YOUR
TRAIN IS _____ MPH.

RULE FOR TODAY _____

FORMS OF TRAIN ORDERS

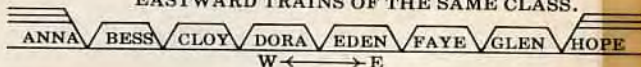
Note: When forms are identified with single letter, the examples may be used for single track, double track or multiple main track.

When forms are identified by letter "S" preceding another letter, the examples may be used ONLY for multiple main track or single track.

When forms are identified by letter "D" preceding another letter, the examples may be used ONLY for double track operation, except Form D-A as specified.

Examples given herein are typical.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



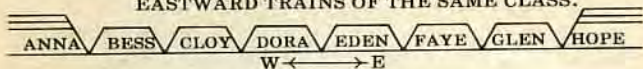
FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

S-A

Fixing Meeting Points for Opposing Trains

- (1) NO 11 ENG ATK 556 MEET NO 12 ENG 3010 AT DORA
- (2) NO 243 ENG 8400 MEET NO 356 ENG 7128 AT CLOY
- (3) NO 244 ENG 8488 MEET EXTRA 9261 WEST AT EDEN
- (4) EXTRA 8488 EAST MEET EXTRA 8350 WEST AT FAYE
- (5) EXTRA 7605 WEST MEET EXTRA 8400 EAST AT DORA
- (6) NO 11 ENG ATK 570 MEET NO 242 ENG 8600 AND NO 244 ENG 9052 AT EDEN

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (7) NO 243 ENG 4450 AND NO 241 ENG 8350
MEET NO 242 ENG 8963 AT DORA AND
NO 244 ENG MKT 601 AT CLOY
- (8) NO 11 ENG ATK 567 MEET NO 248 ENG
8981 AT FAYE AND NO 242 ENG 9050 AT
EDEN

NO 11 TAKE SIDING AT FAYE

- (9) NO 356 ENG 7159 HOLD MAIN TRACK MEET
NO 243 ENG 9261 AT BESS
- (10) NO 243 ENG 5325 TAKE SIDING MEET
EXTRA 9952 EAST AT EDEN
- (11) SECOND 353 ENG 8488 MEET NO 244 ENG
5120 AT FAYE AND NO 248 ENG 6520 AT
EDEN

SECOND 353 HOLD MAIN TRACK AT EDEN
AGAINST NO 248

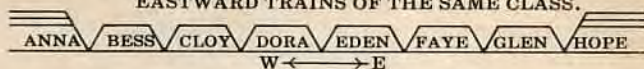
- 01 (12) NO 242 ENG 7025 MEET NO 243 AT EDEN

In Example (12) the engine number of No. 243 was not known when order was issued. A train order containing engine number must later be provided to No. 242 to permit identification.

This form must not be used to move a train to beginning of CTC limits, interlocking limits (whose limits include more than one station), double track, end of double track, or to terminal station on a subdivision. Such movements must be authorized by use of Form S-C.

When there is more than one meeting point specified in a train order, and it is desired that superior train take siding or that inferior train hold main track at either or all of the meeting points, such instructions must be in a separate paragraph in the order.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

Trains receiving Form S-A train orders will run with respect to each other to designated points and there meet in the manner prescribed by the rules. Unless designated train is met, train(s) will not proceed until further authority to move is received by train order, except as provided in Rule S-99-B; in which case the original meet between these trains becomes VOID.

Work extras must not be given meeting points with each other, nor with other trains.

D-A

Providing for Passing of Trains in Opposite Directions When Load(s) of Excess Width Involved

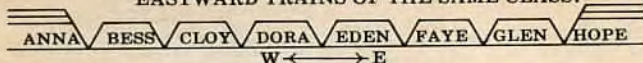
These examples may be used to provide for passing of trains in opposite directions on double track or multiple main tracks at locations where track centers provide sufficient clearance when loads of excess width are involved. They may be varied according to conditions.

- (1) EXTRA 8600 EAST HANDLING LOAD OF EXCESS WIDTH MEET EXTRA 8444 WEST AT DORA

In this example, mile post location may be used in place of station name. Trains mentioned in this example must not pass mile post location, or point where time applies at station until arrival of opposing train, unless further authority to move is given by train order.

*Double Track ⁹¹ - Point Time Applies;
Station Sign*

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



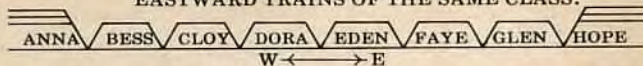
FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (2) EASTWARD TRAINS RESPECT TRAIN ORDER TIMES BETWEEN BESS AND CLOY AND BETWEEN EDEN AND FAYE AND MUST NOT MEET EXTRA 8300 WEST BETWEEN THE FOLLOWING MILE POST LOCATIONS

MP 106.6 AND MP 110.6 BETWEEN BESS AND CLOY
MP 120.2 AND MP 120.69 BETWEEN EDEN AND FAYE

EXTRA 8300 WEST HANDLING LOAD OF EXCESS WIDTH WAIT AT
FAYE UNTIL 230 PM
CLOY 310 PM

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

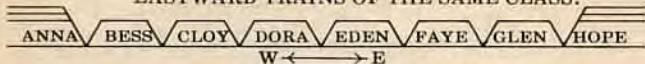
- (3) EXTRA 8300 WEST HANDLING LOAD OF
EXCESS WIDTH RESPECT TRAIN ORDER
TIMES BETWEEN BESS AND EDEN AND
MUST NOT MEET EXTRA 6500 EAST EXTRA
8809 EAST AND EXTRA 9506 EAST
BETWEEN THE FOLLOWING MILE POST
LOCATIONS
MP 212.6 AND MP 210.6 BETWEEN EDEN
AND DORA
MP 204.5 AND MP 202 BETWEEN DORA
AND CLOY
MP 199.2 AND MP 197.8 BETWEEN CLOY
AND BESS

EXTRA 6500 EAST WAIT AT
BESS UNTIL 1210 PM
CLOY 1230 PM
DORA 1245 PM

EXTRA 8809 EAST WAIT AT
BESS UNTIL 245 PM
CLOY 305 PM
DORA 320 PM

EXTRA 9506 EAST WAIT AT
BESS UNTIL 801 PM

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

B

Directing a Train to Pass or Run
Ahead of Another Train

- Restricting
Order for 13*
- (1) NO 243 ENG 8300 PASS NO 13
ENG ATSF 4605 AT EDEN

NO 13 TAKE SIDING

Both trains will run according to rule to the designated point and there arrange for the following train to pass promptly. Order must state which train is to take siding.

86887 not in effect

When an inferior train receives an order to pass a superior train, authority is conferred to run ahead of train passed from designated point. If, after leaving the station named, first-named train is delayed, it may allow second-named train to pass and authority to run ahead will then become void.

must respect 86887

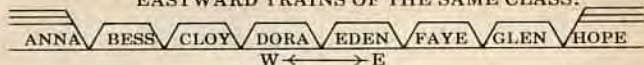
- Now
Restricting*
- (2) EXTRA 9151 EAST RUN AHEAD OF NO 12
ENG UP 374 ANNA TO HOPE
 - (3) NO 243 ENG 8488 RUN AHEAD OF NO 11
HOPE TO ANNA

First-named train is authorized to run ahead of second-named train between points designated.

If a train is delayed after receiving an order to run ahead of a superior train, first-named train may allow second-named train to pass, and authority to run ahead will then become void.

In Example (3) the engine of No. 11 was not known at time of issuance, and a train order containing engine number must be provided to No. 243 when identification is required.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

S-C

Giving Right Over an Opposing Train

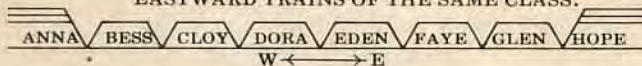
- (1) NO 355 ENG 9500 HAS RIGHT OVER
NO 242 ENG 8488 HOPE TO DORA
- (2) NO 242 ENG 9150 HAS RIGHT OVER
NO 243 ANNA TO HOPE
- (3) NO 353 ENG 8600 HAS RIGHT OVER
NO 242 ENG LN 1123 DORA TO ANNA
- (4) NO 356 ENG 5300 HAS RIGHT OVER NO 243
ENG 7607 ANNA TO DORA AND HOLD
MAIN TRACK AT DORA AGAINST NO 243

These examples establish the first-named train as a train of superior right BETWEEN the points where time applies at the two stations named in the order. If trains meet at either of designated points, first-named train must take siding, unless order otherwise prescribes. Example (4) authorizes No. 356 to hold main track at Dora against No. 243. The second-named train in these examples may proceed beyond second-named station against the first-named train if able to clear as prescribed by Rules 86 or 87. In Examples (1) and (4) if the two trains meet between designated points and the inferior train is not in position to be identified by the superior train, the superior train must be informed of arrival of inferior train.

- (5) EXTRA 8445 WEST HAS RIGHT OVER
NO 242 ENG 7026 HOPE TO ANNA

Example (5) establishes Extra 8445 West as a train of superior right BETWEEN the points where time applies at the two stations named in the order. No. 242 must not leave Anna until the arrival of Extra 8445 West unless authorized by train order or under provisions of Rule S-99-B.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

Opposing movements of extra trains in the same territory must be protected over entire territory. Otherwise, both extra trains would be entitled to occupy main track. Therefore, one extra train must be instructed to take siding (or hold main track) and not leave a designated station until the other extra train has arrived.

- (6) EXTRA 8964 WEST HAS RIGHT OVER
EXTRA 9302 EAST HOPE TO ANNA

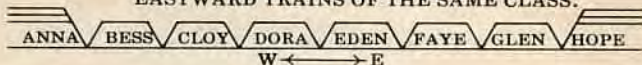
Example (6) establishes Extra 8964 West as a train of superior right BETWEEN the points where time applies at stations named. Extra 9302 East must not leave Anna until the arrival of Extra 8964 West unless authorized by train order or under provisions of Rule S-99-B.

- (7) EXTRA 7607 EAST HAS RIGHT OVER
EXTRA 6681 WEST ANNA TO
DORA AND WAIT AT
ANNA UNTIL 201 PM
BESS 220 PM
CLOY 245 PM
FOR EXTRA 6681 WEST

Example (7) establishes Extra 7607 East as a train of superior right BETWEEN the points where time applies at Anna and Dora. Extra 6681 West may leave Dora and proceed if can clear the time shown as provided in Rules 86 or 87. This example may only be used if territory between Anna and Dora is the ENTIRE area within which the extras hold joint Form G authorization.

- (8) EXTRA 8982 EAST HAS RIGHT OVER
EXTRA 5017 WEST ANNA TO FAYE
TAKE SIDING NOT LEAVE FAYE
UNLESS EXTRA 5017 WEST HAS
ARRIVED AND WAIT AT
CLOY UNTIL 930 PM
DORA 1001 PM
EDEN 1013 PM
FOR EXTRA 5017 WEST

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

In Example (8) Extra 8982 East is established as a train of superior right over Extra 5017 West BETWEEN the points where time applies at Anna and Faye. Extra 8982 East holds Form G authority Anna to Hope and Extra 5017 West originates at some point east of Faye and holds Form G authority to operate to Anna, thus: “. . . TAKE SIDING NOT LEAVE FAYE UNLESS EXTRA 5017 WEST HAS ARRIVED . . .” must be included in the order to insure protection over the ENTIRE area within which the two opposing extras hold joint authority. Extra 5017 West may leave Faye and proceed if can clear the time shown as provided in Rules 86 or 87.

“. . . HOLD MAIN TRACK NOT LEAVE FAYE UNLESS EXTRA 5017 WEST HAS ARRIVED . . .” may be used in place of “. . . TAKE SIDING NOT LEAVE . . .” providing that Extra 5017 West received Example (8) prior to arrival at Faye, or train dispatcher provides the proper safeguards under Rule 208-A, Item (c).

D

Giving Right Over Another Train
in the Same Direction

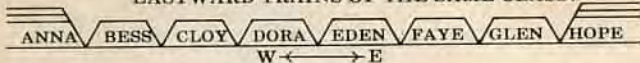
- (1) NO 243 ENG 9950 HAS RIGHT OVER
NO 11 ENG 6500 HOPE TO ANNA

Example (1) establishes No. 243 as a train of superior right over No. 11 between HOPE and ANNA.

No. 11 must clear the time of No. 243 as prescribed by Rules 86 or 87.

- (2) EXTRA 3301 WEST HAS RIGHT OVER
EXTRA 9150 WEST HOPE TO ANNA
AND WAIT AT
HOPE UNTIL 205 PM
GLEN 220 PM
FAYE 235 PM
EDEN 247 PM

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (3) EXTRA 4030 EAST HAS RIGHT OVER
EXTRA 7128 EAST ANNA TO HOPE

Examples (2) and (3) establish the first-named train as a train of superior right over other train between stations named. If train-order time is given, first-named train must not pass designated stations before time shown, and second-named train must clear such time as prescribed by Rule 86 or 87. If no time is given, second-named train must not leave first-named station ahead of first-named train.

E

Time Orders

TEN MIN INCREMENTS
ONLY

- (1) NO 11 ENG ATK 570 RUN 30 MINS
LATE HOPE TO ANNA
- (2) NO 11 ENG ATK 570 RUN 50 MINS
LATE HOPE TO ANNA

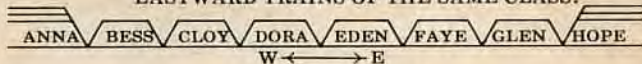
Examples (1) and (2) require that the time stated in the order be added to the schedule time of No. 11 at Hope and at stations BETWEEN Hope and Anna. If No. 11 holds both Examples (1) and (2), both orders are in effect and by running 50 minutes late as required by Example (2), Example (1) will also be fulfilled. Run late in minutes should be in even ten minute intervals such as 10, 20, etc.

- (3) NO 12 ENG 3035 RUN 1 HOUR 10 MINS
LATE ANNA TO EDEN AND 1 HOUR LATE
EDEN TO HOPE

Example (3) requires that No. 12 must leave Anna, Bess, Cloy and Dora at least 1 hour 10 minutes later than its schedule leaving time, and must leave Eden, Faye and Glen at least 1 hour later than its schedule leaving time.

1st Δ between stations, not last named station

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

When an extra is created by Form G Example (6) and it is desired to run the extra late on this order, Examples (1), (2) and (3) may be used by adding train-order number thus: "EXTRA ATK 570 EAST RUN 30 MINS LATE ON ORDER NO 91 HOPE TO ANNA." Requirement to run late as stated in Examples (1), (2) and (3) have the same meaning when applied to times shown in Form G Example (6) as though they were schedule leaving times.

In place of above, Example (4) may be used.

- (4) NO 12 WAIT AT
ANNA UNTIL 845 PM
BESS 901 PM
CLOY 914 PM

last named station

In Example (4) the engine number was not known at time of issuance, but must be provided in subsequent train order if identification is required.

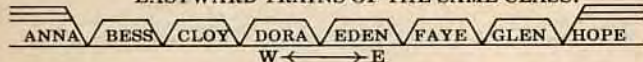
No. 12 must not leave the designated points before the times given. Other trains receiving the order are required to run with respect to the time specified at designated points or any intermediate station where schedule time is earlier than time specified in the order. the same as they were previously required to run with respect to schedule time of No. 12.

Station names must be written in column formation.

- (5) NO 12 ENG MKT 422 RUN 30 MINS LATE
ON ORDER NO 85

This order requires that 30 minutes be added at each station to the time mentioned in an order as was issued under Example (4). Trains receiving this order are then required to run with respect to these later times.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (6) NO 240 ENG 9002 RUN 20 MINS LATE ON
ORDER NO 75 FROM EDEN

If it is desired that an order to run late on a wait
order shall not apply to time given at all of the stations,
Example (6) may be used, and will apply only to station
named in Example (6) and succeeding stations.

When Example (4) is used to wait an extra, run late as
described in Example (5) or (6) may be used.

S-E

Time Orders

- (1) NO 248 ENG 8350 WAIT AT
BESS UNTIL 301 PM
CLOY 320 PM
DORA 335 PM
FOR EXTRA SOU 985 WEST

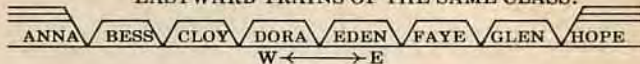
Order void once they have met,

No. 248 must not pass the designated stations before
the time given unless Extra SOU 985 West has arrived.
Extra SOU 985 West is required to run with respect to
times specified.

Time shown at Dora may be used by Extra SOU 985
West at Eden, Faye or Glen providing time is later than
timetable schedule time of No. 248.

This form of order must not be used to provide time
on trains to work extras. Forms E and S-E must not be
combined in the same order.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

F

**For Sections
and
Authorizing Regular Train at Intermediate Station**

Sections will be created at their initial stations by clearance bearing the word "green" signals, or "no" signals. Sections may be created, withdrawn, or reversed at an intermediate station by use of one of the following examples:

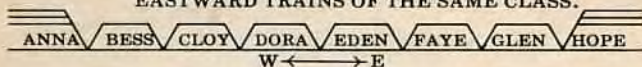
- (1) ENG 8300 AND ENG 9150 RUN AS FIRST
248 AND SECOND 248
DORA TO HOPE

Example (1) must be addressed to Engine 8300 and No. 248 and may be used to create a first section at an intermediate station when schedule number only (without sections) is authorized at initial station. Engine 8300 will display green signals and run as First 248 from Dora. Engine 9150 arriving Dora as No. 248 will display no signals and run as Second 248 from Dora. Unless First 248 is identified leaving Dora, Second 248 must receive train order Form V, Example (4) before leaving Dora.

When there are only two sections of a schedule authorized and it is desired to drop the first section, for example: ENG 8350 and ENG 7128 have been authorized as FIRST 242 green signals and SECOND 242 no signals, Anna to Hope, and it becomes necessary to drop FIRST 242 at Dora, an intermediate station, it may be done by annulling SECOND 242 Dora to Hope and then issuing the following train order:

Once signals are displayed must be displayed over entire sub.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (2) ENG 8350 IS WITHDRAWN AS FIRST 242
AT DORA

ENG 7128 DISPLAY SIGNALS AND RUN AS
FIRST 242 DORA TO HOPE

In such cases second section arriving Dora must be provided with copy of each train order that affects its movement as the first section between Dora and Hope.

To drop any section other than the last when there are more than two sections, Example (3) will be used.

- (3) ENG 8963 IS WITHDRAWN AS
SECOND 240 AT EDEN
FOLLOWING SECTIONS CHANGE
NUMBERS ACCORDINGLY

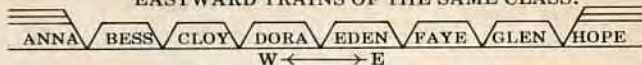
Engine named will drop out at station named, and following sections will take next lower number, last section authorized will not display signals.

Under Example (3) it is the duty of train dispatcher to know that each conductor and engineer has in his possession all train orders affecting his train in its new position.

To pass one section by another, Example (4) will be used:

- (4) ENG 6520 AND ENG 8488 REVERSE
POSITIONS AS FIRST 243 AND
SECOND 243 CLOY TO ANNA

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

Conductors and engineers of the trains addressed must personally exchange orders, and arrange for display of signals accordingly.* Engine 6520 will become First 243 displaying signals Cloy to Anna and Engine 8488 will become Second 243 Cloy to Anna, displaying signals provided Second 243 displayed signals arriving Cloy. Following sections and other trains which are required to identify one or both of these sections must also be furnished copy of Example (4).

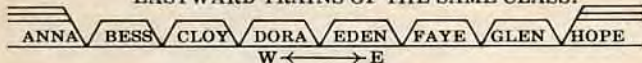
***EXCEPTION:** When sections are authorized by Example (4) to leave CTC or interlocking limits or territory where Rule D-251 applies, train orders need not be exchanged. Train dispatcher will be responsible to furnish copies of train orders to sections affecting their movements in their new positions.

Each section affected by these orders must have copies and must arrange signals accordingly. Other trains required to identify sections affected by preceding examples must also be furnished copies.

(5) ENG 8489 RUN AS NO 242 FROM CLOY

This form must be used to authorize schedule number from intermediate station of schedule provided schedule number has been fulfilled or annulled between initial station and intermediate station.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

G

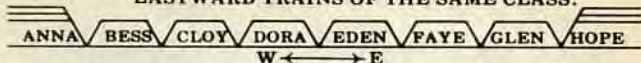
Extras

- (1) ENG 8400 RUN EXTRA ANNA TO HOPE
- (2) ENG 9261 RUN EXTRA ANNA TO DORA
AND RETURN TO ANNA
- (3) ENG RI 240 RUN EXTRA HOPE TO EDEN
AND RETURN TO GLEN
- (4) ENG 7607 RUN EXTRA CLOY TO EDEN
THEN RUN EXTRA EDEN TO ANNA
- (5) AFTER EXTRA 8488 EAST ARRIVES DORA
ENG 9052 RUN EXTRA DORA TO ANNA

With Examples (2), (3) and (4) extra must go to second-named station before running to last named station, unless order is annulled. ~~If second-named station is an open train-order office, a clearance bearing the OK, time and initials of chief train dispatcher must be obtained.~~ This form of order does not relieve train of providing protection by flagman to the rear during either movement when required by the rules.

Examples (2) or (3) must not be used when return trip is to extend beyond originating point on "going" trip. If necessary to provide such movement, Example (4) must be used.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (6) ENG 3200 RUN EXTRA LEAVING
ANNA THURSDAY FEB 17TH
AS FOLLOWS WITH RIGHT OVER
ALL TRAINS

LEAVE	ANNA	930 PM
	BESS	945 PM
	CLOY	1010 PM
	DORA	1028 PM
ARRIVE	EDEN	1045 PM

*Must be
put out
24 hrs in
advance*

This order may be varied by specifying the particular trains over which the extra shall or shall not have right, trains over which the extra is given right must clear time of extra as prescribed by Rules 86 or 87. Work extras, whether required to protect or not to protect against extras, must clear time of this extra in the same manner.

This order must not be issued while an order, Form H, Example (12) is in effect, and must not be combined with any other form of order.

- (7) AFTER 210 PM ENG 9150
RUN EXTRA ANNA TO HOPE

Extra must not leave the station first-named before the time stated. This example must not be used in place of other forms of orders which provide protection against opposing extra trains.

- (8) AFTER RECEIPT OF ORDERS
NOS 209 212 AND 216 ENG 7607
RUN EXTRA DORA TO ANNA

When orders are to be sent in care of an employe, Example (8) may be used to insure that extra so created has all necessary orders pertaining to this movement.

H

Work Extras

Work limits should be as short as practicable and should be changed as progress of the work may require.

Work extras must give way to all trains as promptly as practicable.

When extra trains are run into limits of a work extra they must be given copy of work order authorizing work extra, as well as any other Form H orders pertaining to extra train's movement into work limits, unless safeguards are provided as prescribed in Examples (5) and (7). Should work order instruct work extra NOT to protect against extra trains in one or both directions, extra trains in direction or directions in which work extra is not protecting MUST NOT ENTER work limits; Exception: Extra trains authorized by Form G Example (6).

If rule or order indicates work extra is protecting itself against other trains, those other trains must run expecting to find work extra protecting itself.

When flag protection is required, protection must be provided as prescribed by Rule 99 or 99-A, whichever is applicable.

EXCEPTION: Within yard limits flag protection is not required.

Conductors and engineers of work extras and other trains within the limits of a Form H order must be alert to identify each other, particularly during reverse movements, so proper protection, when required, can be provided.

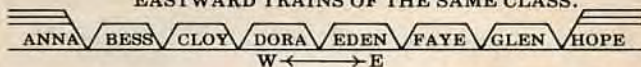
When work extra is required to clear other trains, it must clear under provisions of Rule 86 or 87.

UNLESS OTHERWISE PROVIDED, work extras, whether standing or moving, must protect themselves against extra trains within work limits in both directions, and time of regular trains must be cleared.

Month and date will not be used when time limits do not extend into second day.

Items (a), (b), (c) and (d) under Example (1), when applicable, may also be applied to Examples (2), (3) and (4). (Effective June 1, 1978)

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

(1) ENG 2670 WORKS EXTRA 801 PM
AUG 12TH UNTIL 801 AM AUG 13TH
BETWEEN ANNA AND CLOY

(a) NOT PROTECTING AGAINST
EASTWARD EXTRA TRAINS

When above is added, the work extra will protect only
against westward extra trains.

(b) NOT PROTECTING AGAINST
EXTRA TRAINS

When above is added, protection against extra trains
is not required.

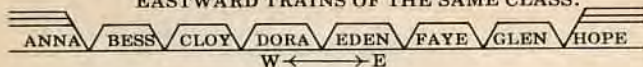
(c) NOT PROTECTING AGAINST
EXTRA TRAINS UNTIL 240 AM

When above is added, protection against extra trains
is not required until time named, and extra trains must
not enter work limits before that time.

(d) PROTECTS AGAINST SECOND CLASS
TRAINS

To enable work extra to work on time of regular trains,
Item (d) may be used and work extra must protect against
such trains as required by rules. Item (d) may be varied
by substituting a particular train in place of "SECOND
CLASS TRAINS."

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

When necessary to authorize two or more work extras within the same limits or portion of the limits, each work extra must be given a copy of all orders authorizing work extras within such limits. Protection between two or more work extras within same or portion of limits is required ONLY as specified in work order, but the order must specify protection that is to be afforded. **Only one work extra may be authorized to move within the limits without providing protection against other work extras.**

If it is desired to authorize two or more work extras within the same limits or portion of limits and permit one work extra to move without providing flag protection against the other(s), Examples (2) or (3) may be used.

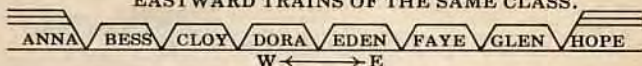
- (2) ENG 3640 AND ENG 8488 WORK
EXTRA 1001 PM JAN 3RD UNTIL
630 AM JAN 4TH BETWEEN
ANNA AND CLOY

WORK EXTRA 3640 PROTECTS
AGAINST WORK EXTRA 8488
- (3) ENG 3413 AND ENG 9069 WORK EXTRA
801 AM UNTIL 601 PM BETWEEN WEST
SWITCH FAYE AND HOPE NOT
PROTECTING AGAINST EXTRA TRAINS
EXCEPT WORK EXTRA 9069 PROTECTS
AGAINST WORK EXTRA 3413

When necessary to authorize two or more work extras within the same limits or portion of limits, and it is desired that protection between work extras be provided by the conductors and engineers of the work extras named, following example will be used, and all movements within the same or portion of the limits of work order must be made ~~WITH CAUTION~~. A thorough understanding between the conductors and engineers is required.

AT RESTRICTED SPEED

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (4) ENG 7607 AND ENG 2976 WORK EXTRA
901 PM OCT 3RD UNTIL 701 AM
OCT 4TH BETWEEN ANNA AND BESS
NOT PROTECTING AGAINST EXTRA
TRAINS EXCEPT PROTECT AGAINST
EACH OTHER
-

When a work extra has been authorized by train order not to protect against extra trains, and subsequently it is desired that after a certain time it clear the track for an extra, or to protect against a designated extra in either direction, the appropriate example of the following may be used:

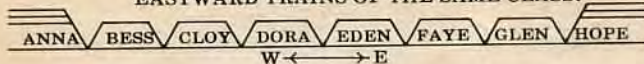
- (5) WORK EXTRA 2670 CLEARS
EXTRA 9150 WEST BETWEEN ANNA
AND CLOY AFTER 1001 PM
- (6) WORK EXTRA 4450 PROTECTS
AGAINST EXTRA 8488 EAST
BETWEEN ANNA AND CLOY AFTER
1101 PM
-

To enable a work extra to follow an extra into work limits when it is not practicable to furnish the extra a copy of the work order, the following example may be used:

- (7) WORK EXTRA 2670 MUST NOT
PASS EXTRA 8306 EAST
BETWEEN ANNA AND CLOY

Work Extra 2670 must not leave Anna ahead of Extra 8306 East, and must not pass Extra 8306 East between Anna and Cloy.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (8) WORK EXTRA 4087 PROTECTS
AGAINST EXTRA 8981 EAST
BETWEEN ANNA AND CLOY
AFTER 1130 PM INSTEAD OF
1030 PM

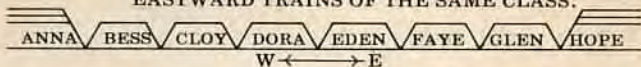
Example (8) will be used when necessary to set back, or advance, the time at which work extra must begin protection against extra(s) named, and must include station limits within which the change is effective. Train against which protection is to be provided may enter the limits named after the first time named.

Examples (9), (10) and (11) may be used to relieve work extras of flag protection against trains waiting in order until time specified.

- (9) EXTRA 6681 EAST WAIT AT
ANNA UNTIL 845 PM
BESS 903 PM

EASTWARD EXTRA TRAINS EXCEPT
EXTRA 6681 EAST AND WORK EXTRA
2670 WAIT AT
ANNA UNTIL 1145 PM
BESS 1220 AM
- (10) WESTWARD EXTRA TRAINS EXCEPT
WORK EXTRA 2670 WAIT AT
CLOY UNTIL 230 AM
BESS 248 AM
- (11) NO 242 ENG 7607 WAIT AT
ANNA UNTIL 1045 PM
BESS 1120 PM

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

When a work extra is to be given exclusive right over all trains, following example will be used:

- (12) WORK EXTRA 2670 HAS RIGHT
OVER ALL TRAINS BETWEEN
ANNA AND CLOY 801 PM AUG 12TH
UNTIL 801 AM AUG 13TH

This order gives work extra exclusive right between points designated, between times specified, and other trains must not enter the limits unless permission is obtained from conductor and engineer of work extra.

This order must not be modified or combined with any other form of order. It must not be issued while an order Form G, Example (6) is in effect.

↑ Right over all trains

I

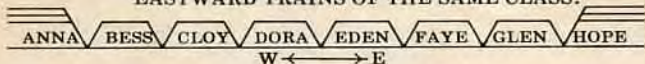
**Relief of Protection by Flagman
Against Following Extra Trains
Outside of Block System Limits**

DOES NOT APPLY TO REVERSE MOVES

- (1) NO 353 NOT PROTECTING AGAINST
WESTWARD EXTRA TRAINS UNTIL
130 PM BETWEEN HOPE AND ANNA
- (2) EXTRA 9150 EAST NOT PROTECTING
AGAINST EASTWARD EXTRA TRAINS
UNTIL 330 PM BETWEEN ANNA AND
HOPE

This form must not be used to relieve a train of protection by flagman to rear against a regular train. It must not be used when there is a preceding extra train between stations named in order, and must not be used when a work extra in territory named has been instructed not to protect against extra trains.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

This form must not be combined with other forms, and must not be used in territory where, by special instructions in timetable, trains moving with current of traffic may run extra without train-order authority, as prescribed by Rule D-97.

J

Holding Order

- (1) HOLD NO 12 ENG ATK 556
- (2) HOLD ALL TRAINS

When train has been so held it must not be permitted to proceed until order to hold is annulled, or an order is addressed to operator in following form:

- (3) NO 18 MAY GO

These orders will be addressed to operator and acknowledged in the usual manner.

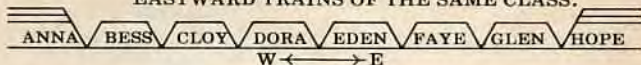
Form J will be used only when necessary to hold trains until other orders can be given, as provided for in Rules 206-C and 213, or in case of emergency.

K

Annulling a Schedule or Section

- (1) NO 11 OF FEB 29TH IS ANNULLED
HOPE TO ANNA
- (2) SECOND 12 OF AUG 3RD IS ANNULLED
ANNA TO HOPE
- (3) NO 243 OF SEPT 4TH HAS ARRIVED
DORA AND IS ANNULLED DORA TO
ANNA

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

Date named in the order must be date on which schedule is due to leave its initial station on the subdivision.

Schedule or section annulled becomes void between points named and cannot be restored.

When a schedule or section is annulled from an intermediate point, opposing inferior trains must not leave that point until:

- (a) It is ascertained that the schedule or section has been fulfilled to that point, or
- (b) An order is received annulling schedule or section to that intermediate point, or
- (c) An order is received authorizing train to proceed.

L

Annuling an Order

(1) ORDER NO 10 IS ANNULLED

If an order to be annulled has been delivered to a train, the annulling order must be addressed to that train. If it has not been delivered, annulling order may be addressed to operator, who must then destroy all copies of order annulled except his office copy, on which he must write the number of the annulling order.

Operator or train addressed must have copy of the order annulled.

An order which has been annulled must not be reissued under its original number.

When an order is annulled on other than date of issue, date as well as number of order annulled must be designated in the annulling order.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.

ANNA BESS CLOY DORA EDEN FAYE GLEN HOPE
W ← → E

FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

- (2) THIS ORDER ANNULLED AT 401 AM
SEPT 15TH

Above addition must be made to any order which is
to be annulled at a predetermined time.

Date will not be used unless annulling time specified
in order falls on the following day.

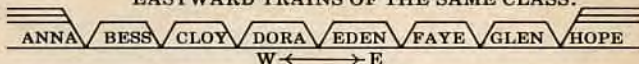
M

Annuling Part of an Order

- (1) THAT PART OF ORDER NO 10
READING NO 11 ENG ATK 567
MEET NO 12 ENG 3035 AT
EDEN IS ANNULLED
- (2) THAT PART OF ORDER NO 35 READING
NO 242 ENG 8488 WAIT AT
BESS UNTIL 515 PM
IS ANNULLED

Form M must be used when a particular movement or
portion of movement in an order is to be annulled, and
does not affect other movements in the order.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

N

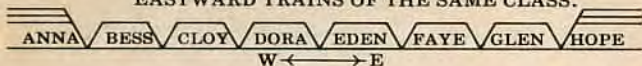
Calling-On Order

- (1) ADVANCE EXTRA 6153 EAST ON
MAIN TRACK UNTIL 1101 AM

This form, addressed to operator may be used only after order(s) have been issued to an approaching train which provide authority and time necessary for train to hold main track and advance at least to the next station, ahead of, and against, all superior trains. Calling-on signal must be given to train sufficiently in advance to allow it to be acknowledged before time limit shown. Train dispatcher must specify time limit in this form which will allow approaching train to move safely on main track to next station at normal speed.

At points where letter-type indicators permit display of either letter "M" or "S," special instructions in timetable may authorize and require movement otherwise, and must be respected.

S-72. WESTWARD TRAINS ARE SUPERIOR TO
EASTWARD TRAINS OF THE SAME CLASS.



FIRST CLASS 11 to 19—SECOND CLASS 240 to 250—
THIRD CLASS 350 to 360.

P

**Superseding an Order or Part
of an Order**

- (1) NO 242 ENG 7607 MEET NO 243
ENG 9261 AT BESS INSTEAD OF
CLOY
- (2) NO 244 ENG 8785 PASS NO 12
ENG 3200 AT DORA INSTEAD
OF CLOY
NO 12 TAKE SIDING
- (3) NO 353 ENG 8306 HAS RIGHT
OVER NO 244 ENG 7027 HOPE
TO EDEN INSTEAD OF ANNA
- (4) NO 240 ENG 8488 HAS RIGHT
OVER NO 13 ENG 9505 ANNA TO
FAYE INSTEAD OF DORA
- (5) NO 248 HAS ENG 8964 INSTEAD
OF ENG 8980

Only engine numbers of regular trains may be super-
seded.

Train addressed must have a copy of order containing
movement that is superseded.

Forms S-A (meeting point), B (pass or run ahead), S-C (right over opposing train), or D (right over another train in same direction), must not be changed by use of Form P train order more than once. If further changes are necessary, previous order must be annulled.

This form must be used whenever limits in an order, Form S-C, are shortened or lengthened.

An order which has been superseded must not be re-issued under its original number.

When a train is directed by train order to take siding or to hold main track for another train, such instructions apply only to point named in order, and do not apply to superseding order unless so specified.

Q

Issuance of New Timetable or Supplement

- (1) ANNA DIVISION TIMETABLE
NO 6 IS EFFECTIVE 1201 AM
JAN 1ST

- (2) HOPE DIVISION SUPPLEMENT
NO 1 TO TIMETABLE NO 3 IS
EFFECTIVE 1201 AM FEB 15TH

D-S

**Providing for the Use of a Section
of Double Track as Single Track**

- (1) BETWEEN 801 AM AND 401 PM EASTWARD
MAIN TRACK BETWEEN BESS
CROSSOVER MP 27.3 AND CLOY
CROSSOVER MP 29.3 WILL BE OUT OF
SERVICE

WESTWARD MAIN TRACK WILL BE USED
FOR EASTWARD AND WESTWARD TRAIN
MOVEMENTS BETWEEN THESE POINTS
AND WILL BE UNDER CONTROL OF
FLAGMAN LOCATED AT BESS MP 27.3
AND CLOY MP 29.3

EASTWARD TRAINS MUST NOT PASS BESS
MP 27.3 UNLESS PROCEED SIGNAL WITH
GREEN FLAG OR GREEN LIGHT OR ORAL
AUTHORIZATION RECEIVED FROM
FLAGMAN LOCATED AT THIS POINT
WHICH WILL BE AUTHORITY TO
PROCEED AGAINST THE CURRENT OF
TRAFFIC TO CLOY MP 29.3 AND RETURN
TO EASTWARD MAIN TRACK

WESTWARD TRAINS MUST NOT PASS
CLOY MP 29.3 UNLESS PROCEED SIGNAL
WITH GREEN FLAG OR GREEN LIGHT OR
ORAL AUTHORIZATION RECEIVED FROM
FLAGMAN LOCATED AT THIS POINT

MOVEMENT THROUGH ANY
INTERMEDIATE CROSSOVERS MUST NOT
BE MADE WITHOUT FIRST OBTAINING
AUTHORITY FROM FLAGMEN

- (2) BETWEEN 801 AM AND 401 PM DAILY EXCEPT SATURDAYS AND SUNDAYS WESTWARD MAIN TRACK BETWEEN HOPE MP 88.1 AND INTERLOCKING SIGNAL FAYE MP 75.98 WILL BE OUT OF SERVICE

EASTWARD MAIN TRACK WILL BE USED FOR EASTWARD AND WESTWARD TRAIN MOVEMENTS BETWEEN THESE POINTS AND WILL BE UNDER CONTROL OF FLAGMAN LOCATED AT HOPE MP 88.1 AND SIGNAL OPERATOR FAYE

WESTWARD TRAINS MUST NOT PASS HOPE MP 88.1 UNLESS PROCEED SIGNAL WITH GREEN FLAG OR GREEN LIGHT OR ORAL AUTHORIZATION RECEIVED FROM FLAGMAN LOCATED AT THIS POINT WHICH WILL BE AUTHORITY TO PROCEED AGAINST THE CURRENT OF TRAFFIC TO FAYE MP 75.98 BEING GOVERNED BY SIGNAL INDICATION OR RULE 663 BY SIGNAL OPERATOR TO RETURN TO WESTWARD MAIN TRACK

EASTWARD TRAINS MUST NOT PASS INTERLOCKING SIGNAL FAYE MP 75.98 UNLESS AUTHORIZED BY SIGNAL INDICATION OR RULE 663 BY SIGNAL OPERATOR FAYE

MOVEMENT THROUGH ANY INTERMEDIATE CROSSOVERS MUST NOT BE MADE WITHOUT FIRST OBTAINING AUTHORITY FROM FLAGMAN HOPE AND SIGNAL OPERATOR FAYE

With Example (1) or (2) in effect, trains in both directions must use track specified between the stations named.

Where trains moving with current of traffic are authorized to run extra without train-order authority, Form D-S must not be used until all trains and engines which may use either track, have received copy of the order.

When limits of order will include a portion of yard limits where yardmaster on duty, chief train dispatcher must notify yardmaster that Form D-S is to be placed in effect and receive assurance from yardmaster that all train and engine movements will be clear of affected track prior to effective time of order. Copy of order must be promptly delivered to yardmaster after issuance.

Example (2) may be modified for movements into double track territory adjoining CTC.

T

Change of Engines on Extra Trains

When a train order creating and/or protecting an extra or work extra is issued and later it is found that another engine must handle the train, a new train order must be issued bearing the correct engine number. Original train order must then be annulled. If original train order is in possession of trains restricted by the order, and they cannot be reached at a train-order office with the annulment of the original order, a copy of the annulment order must be sent to them in care of engineer of the newly created extra train together with a copy of the new train order. Annulments so sent are to be worded as follows:

AFTER RECEIPT OF ORDER NO 159 (new train order) ORDER NO 133 IS ANNULLED

This will provide that, when delivery is made, the crew will receive the new restriction at same time the annulment of first restricting order is received.

V

Check of Trains

This form of order must not be combined with any other orders except Form K Example (3).

When this form is received, train may register by ticket, provided it is not necessary to check the register against other schedules.

- (1) REGULAR TRAINS DUE EDEN BEFORE 930 AM JUNE 4TH HAVE ARRIVED AND LEFT EXCEPT SECOND 12

"Due" refers to timetable schedule leaving time at station named, except at terminating station it refers to arriving time.

When necessary to make an exception of a train or trains, such exception will be added.

Where not required, the word "arrived" or "left" will be omitted.

- (2) NO 12 OF JULY 9TH HAS ARRIVED FAYE
- (3) NO 11 ENG ATK 556 OF MAY 15TH HAS LEFT HOPE
- (4) FIRST 248 OF MAY 5TH HAS LEFT DORA WITH GREEN SIGNALS

Engine number must be included in Examples (1), (3) and (4) when necessary for identification.

A check of a section will indicate that all preceding sections of the same schedule have arrived or left, and must state "with no signals" or "with green signals" as the case may be.

- (5) EXTRA 8488 EAST HAS ARRIVED DORA ON ORDER NO 30

Extra trains must have order number

Example (5) must include number of order containing restriction, and may use "LEFT" in place of "ARRIVED."

8488 might have made several trips that day

W

Change in Clearance or Register Requirements

- (1) NO 12 DO NOT OBTAIN CLEARANCE AT DORA

When Example (1) is used, the station named is not a train-order office for train named, regardless of indication which may be displayed by train-order signal.

- (2) NO 249 DO NOT REGISTER AT CLOY
- (3) EXTRA 3727 WEST REGISTER AT
DORA ON ORDER NO 56

When Example (3) is used, number and date of the order specified must be inserted in column of train register captioned "Signals Displayed."

- (4) EXTRA 8350 EAST MAY CHECK
REGISTER AT DORA AGAINST
EXTRA 3727 WEST ON ORDER
NO 56

Examples (3) and (4) may be combined with other orders.

*Must have form W authority
to check against extra*

Track Conditions (Other than Form Y)

- (1) DO NOT EXCEED 10 MPH BETWEEN
MP 41.30 AND MP 42.50 BETWEEN
DORA AND EDEN

If restriction applies only between certain hours, or on certain days, following may be added:

"BETWEEN 801 AM AND 401 PM"

and/or

"DAILY EXCEPT SATURDAYS AND
SUNDAYS"

When main track is taken out of service and trains are to use siding or temporary track, trains must have copy of train order before reaching point where detour is to begin unless other safeguards are taken.

- (2) MAIN TRACK OUT OF SERVICE BETWEEN
SIDING SWITCHES CLOY

SWITCHES LINED AND LOCKED FOR
MOVEMENT THROUGH SIDING

- (3) DO NOT EXCEED 10 MPH OVER
TEMPORARY TRACK BETWEEN MP 282.30
AND MP 282.85

MAIN TRACK OUT OF SERVICE BETWEEN
THESE POINTS

When necessary to issue track order in advance of the effective time, it may be prefaced by the following:

"EFFECTIVE 1201 AM JULY 10TH . . ."

Y

Conditional Stop Sign Order

- (1) DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 AND MP 20 BETWEEN BESS AND CLOY FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG OR LIGHT IS RECEIVED

RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED

YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED TWO MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS

This form may be modified in double track territory by adding at end of first line in body of train order the track or tracks affected, thus: "ON EASTWARD MAIN TRACK" or "ON BOTH MAIN TRACKS." Mile post locations indicated in body of train order for display of red CONDITIONAL STOP signs will be shown only in current of traffic direction.

This form may also be modified in territory where there are two or more main tracks by adding at end of first line in body of train order the track or tracks affected, thus: "ON NO 1 TRACK" or "ON NO 1 AND NO 2 TRACKS."

When Form Y train order is required, foreman in charge of work must notify chief train dispatcher in writing furnishing location, time and date such protection is desired. After train order is in effect to all trains, train dispatcher will advise foreman, upon his request, and in addition will advise train order number, mile post locations, stations, track affected if in multiple track territory, effective times and date.

Form Y train orders may be issued to apply only in territories where all train and engine movements are either provided with copy of order or furnished instructions by train dispatcher pertaining to same as provided in Rule 101-A, prior to passing yellow PROCEED PREPARED TO STOP sign.

This order will remain in effect for the time and date specified therein unless cancellation is received by chief train dispatcher from foreman.

Z

Signals Taken Out of Service or Restored

- (1) AUTOMATIC BLOCK SIGNALS
TEMPORARILY OUT OF SERVICE
BETWEEN SIGNAL _____ AND SIGNAL _____
EXCEPT _____ AND ARMS HAVE BEEN
REMOVED AND LIGHTS EXTINGUISHED
IN SEMAPHORE SIGNALS OR LIGHTS
COVERED IN LIGHT SIGNALS

SPEED OF PASSENGER TRAINS MUST NOT
EXCEED 59 MPH AND OTHER TRAINS
49 MPH AND RULES 11 87 91 93 304 AND
OTHER RULES GOVERNING MOVEMENT
OUTSIDE OF BLOCK SYSTEM LIMITS WILL
APPLY

PRIOR TO RE-ENTERING BLOCK SYSTEM
LIMITS TRAIN MUST APPROACH
GOVERNING BLOCK SIGNAL PREPARED
TO STOP UNLESS SIGNAL DISPLAYS
PROCEED INDICATION

WHEN ARMS ARE REPLACED ON
SEMAPHORE SIGNALS OR COVERING
REMOVED FROM LIGHT SIGNALS THEY
MUST BE REGARDED AS AGAIN IN
SERVICE

- (2) AUTOMATIC BLOCK SIGNAL _____
TEMPORARILY REMOVED FROM
SERVICE AND LIGHT COVERED

WHEN COVERING REMOVED FROM
SIGNAL IT WILL BE REGARDED AS
AGAIN IN SERVICE

If signal is semaphore type the following will be used
in place of "... AND LIGHT COVERED":

"... AND ARM(S) HAS BEEN REMOVED
AND LIGHT EXTINGUISHED

WHEN ARM IS REPLACED ON
SEMAPHORE SIGNAL IT MUST BE
REGARDED AS AGAIN IN SERVICE"

- (3) AUTOMATIC BLOCK SIGNALS AGAIN IN
SERVICE BETWEEN SIGNAL _____ AND
SIGNAL _____

This example may be modified as follows:

"AUTOMATIC BLOCK SIGNAL _____
AGAIN IN SERVICE"

- (4) EASTWARD AND WESTWARD ABSOLUTE
SIGNALS AND DUAL CONTROL SWITCH(S)
WEST END (station) MP _____ REMOVED
FROM SERVICE

WESTWARD ABSOLUTE SIGNAL LOCATED
EAST END (station) MP _____ WILL GOVERN
MOVEMENT TO WESTWARD AUTOMATIC
BLOCK SIGNAL NO _____ LOCATED MP _____

EASTWARD AUTOMATIC BLOCK SIGNAL
NO _____ LOCATED MP _____ WILL GOVERN
MOVEMENT TO EASTWARD ABSOLUTE
SIGNAL LOCATED EAST END (station)
MP _____

- (5) ABSOLUTE SIGNALS AND DUAL CONTROL
SWITCH(S) WEST END (station) MP _____
AGAIN IN SERVICE

Examples (1), (2) and (4) may be issued on receipt of
advice from signal supervisor that signal(s) are to be taken
out of service, and may be prefaced by words: "EFFEC-
TIVE (time) M (date)" when necessary.

When Example (2) is used ABS rules remain in effect.

MOVEMENT OF TRAINS BY STAFF SYSTEM

S-240. An extra train may operate in certain territories designated by timetable without train-order authority and without providing flag protection in either direction providing:

- (a) It has been ascertained from train register at designated station that the last departing train via the route to be used has completed its trip or trips and registered as prescribed in subparagraphs (b) and (c). EXCEPTION: Refer to Rule S-242.
- (b) Conductor, or engineer if there is no conductor, of an extra train must register destination of trip (turning point) and date of departure in column captioned "Signals Displayed" in addition to usual information required on train register.
- (c) Upon completing their trip or trips, conductor, or engineer if there is no conductor, must register arrival on same line as departure time recorded on opposite page, indicating date of arrival at designated station in column captioned "Signals Displayed," in addition to usual information required on train register.

S-242. ^{SEE TP 947} When a train has been registered into Staff System Territory and subsequently becomes disabled, chief train dispatcher may authorize a second movement into territory without registering. To authorize this second movement he must be assured by conductors of both movements, (engineer if no conductor), that they are fully acquainted with the intended move and they have had a personal understanding as to the fixed location of first train WHICH MUST NOT BE CHANGED. Second movement must be made WITH CAUTION. Upon return of BOTH movements to designated station, conductor(s) will see that train is registered out of territory.

S-244. Separate train register must be used at each designated station for a Staff System Territory, clearly labeled on front cover, as an example: "STAFF SYSTEM TERRITORY—EDEN BRANCH" or "STAFF SYSTEM TERRITORY—EDEN TO HOPE." Register must only be used by trains operating in this territory.

CERTAIN FIXED SIGNAL RULES

RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES IN THE SAME DIRECTION BY BLOCK SIGNALS

D-251. On portions of the railroad on designated tracks as specified in the timetable, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

CHANGED
D-252. Before a train ENTERS territory where Rule D-97 applies at an INTERMEDIATE point within such limits, unless clearance is received at that station, conductor (or engineer if light engine) must ascertain from the train dispatcher what train orders are in effect as to track conditions in the territory to be used. *(Effective Sept. 1, 1983)*

D-253. Train dispatcher must be informed in advance of any known condition that will delay the train or prevent it from making usual speed.

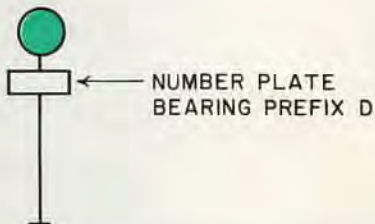
D-254. Except as affected by Rule D-251 all block signal rules and other rules remain in force.

Signal aspects as illustrated in Rules 279 to 290 are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train.

DISTANT SIGNALS

Rules 279 and 280 describe Distant Signal's aspects, names and indications. They provide information only to govern the approach to a block signal, not conditions of or on the track between the distant signal and the block signal. The most restrictive aspect which can be displayed by a Distant Signal is yellow.

Rule 279.

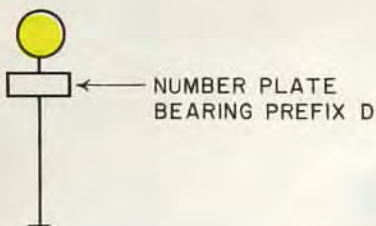


Name: DISTANT SIGNAL CLEAR

Indication: PROCEED

If a train or engine is stopped between the distant signal and the block signal, it must then proceed at RESTRICTED SPEED until it can be seen that the block signal displays other than stop indication. *(Effective Oct. 26, 1980)*

Rule 280.



Name: DISTANT SIGNAL APPROACH

**Indication: PROCEED PREPARED TO STOP SHORT
OF NEXT BLOCK SIGNAL. TRAINS
EXCEEDING 40 MPH IMMEDIATELY
REDUCE TO THAT SPEED.**

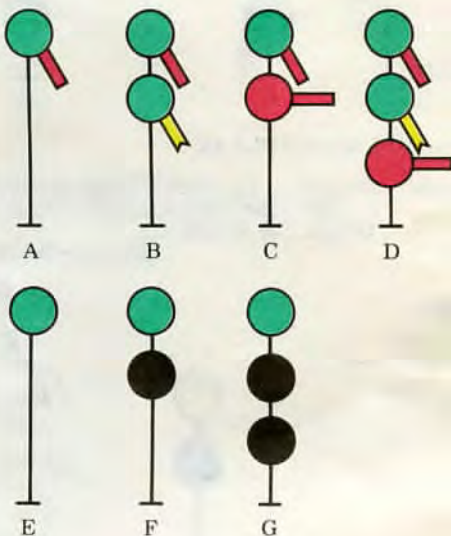
Trains must reduce to 40 MPH before engine reaches distant signal if advance view of the signal permits. Speed may be resumed after engine passes block signal displaying GREEN aspect.

(Effective Oct. 26, 1980)

BLOCK SIGNALS

Rules 281 to 290 describe automatic block, absolute and interlocking signal aspects, names and indications.

Rule 281.



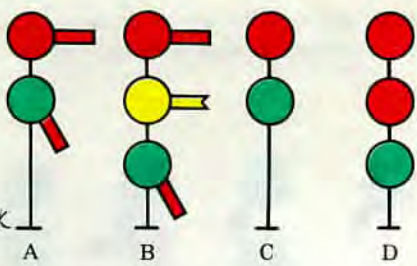
Name: CLEAR

Indication: PROCEED
(Effective Oct. 26, 1980)

Rule 282 (Deleted Oct. 26, 1980)

Rule 283.

ONLY
GOV.
MOVEMENT
TO MAIN TRACK

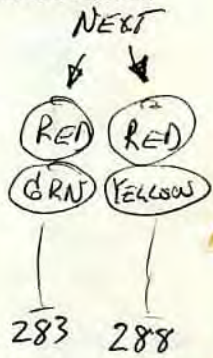


Name: DIVERGING CLEAR

Indication: PROCEED ON DIVERGING ROUTE, NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT.

(Effective Oct. 26, 1980)

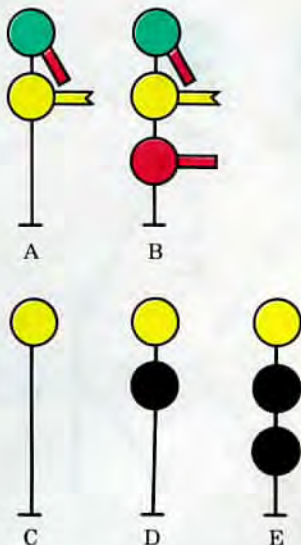
Rule 284.



Name: APPROACH DIVERGING

Indication: PROCEED, PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT BLOCK SIGNAL NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT. (AT NEXT SIGNAL) (Effective Oct. 26, 1980)

Rule 285.



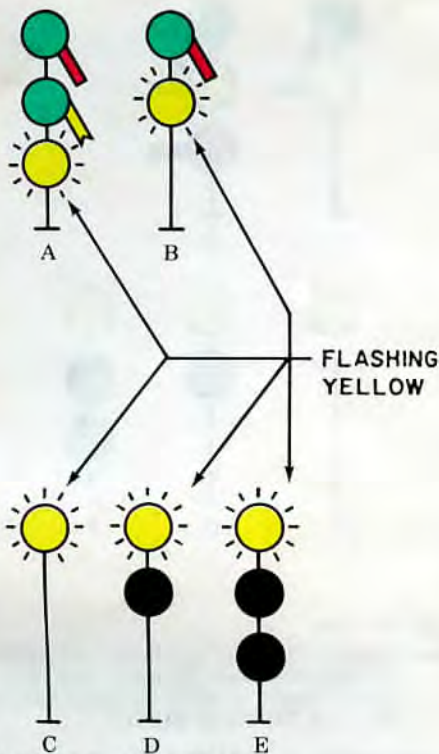
Name: APPROACH

Indication: PROCEED, PREPARED TO STOP SHORT OF NEXT BLOCK SIGNAL. TRAINS EXCEEDING 40 MPH IMMEDIATELY REDUCE TO THAT SPEED.

Trains must reduce to 40 MPH before engine reaches the signal if advance view of the signal permits. Speed may be resumed after engine passes next block signal displaying GREEN aspect.

(Effective Oct. 26, 1980)

Rule 285-A.

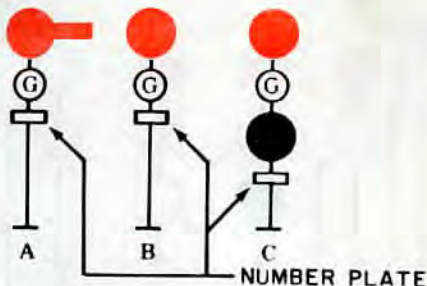


Name: ADVANCE APPROACH

Indication: PROCEED, PREPARED TO PASS NEXT
BLOCK SIGNAL **NOT EXCEEDING 40**
MPH. *(Effective Oct. 26, 1980)*

Rule 286 *(Deleted Oct. 26, 1980)*

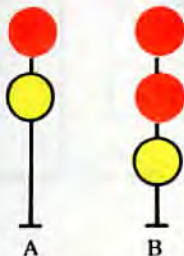
Rule 287.



Name: RESTRICTED PROCEED

Indication: PROCEED AT RESTRICTED SPEED WITHOUT STOPPING.
(Effective Oct. 26, 1980)

Rule 288.



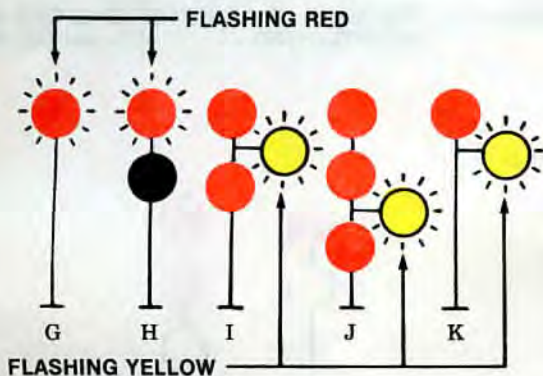
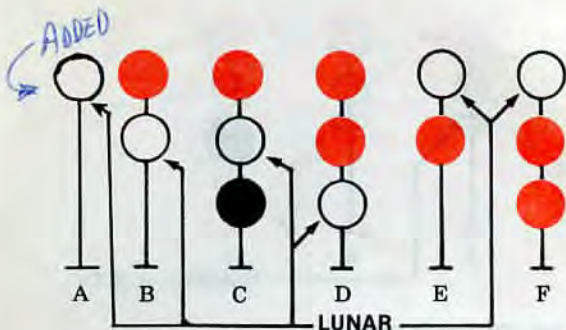
Name: DIVERGING APPROACH

Indication: PROCEED ON DIVERGING ROUTE, NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT, PREPARED TO STOP SHORT OF NEXT BLOCK SIGNAL.

(Effective Oct. 26, 1980)

INTO CONTROLLED SIDING

Rule 289.



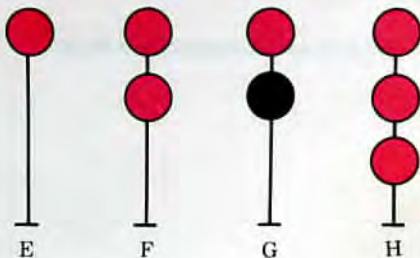
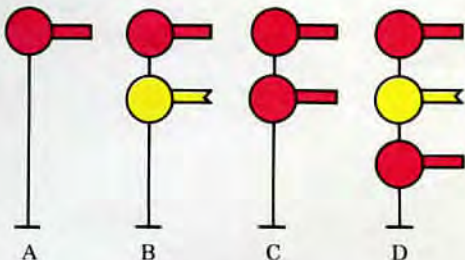
Name: RESTRICTING

Indication: PROCEED AT RESTRICTED SPEED
WITHOUT STOPPING.

Trains must proceed at RESTRICTED SPEED to the next
block signal or until lead locomotive has left block system
limits. (Effective Sept. 16, 1982)

Most common AROUND DUAL CONTROL
L POWER SWITCHES

Rule 290.



Name: STOP

Indication: STOP
(Effective Oct. 26, 1980)

Rule 290-A (Deleted Oct. 26, 1980)

Rule 291 (Deleted Oct. 26, 1980)

Rule 292 (Deleted Oct. 26, 1980)

Rule 293 (Deleted Oct. 26, 1980)

(This page intentionally left blank)

(This page intentionally left blank)

(This page intentionally left blank)

RULE 298. BLOCK INDICATORS APPLICABLE TO SINGLE TRACK AND MULTIPLE MAIN TRACKS WITH NO CURRENT OF TRAFFIC.

Indicators **MAY** bear a plate designating direction applicable, such as "WESTWARD."



FIG. 1
BLOCK OCCUPIED
IN BOTH DIRECTIONS



FIG. 2
BLOCK OCCUPIED IN
BOTH DIRECTIONS



FIG. 3
BLOCK CLEAR
IN BOTH DIRECTIONS



FIG. 4
BLOCK CLEAR IN
BOTH DIRECTIONS



FIG. 5
BLOCK OCCUPIED
TO THE RIGHT
CLEAR TO THE LEFT



FIG. 6
BLOCK OCCUPIED
TO THE LEFT
CLEAR TO THE RIGHT

RULE 299. BLOCK INDICATORS APPLICABLE TO DOUBLE TRACK AND MULTIPLE MAIN TRACKS WITH CURRENT OF TRAFFIC SPECIFIED.

Indicators will bear a plate designating direction applicable, such as "EASTWARD" or designating track applicable, such as "WESTWARD MAIN."



FIG. 1
BLOCK OCCUPIED TO REAR IN CURRENT OF TRAFFIC DIRECTION



FIG. 2
BLOCK OCCUPIED IN BOTH DIRECTIONS



FIG. 3
BLOCK CLEAR TO REAR IN CURRENT OF TRAFFIC DIRECTION



FIG. 4
BLOCK CLEAR IN BOTH DIRECTIONS



FIG. 5
BLOCK OCCUPIED TO THE RIGHT CLEAR TO THE LEFT



FIG. 6
BLOCK OCCUPIED TO THE LEFT CLEAR TO THE RIGHT

301. A signal improperly displayed, absence of signal at place where signal is usually shown, absence of light or white light displayed where a colored light should be in a fixed signal, must be regarded as the most restrictive indication that can be given by that signal, except when day indication, if any, is plainly seen it will govern.

When a fixed signal is out of order and not so indicated, or is improperly displayed, or working improperly, or light is out, report must be made to train dispatcher.

303. When interlocking or absolute signals govern movements from interlocking or CTC limits into that portion of ABS adjoining, they will be distinguished by a plate bearing the letters "SA." Trains stopped by such signals must observe applicable rules within interlocking or CTC limits, and after receiving authority under these rules, automatic block signal rules will apply within automatic portion of the block beyond.

304. When absolute or automatic block signals are to be taken out of service for an extended period of time, train order Form Z Example (1), (2) or (4) must be issued. Arms must be removed and lights extinguished in semaphore signals, or lights covered in light signals. Train order must remain in effect until signals are restored to service.

When signals are to be again restored to service, train order Form Z Example (3) or (5), must be issued.

As soon as arms are placed on semaphore signals, or covering removed from light signals, they must be regarded as in service.

MUCH CHANGED
305. Except within CTC or interlocking limits, when a train or engine enters a block on a signal aspect other than RESTRICTED PROCEED or RESTRICTING and subsequently stops or reduces speed below 10 MPH, movement must proceed at RESTRICTED SPEED until it can be seen that:

- (a) the track is clear to the next block signal;
- (b) all switches to the next block signal are lined for normal movement;
- (c) the next block signal displays other than a stop indication.

Within CTC or interlocking limits, when a train or engine enters a block on a signal aspect other than APPROACH,

RESTRICTED PROCEED or RESTRICTING and subsequently stops, movement must proceed (not exceeding 40 MPH) prepared to stop short of the next block signal until it can be seen that the next block signal displays other than a stop indication and the track is clear to that signal.

(Effective June 10, 1983)

NEW
305-A. After passing a block signal displaying a CLEAR, DIVERGING CLEAR, APPROACH DIVERGING or ADVANCE APPROACH aspect and the next governing block signal displays a stop indication or changes to a stop indication before signal is passed, train or engine must be stopped, using good train handling techniques. After stopping, Rule 507, 663, 744 or 776 as the case may be, will govern. Such occurrence must be reported to the train dispatcher.

(Effective June 10, 1983)

306. A block signal with triangular plate bearing letter "P" is also actuated by a special protective device(s), and when signal displays a red aspect, Rule 507, 509, 663, 765 or 776, as the case may be, will govern. In addition, careful examination from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains. Number or location of such signals will be shown in timetable, with description of the special protection afforded.

When a signal with triangular plate protecting a spring switch displays stop indication, except when the switch is lined by hand for the movement or is protected by a switch point indicator, member of crew must open and close spring switch by hand, removing any obstruction.

AUTOMATIC BLOCK SIGNAL SYSTEM

505. Automatic block signals govern the use of blocks. Unless otherwise provided, they do not supersede the authority or superiority of trains; nor dispense with the use or observance of other signals whenever and wherever they may be required.

D-506. Unless otherwise provided, block signals for a track apply only to trains moving with the current of traffic on that track.

CHANGED
507. When an automatic block signal displays stop indication, except as provided in Rules 509 or 765, train or engine after stopping, may proceed past signal. Movement must be

made at RESTRICTED SPEED to the next block signal or to the end of block system limits.

(Effective Oct. 30, 1983)

508. Deleted Sept. 13, 1982.

509. When an automatic block signal displays a red aspect, train or engine may proceed at RESTRICTED SPEED, without stopping, under one of the following conditions:

- (a) To enter a siding where switch is not more than one thousand feet beyond the signal, if it can be seen that no opposing train has passed the governing block signal at opposite end of siding; or that an opposing or preceding train has stopped or is moving prepared to stop clear of the route to be used.
- (b) To enter a yard track when switch is lined for the receiving track and route is clear to fouling point of switch.
- (c) To continue on main track when meeting or passing a train, when view of track is clear to point where fouled by train taking siding, or when engineer is informed by crew member of train taking siding that stop indication of signal is caused by train to be met or passed being partly in siding and not clear of main track.
- (d) To continue within limit of a grade signal.
- (e) To permit an engine with or without cars to couple to its train or a standing cut of cars, when intervening track is seen to be clear.
- (f) To enter a siding where switch is not more than one thousand feet beyond the signal and train order Form X, Example (2) is in effect.
- (g) To enter a crossover where switch is not more than 1000 feet beyond signal and train order Form D-S is in effect and movement has received authorization from flagman located at crossover.
- (h) When proceeding on the authority of Rule 663 or 776.

248

Movement must be made at RESTRICTED SPEED to the next block signal or to the end of block system limits.

(Effective Oct. 30, 1983)

512. Block indicators may be placed at switch stand or at derail.

Block indicator located at a crossover switch applies to adjacent track at opposite end of crossover.

Member of crew may line switch immediately for track to be fouled, if:

- (a) Indicator(s) show block clear in both directions.
- (b) Double indicator shows block occupied in one direction only and it is known that occupancy is caused by a train or engine moving away from switch.

(Refer to Rules 298 and 299.)

Otherwise, when single or double indicator indicates block occupied, switch must not be unlocked, nor track fouled unless another applicable portion of Rule 81-A has been complied with.

When an automatic block signal is located at fouling point, signal should display proceed indication after switch is lined. If signal displays stop indication after switch is properly lined, movement to main track may be made only after complying with Rule 507.

(Effective June 1, 1978)

514. A train or engine entering a block between signals must be properly protected as required by the rules, and must proceed at RESTRICTED SPEED to the next ^{81A} signal.

515. A train having passed out of a block must not back into that block except under protection by flagman, as provided for in Rule 99-A, or as otherwise provided for in Rules 670 ~~or~~ 763-A ²⁴⁹ _{REAR END}

A train or engine making a reverse movement within a block, must proceed at RESTRICTED SPEED to the next ^{81A} signal. _{BLOCK}

^{NEW} When making a movement on main track in opposite direction after moving out of a siding or other track, unless movement from siding is completed beyond governing signal, train will proceed at RESTRICTED SPEED to the next signal.

(Effective Oct. 30, 1983)

516. Overlaps may be indicated by overlap posts, locations of which will be shown in timetable. A train holding main track at meeting point must not pass overlap post location, nor open switch within the overlap, until opposing train has entered the block. A preceding train must clear the overlap as soon as practicable to avoid delay to the following train.

517. Insulated joints are placed near the fouling point. Engines or cars must not be left between insulated joints and switch or fouling point and switch.

Fouling points at sidings or tracks connecting with main track may be identified by "FOULING POINT" sign, "FP" sign, "DERAIL" sign, derail switch target, block signal, or by paint marks on the sides of both rails of main track and connecting track.

VARIABLE SWITCHES

530. Variable switch target moves with movement of switch points, but switch lever moves only when hand thrown. Switch equipped with this automatic stand does not function like a spring switch. Use of automatic stand is restricted to tracks other than main track.

When facing point movement is to be made and switch points are not lined for such movement, switch must be lined by hand.

Trailing movement may be made over switch from either track, regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of leading truck must clear switch points before reverse movement is commenced.

531. During periods of high water, snow, drifting sand, or icy conditions, switches must be lined by hand before trailing through variable switches.

SPRING SWITCHES



535. After trailing through a spring switch, reverse movement may be made when it is known that both points have moved to proper position. When stop is made before entire movement has cleared switch, switch must be lined by hand before reverse movement is made or slack taken.

536. When trailing movement is to be made over a spring switch equipped with a facing point lock and initial movement of switch points is not to be actuated by the engine, switch must be lined for the movement. Employee lining switch must again line it for normal position after movement has been completed, unless he has arranged for another employee to do so.

Spring switch must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

537. During periods of high water, snow, drifting sand, or icy conditions, switches must be lined by hand before trailing through spring switches.

538. Location of spring switches equipped with facing point locks, will be listed in timetable. *(Effective Oct. 30, 1983)*

D-539. Trains and engines moving against current of traffic must not exceed 35 miles per hour over a spring switch in facing point direction. Stop must be made BEFORE reaching the switch unless movement is protected by a block signal displaying proceed indication, or by a switch-point indicator displaying green aspect.

If switch is not protected by switch-point indicator or block signal, stop must be made short of switch and member of crew must examine switch from the ground and know before proceeding that points are in proper position and switch locked.

540. Where switch point indicators are provided for protection of facing point movement over spring switches they will be listed in timetable and the following will govern:

Green Aspect . . . Indicates lined for normal movement and there are no obstructions in switch.

Red Aspect . . . Indicates switch is not lined for normal movement or has an obstruction.

When switch point indicator displays red aspect, stop must be made short of spring switch unless switch is in charge of authorized employe. Before proceeding:

- (a) On diverging route, member of crew must make on the ground inspection to see that switch is properly lined.
- (b) Member of crew must open and close switch, removing any obstruction.

INTERLOCKING

NEW
605. Interlocking signals govern the use of routes of an interlocking. Movements may be made within interlocking limits without requiring train-order authority, and indications of these signals supersede the superiority of trains, but do not dispense with the use or observance of other signals where they may be required. *(Effective Oct. 30, 1983)*

? *D-152 NOW APPLIES MUST PROTECT X-OVER POINTS*
606. Interlocking limits on main tracks will be designated in timetable, except at railroad crossings, junctions and drawbridges where limits are clearly defined by interlocking signals. Where necessary, limits on other than main tracks will be indicated by signs.

607. Within interlocking limits when an automatic block signal displays stop indication Rule 507 or 509 will govern, except as provided for in Rule 765.

608. Within interlocking limits when power operated switches are dual control type, Rules 765, 765-A, 766, 768 and 772 will apply. Rule 766-A will apply in territory designated by Superintendent.

NOTE: In application of this rule, where CTC rule uses the term "train dispatcher," it has reference to operator, and where CTC rule uses the term "absolute signal," it has reference to interlocking signal.

609. Within interlocking limits, Rule 93 will not apply.

(Effective Sept. 8, 1983)

NEW RULE
611. Signals must be kept in position displaying the most restrictive indication, except when displayed for an immediate movement.

612. Appliances must be operated carefully, and only by those charged with that duty. If any irregularity affecting their operation is detected the signals must be displayed to give their most restrictive indication until repairs are made.

613. When the route is lined, signals must be operated sufficiently in advance of approaching trains to avoid delay.

615. When the signals have been cleared for an approaching train and it becomes necessary to change the route; position of switches, movable point frogs or derails must not be changed, nor signals cleared for any conflicting route, until the approaching train has stopped.

616. Operator must not actuate levers or buttons controlling a switch, movable point frog, derail, or lock when any portion of a train is standing in or closely approaching that area.

X 620. If a signal fails to work properly its operation must be discontinued. The control devices must be secured with control block(s) so signal will display its most restrictive indication until repaired.

X 621. Operator must observe, as far as practicable, whether indications of signals and the position of derails and switches correspond with position of levers.

X 622. Operator must not make, nor permit to be made, any unauthorized repairs, alterations or additions to the interlocking. Any defects in the interlocking must be reported promptly to signal supervisor; also to the train dispatcher if trains may be delayed.

~~623.~~ 623. If there is a derailment, or if a rigid switch, movable point frog or derail is run through, or if any damage occurs to track or interlocking, signals must be set to display their most restrictive indication. Movements are permitted provided all parts of the interlocking and affected track(s) are examined and known to be in safe condition.

X 624. When necessary to disconnect a switch, movable point frog, derail, lock, or electric locking circuit, before any train is permitted to pass over them, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position and controls must be blocked or marked so they cannot be operated.

625. When any part of an interlocking is to be repaired, operator must have an understanding of the scope of work and what route or routes may be affected by such repairs.

When any part of an interlocking is undergoing repairs, signals must not be displayed for any movements which may be affected by such repairs until it has been ascertained from repairman that switches are properly set for such movements.

When repairs or changes necessitate removal of any part of machine locking, operator must ascertain what routes are affected, and must not clear signals over any such affected routes. Trains may only be moved over such routes as prescribed by Rule 663 (a) or (b), until the locking has been restored.

626. Control devices must be secured with control blocks and must not be actuated except upon request of employe in charge of repairs, when a track, switch, or signal is undergoing repairs, or when a track is obstructed.

627. When an interlocking signal displays stop indication because of track occupancy by train or engine, operator may authorize another train or engine to enter block if necessary under provisions of Rule 663, provided he has assured himself that the movement is protected as follows:

- (a) For a following movement: Operator must acquaint the following train or engine with conditions within the block.
- (b) For an opposing movement: The engineer of train or engine within the block must assure operator that his train or engine has stopped and will remain standing for opposing movement. Train or engine entering block must be informed by the operator of conditions within the block.

628. ~~Operators must not give hand signals or oral authorization when the proper indication can be displayed by interlocking signals.~~ When hand signals are necessary, operator must assure himself that switches are properly set and that route is clear.

A yellow flag must be used by day, a yellow light by night, in giving hand signals.

629. Before granting permission in accordance with Rule 663 for a train or engine to pass an interlocking signal displaying stop indication, operator must assure himself that signals governing conflicting routes are displaying stop indication, route is clear and control machine indicates switches are properly lined and locked for desired movement.

Control blocks must be applied to control devices which govern route to be used as well as conflicting routes. Blocks must not be removed until it is known that train or engine has completed the authorized move. Power switches must be spiked or selector lever placed in hand position unless it can be determined from control machine that switches are properly locked.

633. If a train overruns a signal displaying stop indication or fails to obey a hand signal or oral instructions, the fact must be reported to Superintendent.

634. Operator must not permit unauthorized persons to enter interlocking station.

X 635. When operators relieve each other they must make a transfer of all unexecuted instructions, information as to train movements, and conditions of the interlocking.

636. A train-order signal within the limits of an interlocking (unless interlocking is automatic) must not be cleared for an approaching train until the preceding interlocking signals governing its movement have been cleared.

X 639. Instructions governing the operation of each interlocking will be placed at that interlocking station, and operators must familiarize themselves with them.

661. If a signal indication permitting a train to proceed has been accepted, and is changed to a stop indication before it is reached, movement must be stopped. Such occurrences must be reported to Superintendent by engineer.

If proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

662. Interlocking limits must not be entered or fouled on any track unless authorized by signal indication, or by operator.

Before a train enters interlocking limits at an INTERMEDIATE point within such limits, conductor (or engineer if light engine) must ascertain from signal operator what train orders are in effect as to track conditions in the territory to be used.

CHANGED
663. After stopping at an interlocking signal displaying a stop indication, train or engine may proceed to the next interlocking signal or to interlocking limits under one of the following conditions:

- (a) Upon receiving hand signal as prescribed by Rule 628.
- (b) Upon receiving oral authority from operator.

When authority is received from operator under provisions of (a) or (b), member of crew must examine power switches and derails from the ground to see that switch points are in proper

NO 3RD PARTY GIVING 663(b)
DIRECT ONLY 153 SEE 963(a)

position for the movement. He must remain in vicinity of switch, but not closer than 20 feet, to be in position to observe switch points until leading wheels pass over switch.

- (c) If no operator on duty and interlocking cannot be operated by member of crew, a flagman must precede train, carefully examining track for defects. At railroad crossings and junctions, flag protection must be provided on intersecting tracks in accordance with Rule 99 unless interlocking signals or derails thereon are known to be in position to protect the movement.

Movement must be made at RESTRICTED SPEED to the next block signal or to the end of block system limits.

(Effective Oct. 30, 1983)

669. Trains stopped by operator in making a movement through an interlocking, must not move in either direction until they have received authority from operator.

670. A reverse movement within interlocking limits, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from operator. At interlockings where no operator on duty, such movements may be made providing the train or engine making movement continuously occupies at least two car lengths of interlocking limits.

AUTOMATIC INTERLOCKING

680. Signals will normally display stop indication, and on approach of a train or engine will display proceed indication if no movement is approaching on intersecting track.

681. If block signal does not display proceed indication, and no movement is approaching on intersecting track, member of crew must be sent to the crossing to operate time-release.

After time-release has functioned, if block signal then does not display proceed indication, train may proceed through interlocking limits as prescribed by Rule 663(c).

682. Instructions for operating time-release, and length of time that must be allowed for release to function, will be posted inside time-release box.

LETTER-TYPE INDICATORS

705. When letter-type indicators are illuminated they require movement by train or engine as shown in timetable. They supersede the superiority of trains to the extent shown in timetable. Restrictions imposed by automatic block signals or other signals must be complied with.



Fig. 1



Fig. 2

Following letters may be used in these indicators:

H	hotbox
M	main track
S	siding
SS	south siding
NS	north siding
W	wait
T	train

Other letters, combination of letters, or words may be used.

706. At point where authority granted by letter-type indicator terminates, or when no letter is illuminated in an indicator, timetable and train-order requirement will govern.

707. Operator must not illuminate indicator without authority from train dispatcher, except where yardmaster's authority is required.

ABSOLUTE PERMISSIVE BLOCK

740. On portions of the railroad within limits designated in timetable as absolute permissive block, movements may be made without requiring train-order authority and trains will be governed by block signals whose indications will supersede the superiority of trains for opposing and following movements on the same track.

741. Absolute signals govern use of routes within APB limits, and confer authority to the limit of APB. They do not dispense with the use or observance of other signals where they may be required.

744. When an absolute signal displays stop indication, train or engine must stop. Except as provided in Rule 745, train or engine must wait ten minutes and if no movement is seen or heard approaching, flagman must be sent ahead and train or engine may follow at not exceeding RESTRICTED SPEED.

Movement may pass automatic block signals displaying stop indication without stopping, keeping at least one-half mile behind flagman, until flagman reaches next block signal displaying other than stop indication, or reaches opposite end of APB.

745. When an absolute signal displays stop indication caused by a train or cars STANDING on main track, if intervening track is seen to be clear, an engine with or without cars, after stopping, may proceed at RESTRICTED SPEED to couple to train or cars.

CENTRALIZED TRAFFIC CONTROL

Note: Where, in these rules the term "train dispatcher" is used it also has reference to any employe operating CTC control machine upon authority of train dispatcher.

760. CTC limits will be designated in timetable. Within these limits movements may be made without requiring train-order authority, and trains will be governed by block signals whose indications supersede the superiority of trains.

761. Absolute signals govern the use of routes within CTC limits and confer authority to next absolute signal, except that the last absolute signal confers authority only to CTC limit. They do not dispense with the use or observance of other signals where they may be required.

762. Within CTC limits, Rule 93 will not apply.

763. A main track or controlled siding must not be fouled unless authorized by absolute signal indication or by permission from train dispatcher. Certain main track hand-operated switches are equipped with electric switch locks. Train dispatcher's permission must be obtained before door on high-type switch lock is opened, or before switch lock is removed from keeper of low-type switch lock.

Before granting authority to enter main track or controlled siding at a hand-operated switch, train dispatcher must protect movement by setting opposing absolute signals to display stop indication and applying control blocks. Blocks must not be removed until track is occupied and a complete understanding must be had with crew members as to direction and between what points movement is to be authorized.

763-A. Reverse movement on main track or controlled siding within CTC limits may only be made when authorized by absolute signal indication, by train dispatcher, by Rule 765 or by providing flag protection to the next absolute signal. When train dispatcher authorizes movement, he must protect it by setting opposing absolute signals to display stop indication. He must secure control of these signals with control blocks which may be removed after movement is completed.

(Effective Oct. 26, 1980)

764. Designated limits of CTC do not alter the initial and terminal stations of schedules, or extra trains created by train order.

765. When necessary to perform any switching on main track or controlled siding within CTC limits, train dispatcher must be notified, if communication is available.

If switching requires more than one reverse and one normal movement of any switch, member of crew **MUST** obtain work limits and clock time limit from train dispatcher. When necessary to perform work other than switching which will delay prompt movement, member of crew must inform train dispatcher who **MAY** grant work limits and clock time limit if conditions require.

If clock time is available and track is unoccupied, train dispatcher will immediately actuate control machine to display stop indication in absolute signals at the entrance to each end of work limits. He will then secure control of these signals, as well as any dual control switches with control blocks. He will then grant work limits and clock time limit to member of crew of train or engine. Control blocks must not be removed and attempts must not be made to change position of dual control ^{switch} within the limits until train or engine has reported work completed or track(s) cleared.

Trains or engines granted work limits and clock time limit may occupy main track or controlled siding and move in either direction within such limits ~~WITH CAUTION~~, and without protection by flagman. They may pass **AUTOMATIC BLOCK SIGNALS** displaying stop indication without stopping.

AT RESTRICTED SPEED

When work limits are granted they may be held for time authorized only if at least one of the following conditions is met:

- (a) Main track or controlled siding must be occupied continuously.
- (b) A hand-throw switch on main track or controlled siding must be left open.
- (c) Selector lever on dual control switch must be placed in hand position and locked.

Unless at least one of these conditions is continually met, new authorization must be obtained before re-entering main track or controlled siding.

Unless granted an extension of time, a train or engine must be clear of work limits before expiration of clock time limit given.

Train dispatcher will consider train or engine clear of work limits, and authority for work limits and clock time limit becomes VOID when:

- (a) He has been notified by member of crew that movement has cleared limits, or
- (b) Train or engine has cleared work limits by absolute signal indication. *(Effective Oct. 26, 1980)*

765-A. When switching is to be done over a dual control switch, train dispatcher must not operate dual control switch requiring more than one reverse and one normal movement of the switch. If more than one of each is required, work and clock time limits must be obtained. Trainmen must reach understanding with engineer that work and clock time limits are to be obtained and that an agreed upon signal will be given when selector lever has been placed in hand position, which will then suspend acting upon signal indications. Movements will then be governed by hand signals.

When switching is completed and selector lever is to be restored to motor position engineer must again be notified so he will be governed by signal indication.

TRACK FOREMAN

766. The operator or foreman in charge of on-track equipment not readily removable from track, must obtain work limits and clock time limit from train dispatcher before occupying main track or controlled siding, except when protection is being provided under provisions of Rule 10-H, and 10-G or by Rule 10-I.

If clock time is available and track unoccupied, train dispatcher will:

- (a) Immediately actuate control machine to display stop indication in absolute signals at the entrance to each end of work limits.
- (b) Secure controls of these signals, as well as any dual control switches with control blocks.
- (c) Grant work limits and clock time limit to operator or foreman.

Work limits and clock time limit may be granted when track is occupied after a definite understanding with the operator or foreman that all trains and engines which have entered the limits on signal indication have passed the location where equipment is to be placed on track.

After work limits and clock time limit have been granted, equipment may occupy main track and move in either direction within such limits without protection of flagman.

Control blocks must not be removed or attempt made to change position of dual control switches within the limits until operator or foreman reports clear and safe for passage of trains.

TRACK FOREMEN

If work, other than the movement of equipment from one point to another, is to be performed that will render main track or controlled siding impassable, foreman, after obtaining work limits and clock time limit from train dispatcher must do one of the following until track is again made safe for passage of trains:

- (a) Attach track shunt to rails within work limits and verify with train dispatcher that track is shunted.
- (b) Lock selector lever in hand position at one end of work limits if limits extend between stations.

Before expiration of clock time limit granted:

- (a) Track must be cleared and made safe for passage of trains.
- (b) Dual control switch must be in motor position.
- (c) Track shunt must be removed from rails.
- (d) Train dispatcher must be notified.

(Effective Oct. 26, 1980)

766-A. An operator of track car must obtain track car time and movement limits from train dispatcher for movement between two points.

If track car time is available and track unoccupied, train dispatcher will immediately actuate control machine to display stop indication in absolute signals at the entrance to each end of movement limits and secure control of these signals with control blocks.

Track car time and movement limits may be granted when track is occupied after definite understanding with operator of track car that all trains and engines which have entered the limits on signal indication have passed the location where track car is to be placed on track.

After track car time and movement limits have been granted, track car may occupy main track and move in either direction within such limits without protection of flagman.

Upon expiration of track car time, track car must be clear of main track, and train dispatcher will release track for train movement. If impossible to clear main track before track car time has expired, protection by flagman must be provided.

767. Work limits and clock time limit may be granted to more than one train or engine and/or MofW&S foreman, working within the same or overlapping territory, provided:

- (a) Train dispatcher has advised conductor of each train or engine and/or foreman of intended movement(s); and,
- (b) Train dispatcher has received assurance they will arrange for necessary protection.

When work is completed and track is clear and safe for passage of trains, EACH employe granted work and clock time limits must release this authorization to train dispatcher.

768. Work and clock time limits or track car time and movement limits granted must be repeated to train dispatcher. If correct, response "OK" will be given.

When requesting or reporting clear of work and clock time limits or track car time and movement limits, employe will state his name, occupation, location, and train or locomotive number when applicable.

769. Train dispatcher must not actuate a dual control switch while an engine, car, or any portion of a train is standing on, or moving over the switch.

770. If a switch or signal is not to be operated because of track obstruction, repairs, or some other condition, train dispatcher must secure controls with control blocks until the switch or signal is reported ready for use.

771. Train dispatcher may authorize orally or by signal indication any number of follow-up movements into a controlled siding but **MUST NOT** attempt to authorize **OPPOSING** movements by signal indication.

If necessary to orally authorize two opposing trains or engines to enter a controlled siding, the second train to enter must be stopped by absolute signal indication at entrance to siding. Train dispatcher must instruct crew member that authorization for second movement is not effective until after opposing train or engine has stopped in siding.

772. When necessary to hand operate a dual control switch, permission from train dispatcher must first be obtained, then be governed by instructions posted at switch.

ADDED

Before a movement is made over a dual control switch which has been placed in hand position, the hand throw lever must be operated sufficiently to determine that the lever is engaged by observing movement of the switch points.

When selector lever has been returned to motor position and locked, train dispatcher must be immediately notified.

(Effective Mar. 15, 1982)

774. To enter main track at hand-operated switches where absolute signal is provided to govern movement, permission for movement must first be obtained from train dispatcher, then line switch and be governed by absolute signal indication.

775. *(Deleted Oct. 26, 1980)*

776. When an absolute signal displays stop indication, train or engine must stop, and unless stop indication is known to be caused by approach of a train, member of crew must promptly contact train dispatcher.

- (a) If signal cannot be cleared, train dispatcher may authorize train or engine to proceed on main track or controlled siding to the next absolute signal or to CTC limits provided all of the following conditions are met:
- (1) There is no opposing or proceeding train causing signal to display stop indication. EXCEPTION: Refer to Rules 767, 771 and 776 (b).
 - (2) Controls for switches are secured with control blocks and light(s) on dispatcher's control machine indicates dual control switches are locked in desired position for movement.
 - (3) Time release feature is not operating.
 - (4) Opposing absolute signal(s) are set to display stop indication and controls are secured with control blocks.

If dispatcher is unable to line switch to desired position, or if lights on dispatcher's control machine do not indicate dual control switch is locked, dispatcher must require that dual control switch be placed in hand position, switch opened and closed by hand, selector lever returned to motor (or power) position, and dispatcher notified. If signal cannot then be cleared, selector lever must be placed in hand position. Train then may be authorized to proceed. After entire movement has been made over switch, selector lever must be returned to motor (or power) position and locked and train dispatcher notified.

- (b) When an absolute signal displays stop indication and a preceding train has not passed the next absolute signal governing in the same direction, train dispatcher may authorize a FOLLOWING movement to proceed to next absolute signal on main track. Before doing so, he must assure himself that crew member on following movement understands there is a preceding train ahead. Crew member on following movement must notify his engineer.

Before proceeding under provisions of (a) or (b) authority granted must be repeated by crew member to train dispatcher, and if correct, response "OK" will be given.

Before proceeding under provisions of (a) or (b), except when necessary to proceed with selector lever in hand position, member of crew must examine switch from the ground to see that switch points are in proper position for the movement, selector lever in motor (or power) position or switch machine crank in crank holder and locked. He must remain in vicinity of switch, but not closer than 20 feet, to be in position to observe switch points until leading wheels pass over switch.

CHANGED
Movement must be made at RESTRICTED SPEED to the next block signal or to the end of block system limits.

SEE RULE 509 (Effective Oct. 30, 1983)

777. When a train has stopped for an absolute signal displaying stop indication and train dispatcher cannot determine that the absolute signal(s) governing OPPOSING movement is displaying stop indication, movement may be authorized to proceed under provisions of Rule 776(a) as follows:

- (a) If train dispatcher KNOWS there are no opposing or preceding trains or engines between the opposing absolute signals of the track to be occupied, he may authorize crew member to place selector lever on dual control switch in hand position. This authority may be granted providing such action will not cause any following movement to receive stop indication after having passed block signal displaying proceed indication (green aspect).
- (b) Crew member will inform train dispatcher when selector lever is placed in hand position and after waiting ten minutes, crew member will again consult with train dispatcher.
- (c) If track is still unoccupied, train dispatcher may authorize train to proceed in accordance with Rule 776.
- (d) After movement has passed over dual control switch, the selector lever must be returned to motor (or power) position and train dispatcher notified.

779. If for any reason proceed indication of an absolute signal cannot be acted upon at once, train dispatcher must immediately be notified.

780. When an automatic block signal displays stop indication, Rule 507 or 509 will govern, except as provided for in Rules 765 and 776. If signal governs entrance to main track, Rule 763 will apply.

781. Before a train ENTERS CTC at an INTERMEDIATE point unless clearance is received at that station, conductor (engineer if light engine) must ascertain from train dispatcher what train orders are in effect as to track conditions in the territory to be used.
(Effective Sept. 1, 1983)

782. The light fixture on side of signal relay housing is signal maintainer's call light, but when train has been stopped by an absolute signal and white light is illuminated, member of crew must promptly communicate with train dispatcher.

783. When all communications fail between train dispatcher and train or engine or MofW&S employes, authority may be relayed through a third party designated by the train dispatcher to:

- (a) Grant or accept release of work limits and clock time limit under the provisions of Rules 763, 765, 765-A, 766 or 767.
- (b) Grant track car time and movement limits under provisions of Rule 766-A.
- (c) Grant authority for a train or engine to pass an absolute signal displaying stop indication under provisions of Rule 776.

REVERSE MOVE MAY NOT BE
RELAYED.

GENERAL REGULATIONS

801. Employees will not be retained in the service who are careless of the safety of themselves or others, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, or who conduct themselves in a manner which would subject the railroad to criticism.

Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

NEW Employees are prohibited from altering, nullifying, changing design of, or in any manner restricting or interfering with the normal intended function of any device or equipment on locomotives, cars or other railroad property without proper authority. Exception: This will not apply when permitted by rule or when necessary in the case of an emergency.

(Effective Feb. 17, 1983)

802. Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

Employees must not enter into altercations, scuffle, play practical jokes, engage in horseplay, or wrestle while on duty.

803. Employees must not contract for deductions from wages without the consent of the Company.

804. Unless authorized by an officer of the Company, employees are forbidden to have firearms, or any other dangerous weapon in their possession while on the property.

805. Employees are forbidden to offer presents to the superiors, either directly or indirectly, and those in authority will not accept such presents. Acceptance of gratuities or rewards from passengers or other patrons of the Company is forbidden.

806. Employees must not use the Company's credit and must neither receive nor pay out money on the Company's account unless specially authorized. Property of the Company must not be sold nor disposed of in any way except by proper authority.

807. Affairs of the Company must not be divulged nor access to Company's records permitted, without proper authorization.

808. Information concerning accidents or personal injuries to other than employes must be given only to authorized representatives of the Company, and then only when known to be authentic. Information as to accidents or personal injuries to employes shall be given only to a person in interest. Information concerning accidents or personal injuries of any character contained in the files of the Company is confidential and must not be divulged without proper authority from the Company.

In case of grade crossing accident it is permissible for crew members on request of law enforcement officer to furnish their names, occupations and addresses; train identification; approximate speed of train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire any additional information he should be courteously referred to Claims Department representative.

808-A. When there is a grade crossing accident, every effort must be made to obtain the names and addresses of all persons at or near the crossing or arriving soon after the accident, and full license identification of all vehicles nearby, whether or not the occupants admit knowing anything about the accident.

Where crossing is equipped with automatic warning devices, an effort should be made to determine who among the witnesses can testify as to the operation of the devices, and who can testify regarding whistle and bell signals given by the engineer.

809. The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employes in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used other than for Company business.

Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by United States postal laws.

810. Employees must report for duty at the prescribed time and place, remain at their post of duty, and devote themselves exclusively to their duties during their tour of duty. They must not absent themselves from their employment without proper authority. They must not engage in other business which interferes with their performance of service with the Company unless advance written permission is obtained from the proper officer.

Continued failure by employees to protect their employment shall be sufficient cause for dismissal.

An employe subject to call for duty must not leave his usual calling place without notice to those required to call him.

Employees must not sleep while on duty. Lying down or assuming a reclining position, with eyes closed or eyes covered or concealed, will be considered sleeping.

811. Employees whose duties connect them with the movement of trains or engines must not absent themselves from their places, substitute others, or exchange duties without proper authority. Trains must not be delayed for trainmen and enginemen to eat, without permission of train dispatcher. Permission is dependent upon train operations in the territory at that time and the availability of track and eating facilities. When permission is granted, employees are to avoid excessive delay to trains.

812. Employees required to perform service on more than one division, and employees of other railroads while operating trains or engines on this Company's tracks, are under the jurisdiction of the division on which the service is being performed. Employees of this Company, while performing service or operating trains or engines on the tracks of another railroad, are under the jurisdiction of the other railroad.

Trainmen assigned to operate on passenger trains in Amtrak service will be governed by the Manual of Instructions for Conductors and Trainmen in Amtrak Service, and other instructions issued by Amtrak except when they conflict with rules or instructions of the Southern Pacific Transportation Company. *(Effective August 13, 1980)*

814. When leaving the service, or on demand by proper authority, Company property entrusted to employes must be returned.

816. Protection of the Company's property and property in its custody from fire is a duty of employes under all circumstances. The employe having direct supervision over the buildings, premises, or cars will be held responsible for the observance of safe practices and fire prevention rules and regulations.

Buildings, docks, and wharves must be kept free from accumulation of dirt, rubbish, and flammable material. Special attention is to be given to closets, lockers, fuel bins, attics, stationery cabinets, etc. Gasoline, oil and LPG must be kept in authorized containers and stored in prescribed places. Stoves in buildings, outfit cars, cabooses and trailers must conform to prescribed standards, and must be kept free from accumulation of rubbish. Oils, fusees, and torpedoes, must be kept in containers provided for that purpose. Fire extinguishers must be kept properly charged and must be located in accessible places ready for immediate use. Fire hose and nozzles must be kept in places provided and in serviceable condition. Fires and smoking are prohibited near diesel fueling facilities.

817. Employes must be alert when engine or cars are passing adjacent tracks, and must keep a sufficient distance from passing equipment to avoid possibility of being struck by anything projecting or that may be falling or thrown therefrom. On multiple main tracks, they should keep clear of all main tracks while train is passing. They must not depend on others to notify them of approaching trains, engines or cars.

819. In emergencies, or in case of obstruction by accident or other cause, suggestions based on observation of actual situation are useful and required, and frequent reports of progress must be made. Prompt action is imperative, and in absence of an officer, employe on whom the responsibility most naturally falls will assume authority.

820. In case of damage to trains, engines, cars or structures involving security of freight or other Company property, it is the duty of all employes to see that arrangements are promptly made for its protection against loss through pilferage or other causes.

821. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

In case of extraordinary rain storm or high water, trains and engines must be stopped. Bridges, trestles, culverts, and other points subject to damage must be examined by member of crew, unless advised that track and/or structure has been inspected and reported safe for movement.

Trains and engines must proceed at RESTRICTED SPEED over portions of track which may have been damaged, and if a defect which may cause an accident is discovered, immediate action must be taken to stop movement of trains.

Speed of equipment over inundated tracks must not exceed three MPH, and movement must not be made with engines and passenger cars if depth of water above top of rail exceeds three inches.

Train dispatcher must be kept informed by first available means of communication of conditions which may interfere with safe train movement.

822. Employes must face in the direction of movement while uncoupling cars and operate uncoupling lever with hand next to the movement.

If uncoupling lever on one side fails to work, lever on other side must be used. When necessary to raise lock pins or change alignment of couplers on cars or engines, THEY MUST BE SEPARATED NOT LESS THAN 50 FEET AND STOPPED. Under no circumstances may foot be used to make adjustments.

If necessary to make change or repairs to couplers, all employes who might move cars or cause cars to be moved must be advised of work to be done. CARS MUST BE SEPARATED NOT LESS THAN 50 FEET to reduce possibility of injury. ~~Employes should avoid standing directly in line with couplers while adjusting or making repairs when possible to do so.~~

Before opening or closing knuckle employes must know knuckle pin is in place. *(Effective Aug. 4, 1977)*

822-A. When operating hand brakes employes must have feet solidly placed and maintain firm hand grip.

When applying or releasing hand brakes always keep hands and fingers on outside rim of wheel.

SEE TP 47

822-B. Before opening angle cock, employe must take firm grip on air hose if ~~glad~~ hands are not coupled to prevent hose from moving uncontrolled should there be air in the train line.

When coupling air hoses employes must place one foot outside and one foot inside the rail and be prepared to step out should cars be moved.

822-C. When operating high-stand switches feet must be solidly placed. Body must be kept clear of arc or line of travel of lever.

When operating ground-throw switches back must be kept as straight as possible. Knees must be bent and lifting must be done with leg muscles. Body and feet must be kept clear of arc or line of travel of lever.

822-D SEE TP # 8 TP # 15

823. Electric light and power wires must be considered alive at all times. Employes must not depend for their safety on the insulation of wires. Employes noticing wires sagging or hanging loosely over track, must avoid coming in contact with them. They must provide, if possible, protection to insure the safety of themselves and others, and promptly notify the proper authority.

824. Except as provided in Air Brake Rules 24-E and 32, before engine is detached or angle cocks closed on freight or passenger trains, brakes must be applied with full service brake pipe reduction. Angle cock on portion remaining with engine must not be closed until engineer signals that full service reduction is completed and brake pipe pressure in train has had time to equalize. A sufficient number of hand brakes, but not less than two where there are two or more cars, must then be applied on descending end to hold portion of train being cut away from. Except where Air Brake Rule 24-E is in effect at terminals specified in timetable, brake pipe pressure must then be completely depleted by leaving angle cock in open position on detached portion.

Both conductor and engineer will be held responsible for compliance with this rule. *(Effective October 26, 1980)*

825. WHEN FREIGHT CARS NOT CHARGED WITH AIR ARE LEFT UNATTENDED, a sufficient number of hand brakes must be set to hold cars. Hand brakes must be set on descending end. Where there are two or more cars, not less than two hand brakes must be set. PASSENGER CARS WITH OPERATIVE AIR BRAKES MUST NOT BE SET OUT WITHOUT AIR BRAKES BEING APPLIED.

WHEN FREIGHT OR PASSENGER CARS CHARGED WITH AIR ARE LEFT UNATTENDED, brakes must be applied with FULL SERVICE brake pipe reduction. A sufficient number of hand brakes must be set to hold cars. Hand brakes must be set on descending end. Where there are two or more cars, not less than two hand brakes must be set. If engine is to be detached, angle cock must not be closed until engineer signals that full service brake pipe reduction is completed and brake pipe pressure has had time to equalize. Brake pipe pressure must then be completely depleted by leaving angle cock in open position on cars being cut away from.

Where practicable to do so, when single cars are set out for other than loading or unloading purposes AT POINTS WHERE YARD ENGINES ARE NOT EMPLOYED, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

Cars left during switching operations with an employe in charge must be secured by hand brakes when necessary to prevent uncontrolled movement.

In addition to brakes being set, wheels must be blocked with suitable blocking material when necessary to hold cars. When brakes and blocking of wheels are not sufficient or hand brake is inoperative, lead truck of lead car in descending direction must be CHAINED TO RAIL. Before cutting away from car it must be determined that car will stay without air brakes being applied. Rail skid, when available, must be used in place of block or chain.

When picking up cars on grade, inspection must be made to ascertain that chain, block or rail skid has been removed.

(Effective June 10, 1983)

826. Engines, MofW equipment and outfit cars must not be left adjacent to locations where dangerous or hazardous materials are being loaded or unloaded, lumber yards, or buildings.

Mechanical refrigerator cars capable of starting automatically must not be left adjacent to locations where dangerous or hazardous materials are being loaded or unloaded.

Engines must not be operated over live rail of any track scale having a dead rail. Where there is no dead rail, engine may use live rail at speed not exceeding five miles per hour.

827. Freight trains must not exceed ten miles per hour when starting from initial stations and intermediate stops, for the length of the train, or until proceed signal is received from trainman.

When starting from initial station and intermediate stops, rolling inspection must be made by crew members of as much of train as practicable and train must be stopped if any unsafe conditions are noted.

When train is stopped for any reason after departing initial station and prior to arrival on receiving track at terminating station, inspection must immediately be made of as much of train as practicable.

Trainmen and enginemen must frequently observe both sides of their train while running, looking for signals and indications of defects in track and train, especially while rounding curves and approaching or leaving stations. Additional observations must be made, of both sides of train sufficiently in advance of first switch at each station, but not less than two miles, so that if defect is detected, train can be stopped promptly consistent with good train handling techniques prior to reaching switch. Rear trainmen must also make observation behind train looking at track and structures for evidence of distressed or derailed car(s). If indication of defect is observed, train must be promptly stopped for closer inspection and correction of defect.

When making standing or rolling inspection, crew members must observe train closely for hot bearings, sticking brakes which will not readily release, sliding wheels, dragging equipment, insecure lading, signs of smoke or fire, or any other dangerous condition. If defects are discovered while train is moving, stop signal must be given immediately and train must be stopped promptly. Defects should be corrected if possible and cars unsafe for movement must be set out and train dispatcher notified.

If any roller bearing is found with one cap screw loose or missing and check with tempilstik reveals no overheated condition, train may proceed to the next terminal (location where

mechanical employees are available) where car must be set out. If two or more roller bearing cap screws are found loose or missing, train may proceed to the FIRST available track where car must be set out.

(Effective April 6, 1982)

CHANGED

827-A. Trains handling cars placarded "EXPLOSIVES A", "POISON GAS", "RADIOACTIVE", or tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULFUR DIOXIDE will be identified on train lists by "K" as the last letter in train identification. These trains are referred to as "K" trains.

EXCEPTION: The above will not apply to cars carrying vans or containers placarded "EXPLOSIVES A", "POISON GAS", or "RADIOACTIVE".

At crew change locations, a "K" train must be given a rolling inspection by outbound crew unless the entire train has received a predeparture inspection by crew or by Mechanical Department employe.

At locations specified in timetable, "K" trains will stop and entire train must be inspected from both sides to check for obvious leakage or other unsafe condition of equipment before proceeding.

(Effective June 17, 1983)

*NEW
RULE*

Rule 828. At plants, interchange points or other locations when picking up loaded placarded cars containing hazardous materials, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Cars not in safe condition for movement must not be handled. Immediate report must be made to either the train dispatcher or yardmaster as appropriate, by first available means of communication when such cars are not safe to pick up. Report must include car number, location, commodity, and reason car cannot be moved.

Placarded cars must be properly positioned in a train as outlined in the timetable centerfold chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials."

The crew of a train handling loaded cars or empty tank cars containing hazardous materials must have in its possession (1) a copy of the shipping papers for each shipment of hazardous materials and (2) a document indicating the position in the train of each placarded car except when the position is changed or a placarded car is picked up en route.

When necessary to set out loaded placarded cars containing hazardous materials, they must be protected from uncontrolled movement by one of the following methods:

- (a) Be coupled to and left on ascending end of other cars which are secured by hand brakes, or
- (b) Hand brake applied and car positioned on rail skid, or
- (c) Hand brake applied and car set out on a track protected by a derail.

(Effective Aug. 10, 1981)

SEE TTB # 21 TTB # 26 PG 2
829. When a train stops to be met or passed by another train, trainman (fireman if trainman is not available) on head end of train must make rolling inspection of passing train from the ground on side opposite his train. Trainman at rear of standing train must make rolling inspection on side adjacent to their train.

At meeting or passing points when train is not stopped, a trainman must be stationed on rear of rear car or caboose to make rolling inspection of passing train and be in position to observe signals given. When rear car is a private or official car, trainman will take position on rear of caboose or in first accessible vestibule and with vestibule door open make rolling inspection and be in position to observe signals given.

Employees must observe passing trains closely and if hot bearing, brakes sticking, wheel sliding, dragging equipment, insecure lading or any other dangerous condition is detected, they must give stop signals to trainmen and enginemen on passing train. If nothing irregular is noted, they will give proceed signal as rear of train passes, to indicate they have observed train and noted nothing dangerous.

Trainmen and enginemen must be on lookout for signals from employees. If stop signal is received or attention is called to a dangerous condition, train must be promptly brought to a stop consistent with good train handling techniques, and an inspection made. Any defects must be corrected if possible and cars unsafe for movement must be set out and train dispatcher notified.

(Effective Mar. 7, 1979)

830. Trains, engines or cars must not be left on main track without authority and/or protection.

831. Pile drivers, locomotive cranes, and other work equipment having butt couplers (no draft gear) must be handled near rear of train ahead of caboose and behind any helper engine.

SEE TTB # 21 TTB # 15

When practicable, all other work equipment, outfit cars, power shovels, derricks, spreaders, pile drivers and locomotive cranes should be similarly handled in train.

Persons other than employes must not be permitted to ride in outfit cars. Occupants of outfit cars must remain inside during road or yard movements.

NEW RULE

832. Before a cut of 40 cars or more is coupled to other cars, movement must be stopped within two car lengths of joint prior to making coupling.

Whenever a train is recoupled with a cut of 40 cars or more, a member of crew on the caboose must look behind train for evidence of derailed car for entire length; train not exceeding 10 MPH.
(Effective April 6, 1982)

833. Power shovels, pile drivers, derricks, and cranes must not be handled in trains unless "A" frames, leads and booms are lowered and secured. When moving on own wheels with boom connected, they must be placed in trains with booms in trailing position when practicable.

When spreaders are shipped they should be handled with nose ahead, and with center plow and side wings in clear and properly chained and bolted.

When such roadway machines are operated on double track, or on track next to a main track, or on ground adjacent to a main track, boom or other parts of machine must not be operated to foul main track without proper protection. Such equipment is not to be used and must be stopped and in clear of main track when a train is passing.

When ballast or other material is being loaded or unloaded on track adjacent to main track, proper flag protection must be provided on main track as required by Rule 99-B. Loading or unloading must be stopped while a train is passing.

Rail, pipe, poles, tanks, structural steel or similar lading must not be loaded or unloaded on or off open top car on track adjacent to main track when another track is available.

CHANGED SEE TTP 47
834. If a train's makeup and length permit, loaded open-top cars are to be entrained as follows:

- (a) An open-top car with a load that could possibly shift beyond the ends of the car must not be placed next to an engine or caboose.
- (b) A loaded open-top car containing loose particles that could possibly be blown onto adjacent cars must not be placed immediately ahead of a caboose or helper engine.

A loaded multilevel car is not to be entrained:

- (a) Closer than the fifth car behind the engine;
- (b) Behind a loaded open-top car containing loose particles that could possibly be blown onto adjacent car;
- (c) Next to a loaded open-top car with a load that could possibly shift beyond the ends of the car.

(Effective May 26, 1981)

834-A. Trains handling loads of excessive height or width must stop before entering yard limits where yardmaster is on duty, and notify yardmaster of these loads in train unless an oral understanding has been reached before entering yard limits. Thereafter, movement will be governed by his instructions.

When handling loads of excessive height or width, yardmaster (conductor, if no yardmaster) will be responsible to see that:

- (a) These cars are not switched unnecessarily, kicked, dropped or humped.
- (b) Other cars are not kicked or dropped against them.
- (c) Adequate overhead clearance exists on tracks where these cars are set out.
- (d) Loads set out are placed on tracks affording adequate side clearance on adjacent tracks, unless adjacent tracks are removed from service.
- (e) Loads of excessive dimension are not placed on tracks where other impaired overhead or side clearances exist.

When placing cars for this type loading, AGENTS must insure empties are not ordered placed on tracks where inadequate clearances will exist for loaded car.

835. Yardmaster, or agent if no yardmaster, must inform train dispatcher and conductor when there are cars to be placed in train such as excess dimension loads, defective equipment being moved to a repair point, or other cars requiring protective handling or reduced speed. Where these car(s) are to be placed in a train and there is no yardmaster or agent on duty, conductor must receive authority from train dispatcher for movement of such car(s) from that station.

Conductor must notify all crew members of any such car(s) prior to movement.

836. When cars are being shoved in any switching movement, unless view of track ahead is seen to be clear for the entire distance to the point where movement will be stopped, member of crew controlling movement must take a conspicuous position on leading car to look out for obstructions

and to afford warning signals to persons on or near track being used. Before entering a crossing at grade, unless a member of crew is on leading car or preceding the movement, movement must be stopped and member of crew must take position at crossing and give warning signals to persons or operators of vehicles approaching crossing.

OUTSIDE OF YARD LIMITS trains must not shove cars ahead of engine between stations when it can be avoided. When necessary to so handle, speed must not exceed 20 MPH and on descending grade, cars must be chained to engine unless air brakes are cut in and operative on all cars. A member of crew must take a conspicuous position on leading end of car to observe signals affecting movement and to give warning signals to persons or operators of vehicles on right-of-way or approaching crossings.

837. Switching must be carefully done, and trains and engines must be carefully handled, to avoid shocks from abrupt starting or stopping; from impact in making coupling, and to prevent personal injuries, and damage to equipment or contents.

Before fouling any track it must be known that engines or cars on adjacent tracks are clear. Cars must not be shoved to foul leads or adjacent tracks until it is known that it is safe to do so. Cars and engines must not be left foul of an adjacent track if possible to avoid it.

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether they are spring, rigid, or variable.

Except at points where timetable specifies number of hand brakes to be set, cars standing on grade must not be coupled to in descending direction until it is known that sufficient hand brakes are set to prevent uncontrolled movement of cars should coupling fail or cars not be securely coupled.

When shoving to a joint, coupling must not be made with more force than that necessary to effect coupling. Before beginning to shove cars after a coupling has been made, slack must be stretched to insure that all cars are properly coupled.

Movements into spur tracks must be controlled to prevent damage at end of spur. Before coupling to cars on spur tracks it

must be known that such cars are secured by hand brakes, if necessary, to prevent damage should coupling fail.

Movement into a track to set out or pick up cars must be controlled to avoid injury to persons or damage to property when coupling is made.

Before handling passenger cars, air brakes must be cut in and brake pipe charged. They must not be detached while in motion; kicked or dropped against other cars. Other cars must not be kicked or dropped against them.

837-A. Open top cars on which load is liable to shift, must not be kicked or dropped against other cars and other cars must not be kicked or dropped against them.

(Effective Aug. 10, 1981)

838. The following switching restrictions apply to loaded placarded cars containing hazardous materials:

- (a) A car placarded "EXPLOSIVES A," "POISON GAS," a tank car containing FLAMMABLE GAS or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.
- (b) When handling a car placarded "EXPLOSIVES A," it must be separated from the engine by at least one nonplacarded car.
- (c) Cars placarded "EXPLOSIVES A" while in a yard or siding must be located so that they will be safe from all probable danger of fire. Also, they must not be placed under a bridge or overhead highway crossing nor in or alongside a passenger station.
- (d) When handling loaded placarded cars containing a hazardous material in local or switching moves, work should be arranged to minimize handling of these cars. To the extent practicable, when gathering or distributing these cars, they should be separated and isolated on separate track, properly secured until switching has been completed.

(Effective Aug. 10, 1981)

840. Careless throwing of articles from engines and cars is dangerous and is forbidden.

(THIS PAGE INTENTIONALLY LEFT BLANK)

180.1

Page Revised
Oct. 25, 1981

(THIS PAGE INTENTIONALLY LEFT BLANK)

842. Yardmasters are responsible for conditions within yards. Trains and engines are under control of the yardmaster. All employes in train, engine and yard service are subject to his direction regarding movements within yard limits. Road crews are responsible for their trains and engines until yardmaster or his representative takes charge.

Yardmasters must make every effort to expedite movement of important freight trains through the yard with least possible delay. They must see that Federal regulations are observed in placing placarded cars in proper location in trains.

843. The general direction and government of a train is vested in the conductor, except when there is a pilot in charge. All other persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding, he will consult with the engineer, and pilot if any, who will be responsible with him for the observance of the rules and the safe handling of the train. Under conditions not provided for in the rules, they must take every precaution for protection. Conductor must obey instructions of yardmaster within yard limits and be governed by direction of agents in doing work at stations, and conform to instructions issued by the Traffic and Accounting Departments.

843-A. When conductor or pilot is not ^{physically} present, other crew members must promptly obey instructions of engineer relating to rules, safety and protection of train.

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

844. Conductors and engineers must instruct their subordinates on crew in the performance of their duties when necessary, and must report any misconduct or disobedience of their instructions to proper authority.

Any crew member observing another crew member's physical inability to perform his assigned duties must make report without delay to proper authority.

845. Before leaving his initial station, conductor must be assured that all crew members are present, hand brakes are released, and cabooses is provided with proper tools, supplies and flagging equipment.

On run-through cabooses inbound conductor is responsible to notify terminal forces or outbound conductor prior to reaching terminal if communication is available, of any tools, supplies or equipment that are not available or any condition requiring caboose to be changed. If communication not available, conductor must immediately notify terminal forces or outbound conductor upon arrival.

846. ~~The protection of trains is of the first importance, and conductors must not allow other duties to interfere therewith.~~ Conductors must require their flagmen to act with utmost promptness in accordance with the rules. A trainman must be stationed, when practicable, on rear of every train while in motion.

847. Unauthorized persons must not be permitted to ride on an engine, caboose, baggage or mail car.

848. Passengers must not be carried on freight trains unless authorized. Upon presentation of proper transportation, employes traveling on Company business may be carried between points at which trains stop. Trainmen must caution persons carried that they are to remain seated while trains are moving and guard against possibility of injury on or around trains.

849. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must promptly have the air conditioning systems shut off and fresh air intake shutters closed.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent uncontrolled movement. Independent brake and sufficient hand brakes on cars and engines must be applied. Engine wheels must be secured by blocking chain and power plants and steam generators, if any, on engine shut down.

Particular attention must be given to heating, lighting, and ventilation of cars occupied by passengers or being made ready for use.

When a passenger train is approaching a station where engine is to be changed, or train-heat line is to be parted, trainman will open train-heat valve on rear of train one mile or more before reaching station. He will then sound signal 16(m), and engineman will shut off train heat at least one-half mile from station. Care must be taken to select location for this procedure where there is the least probability of injury to persons or damage to property.

850. Employes must avoid making unnecessary noise in or about sleeping cars. Employes should pass through them only when necessary, and in a quiet manner. Careless coupling or switching of cars, or the disturbance of occupants of sleeping cars in any manner, must be avoided.

Uniform caps must be removed while passing through dining cars when occupied by passengers, except when engaged in collecting transportation.

End gates must be in position to protect all open vestibules of occupied passenger equipment. Vestibule curtains must be secured. When making backward movement of trains or cars, passengers must not be permitted on rear platform.

When rear car is a private or official car, trainmen must not get on or off the observation platform except in emergency.

851. When a passenger train is standing to meet or be passed by another train where no passengers are to be received or discharged, vestibule doors must be kept closed on side on which the approaching train is to pass unless member of crew is in position to prevent passengers from alighting.

852. Firearms, unless enclosed in cases, must not be carried in cars occupied by passengers except when carried by police or military officers whose duties require them.

854. Disorderly persons must not be allowed to board trains, nor may offensive language or other misconduct be permitted in or about cars.

855. If necessary to eject a passenger from the train, discretion must be used. Local rules, state laws, and the proprieties shall govern. Conductors will call upon duly constituted peace officers or upon railroad police for assistance when necessary.

If passenger is ejected from a train, name and address of such passenger, as well as names and addresses of all witnesses and their statements in writing if possible, should be obtained. Passengers must not be ejected from trains except at a station where shelter and food may be obtained.

If there is doubt as to the right of a passenger to continue on transportation presented, the facts in the case must be promptly reported to proper authority.

858. Conductor or head brakeman of passenger train must patrol train frequently.

Approaching a scheduled station stop, a member of crew must pass through each car occupied by passengers and twice distinctly announce the name of the station. Approaching passenger transfer stations, names of principal stations on connecting line, location of connecting trains and any other helpful information, must be announced.

861. If a train makes an improper stop (at a station or elsewhere) and it becomes necessary to move the train, it must not be done while passengers are leaving or entering train, or without the proper signal being given.

862. Passenger trainmen must remain by their train at terminals to answer inquiries and assist passengers until train is vacated or they are relieved.

Articles found on trains must be delivered to person authorized to receive them at terminal stations or division headquarters.

863. In case of personal injury, loss of life or damage to property, conductors must furnish immediate report of facts by first available means of communication. Names and addresses of all witnesses or persons having information should be obtained and included in the report. In the event of grade crossing accident, license numbers of any vehicles observed in the vicinity should also be

included in the report. In case of death from accident or other cause on their train, or of fatal injury to a person by their train, they must see that the proprieties are observed and that the body receives appropriate care and is removed as soon as possible to a proper place and left in charge of a public officer or an agent of the Company. In case of serious injury they must see that suitable arrangements are made to care for the injured person before train proceeds.

866. Freight conductors are responsible for the security of freight and accompanying documents while in their charge. Doors of loaded cars must be closed and sealed when required, unless left open for ventilation.

Cars equipped with plug doors must not be moved unless doors are closed or are secured with wedges or bands to prevent them from falling off.

Bulkhead flat cars that are equipped with center beam (or partition) extending entire length of car requires the loading or unloading to be performed on both sides. This type of car must not be moved when one side only has been loaded or unloaded.

(Effective May 26, 1981)

867. A car must not be picked up at a station if it is unsafely loaded.

868. When necessary to set out cars which are bad order, report must be made to train dispatcher stating nature of defect, car number, and if loaded, contents, destination, and waybill reference. Placarded cars or cars containing perishables must not be set out without permission of train dispatcher.

869. When practicable, a trainman must be in position on rear platform or in rear car of all trains when passing through wooden-lined tunnels and over long open-deck trestles to observe fire that might be set by train and to take such action as may be necessary.

870. Conductors must see that their cabooses are kept in a clean and tidy condition.

872. Unless otherwise provided, enginemen must know before starting each trip or day's work that their engine has an ample supply of water, fuel and sand; and that it is equipped with prescribed signals, tools, supplies and flagging equipment in serviceable condition. When an engine is not properly supplied with equipment and/or supplies, engineer must make report on Work Report Form CS-2326.

873. (Deleted Oct. 26, 1980)

874. Enginemen and trainmen on engine must be alert in all matters pertaining to safety. While running, they must keep alert, carefully note signals affecting their movement, observe position of switches and derails immediately ahead of engine in direction of movement to see they are properly set, and watch for obstructions and defects in track.

Forward brakeman on freight trains will ride the lead locomotive when a suitable seat is available.

W/C CABOOSE → CONDUCTOR RIDES LEAD UNIT
If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector, dragging and/or derailed equipment detector, excess dimension load detector or person making rolling inspection of his train. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and special instructions.

Enginemen must make inspection of engines in their charge at each stop where time will permit. They must watch for indication of hot bearings and other defects while engine is in motion and give necessary attention to prevent failures.

877. When livestock is observed on right-of-way, train dispatcher must be notified. Report on prescribed form must be made if stock is struck by train.

880. The engineer is responsible for the safe and proper operation of the engine in his charge. He must not permit any unauthorized person to operate or ride on engine. A fireman may operate the engine under the supervision of the engineer.

The leading engine of a passenger train must be handled by an engineman who has had the prescribed experience.

(Effective Oct. 26, 1980)

883. When an engine is left without a qualified employe in charge:

- (a) It must be placed on track providing protection against entry to main track;
- (b) Throttles must be placed in IDLE;

- (c) Generator field switch must be OFF;
- (d) Reverse levers must be removed from control stands;
- (e) If live engine, independent brake must be fully applied and full service automatic brake reduction must be made;
- (f) Oscillating signal light circuit breaker in OFF position;
- (g) Locomotive(s) must be isolated;
- (h) Cab doors and windows must be locked, if so equipped;
- (i) Hand brakes must be fully applied on each locomotive. Locomotive(s) having hand brake connected to an underslung brake cylinder must have the brake cylinder pressure depleted for hand brake to be effective. If the brake cylinder's quick release valve is inoperative, the brake cylinder must be cut out, hand brake secured, check made to be certain the hand brake is effective and the brake cylinder cut in again. If the hand brake cannot be made effective in this manner, it must be considered as inoperative.
- (j) Blocking chain, or if none available, other suitable blocking material must be securely positioned against each side of one wheel of each locomotive.

In addition to securing engine as outlined above:

- (a) When it is not practicable to place engine on a track affording protection against entry to main track, or
- (b) When brakes and blocking are not sufficient to hold engine, or
- (c) When hand brake is inoperative, or
- (d) When engine has no hand brake, or
- (e) When air brakes are inoperative on live engine,

engine must be coupled to a sufficient amount of other equipment on which hand brakes are fully applied to insure against an uncontrolled movement.

If this cannot be done, lead truck of lead locomotive in descending direction must be CHAINED TO RAIL and before cutting away from engine, it must be determined that engine will stay without air brakes being applied.

If arrangements are made with train dispatcher, and MofW&S employe separates rail immediately ahead of DESCENDING END of engine, engine will be considered as having been provided protection against entry to main track.

When picking up engines, inspection must be made to ascertain that all chains and blocking material have been removed and that any rail separation has been repaired.

When necessary to give one or more locomotives of an engine to another engineer in grade territory, engineer in charge of engine will not cut away from such locomotive(s) until engineer receiving locomotive(s) has given assurance that he has assumed control of them. This does not apply if hand and air brakes are set and locomotive(s) are left coupled to other equipment.

When possible to avoid it, engine must not be left standing within 100 feet of a street or highway crossing, nor near cars occupied by passengers, where noise may disturb occupants. Engine, when practicable, must be left at least 400 feet back of fouling point of any main track switch.

Engines coupled to passenger trains must not be left without an employe in charge unless otherwise provided.

(Effective Oct. 30, 1983)

885. Agents and subordinates must acquaint themselves with the business interests of the people with whom they come in contact, use proper means to secure traffic and act to accommodate the public and promote the best interests of the Company. Agents must notify their immediate superior of anything affecting their department either prejudicial thereto, or conducive to their good.

886. Notices to the public must be neatly posted in the station. Other advertising matter must not be posted on premises, except when properly authorized, and then only at places designated. When train bulletin boards are provided, proper entries must be made thereon.

888. Frequent inspection of station grounds, platforms, offices and buildings is required, and agents must keep stations clean and orderly.

889. Agents must report to Superintendent all cases of attempted robbery, theft of property belonging to or in custody of the Company, damage to property by fire or storm, personal injury and other extraordinary occurrences.

X 891. Order must be preserved in and about stations. Disorderly persons, loungers, and persons engaged in unauthorized occupations must be excluded from stations and station platforms.

X 894. Prompt attention must be given to correspondence. Books and accounts must be promptly and neatly written, in the manner prescribed by departments to which they relate, and must be submitted to authorized officials for examination when required.

X 896. The loading of lumber, timber, scrap metal, and other freight on open top cars must be in conformity with Rules Governing the Loading of Commodities on Open Top Cars as published by the Association of American Railroads. Printed copies will be furnished for use of shippers upon application to the Superintendent.

Loading must conform to the prescribed weight and clearance restrictions applicable to the entire route over which shipment is to move.

898. Consignees are responsible for completely unloading cars, closing all top hatches and bottom outlets on cars equipped and for removal from cars and public team tracks, any accumulation of dunnage, or decayed perishables for which they are responsible. Empty cars must not be pulled from industry or team tracks when it is apparent consignee has not fulfilled this responsibility. This condition must be reported to Yardmaster or Agent.

(Effective Aug. 25, 1982)

X 899. When unloading of cars is unreasonably delayed, or excessive demurrage is being accrued, circumstances must be reported to the proper official.

X 909. Agents and operators must notify train dispatcher promptly regarding severity of storms and extent of damage that may result.

X 910. Agents must know boundaries of the Company's property at their stations and be familiar with leases thereon.

The use of Company property for storage purposes must not be permitted without authority from the Superintendent.

912. Agents and operators must not permit unauthorized persons inside their offices. Business with the public or employes must be transacted in area provided for that purpose.

X 915. Operators are subordinate to agents and train dispatcher unless otherwise provided and will give train orders and train movements preferred attention. They must not absent themselves or close office without permission from the train dispatcher, except when means of communication fail.

916. When trains are passing, operator must be on platform prepared to make rolling inspection, except when excused by train dispatcher or when a train order is held for delivery to that train restricting it at that station.

917. Contents of messages must be treated as confidential and made known only to the person addressed.

X 918. A copy of all train orders, clearances and operator's transfers must be filed in station records. Each month's records must be labeled, tied in a package and dated.

X 920. Employe in charge at train-order offices, agencies or interlockings where offices are not open continuously, must post notice accessible to the public showing an address and telephone number to be used in an emergency.

RAILROAD RADIO RULES

GENERAL

950. Following rules and requirements cover use of railroad systems and govern employes using such systems. (Effective Sept. 30, 1977)

950-A. A railroad radio communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

950-B. Radio communications systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's operating rules including those incorporated herein. Violation is a Federal offense for which severe penalties are provided.

950-C. The locations of radio base and wayside stations, times such stations are attended, and assigned channels will be designated in other instructions. (Effective Sept. 30, 1977)

950-D. When radios are manned, they must be turned on to the appropriate channel with volume adjusted to receive communications. When radios are not manned or when employes are not in position to receive radio calls, battery-operated radios must be turned off. (Effective Sept. 30, 1977)

OPERATING RULES

951. Only employes specifically authorized to do so by the FCC are permitted to make any internal adjustments to a railroad radio. Authorized employes must carry their FCC operator license or verification card when on duty. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the designated official notified. In addition, when lead unit of a train has inoperative radio the engineer or conductor must notify the train dispatcher as soon as possible.

The designated railroad official will be named in notice posted in cab of engine, in caboose or in the base station. (Effective Jan. 26, 1978)

952. No employe shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. (Effective Sept. 30, 1977)

953. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication (emergency communications excluded) except to the person for whom the communication is intended or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received directly or to any that may be intercepted. (Effective Sept. 30, 1977)

954. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for emergency traffic.

When a train order is being transmitted to a train by radio, employes not addressed shall not use the radio, except in case of emergency, until the train order has been completed. (Effective Sept. 30, 1977)

955. An emergency call must be preceded by the word "Emergency" repeated three times. Such calls must be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and contain as complete information thereon as possible. All employes must give absolute priority to emergency calls from another station and, except in answering or aiding a station during an emergency, must refrain from sending any communication until there is assurance that no interference will result to the station initiating emergency calls. (Effective Sept. 30, 1977)

956. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employe receiving inquiry concerning any violation shall answer such inquiry within 48 hours after receipt of notice.

957. Employees must permit inspection of the radio equipment in their charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

(Effective Sept. 30, 1977)

CHANGED

958. An employee transmitting or acknowledging a radio communication must begin with positive identification which must include the following in the order listed:

A Base or wayside stations.

1. Name or initials of the railroad.
2. Name of office or other unique designation and the name and location of the station.

B Mobile units.

1. Name or initials of the railroad.
2. Train name (number), engine number, location, or words that identify the precise mobile unit.

EXAMPLES:

- (a) "SP Extra 4326 West Engine calling the caboose, over"
- (b) "SP Engine 2510 calling the crest yardmaster, over"
- (c) "SP Dayton tower calling the engineer of Extra 4326 West, over"
- (d) "SP Job 610 Foreman calling the engineer of Job 610, come ahead 10 car lengths, over"

In switching operations, after initial positive identification is established, short identification may be used.

EXAMPLE:

"Job 610, 5 car lengths, over"

Station identification must be repeated at the end of any transmission exceeding three minutes in length. If an exchange of communication continues without substantial interruption, positive identification must be repeated each 15 minutes.

In radio transmissions, if necessary for clarity when using letters, words or numerals, be governed by Rule 206-A for spelling or pronunciation.

(Effective Oct. 30, 1983)

959. In certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employes concerned shall co-operate in handling their business by alternating calls and being as brief as possible.

960. If any communication from a station other than another railroad radio station interferes with railroad radio service, the railroad employe will endeavor to ascertain the identity of such station. Employe will report the occurrence as soon as possible through authorized channels to the designated railroad official, giving the exact time, nature of communication and identity of the station, if possible.

Internationally, the word "Mayday" indicates a distress message, the word "Pan," an urgent message and the word "Security," a safety message. Railroad employes may hear such messages sent by aircraft or, by boats in coastal areas. Railroad employes hearing such messages must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.

961. The radio must be used only in connection with railroad business and in compliance with the operating rules.

(Effective Oct. 30, 1983)

963. RADIO COMMUNICATION, IF DISTINCT, MAY BE USED THE SAME AS ANY OTHER MEANS OF COMMUNICATION, including usage as follows:

- (a) Operator communicating direct with member of crew, after assured train is stopped, may authorize train to pass an interlocking signal displaying stop indication, as prescribed by Rule 663(b).
- (b) Operator communicating direct with member of crew may authorize train to make reverse or forward movement within interlocking limits as prescribed by Rule 670 when no interlocking signal is provided to authorize movement.
- (c) Operator communicating direct with engineer may authorize train to proceed under provisions of Rule 211.
- (d) Train dispatcher communicating direct with member of crew after assured train is stopped, may authorize train to pass an absolute signal displaying stop indication within CTC limits as prescribed by Rule 776. EXCEPTION: Refer to Rule 783.

- (e) Train dispatcher communicating direct with member of crew may designate work limits and clock time limit as prescribed by Rules 765 and 767. EXCEPTION: Refer to Rule 783.

964. Radio communication, if distinct, may be used to transmit and receive track car time and movement limits under provisions of Rule 766-A, or line-up of trains for track car operators. Radio communication, when distinct, may also be used by MofW&S foremen to receive and release work limits and clock time limit under provisions of Rules 766 and 767.

965. Radio communication, when distinct, may be used to transmit train orders.

The information contained in train orders shall not be acted upon by other than those to whom the train orders are addressed.

Except as provided in Rule 211, train dispatcher and train-order operator must not use radio to inform enginemen or trainmen as to the contents of any train order to be delivered. Operator must, if possible advise approaching train when he holds restricting order addressed to that train.

(Effective Sept. 1, 1983)

967. Enginemen or trainmen must not request train-order operator to advise indication of train-order signal. Train-order operator must not furnish this information.

968. An employe receiving a radio call must not delay acknowledgement unless it would interfere with duties relating to safety.

(Effective Sept. 30, 1977)

969. An employe who receives a transmission must repeat it to the transmitting party except when the communication:

- (a) Relates to yard switching operations;
- (b) Is a recorded message from an automatic alarm device;
or
- (c) Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

970. To indicate that a transmission is ended and that a response is expected, the transmitting employe must say "over." To indicate that a transmission is ended and that no response is expected, the transmitting employe must state his identification and say "out."

(Effective Sept. 30, 1977)

971. Radios used in train operation outside yards must be tested at the point where the train is originally made up.

During each tour of duty, engineers and conductors must check to see that engine and caboose radios are working.

Radio check must consist of an exchange of voice communication with another radio, determining quality and readability of transmission.

A malfunctioning radio must not be used and each crew member and the train dispatcher or other designated employe must be so notified as soon as practicable.

(Effective Sept. 30, 1977)

972. Except between members of the same crew, no information may be given by radio to a train or engine crew about the aspect of a fixed signal.

Unless specifically authorized by operating rules, radio must not be used to convey instructions which would override the indication of a fixed signal.

(Effective Sept. 30, 1977)

973. The use of citizen band radios for railroad operating purposes is prohibited.

(Effective Sept. 30, 1977)

974. When train orders are transmitted by radio they must be transmitted in accordance with rules for movement by train orders and the following:

- (a) The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
- (b) Before the train order is transmitted, the employe to receive and copy the train order shall state his name, train identification, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employe operating the controls on an

engine of a moving train. Train orders may not be transmitted to the crew of a moving train, when in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of the train.

ADDED

(c) Train orders shall be copied in writing by the receiving employe in the prescribed form. When it is necessary for two crew members to copy a train order, the crew member who copied the train order from the train dispatcher or operator must transmit it to the other crew member, if necessary. Both crew members must repeat the train order to the train dispatcher or operator if communication is distinct. If one crew member cannot communicate with the train dispatcher or operator, he must repeat the train order to the other crew member who copied it. That crew member must then repeat it to the train dispatcher or operator.

ADDED

(d) After copying a restricting train order, if train has passed or cannot stop short of point where restriction applies, train dispatcher must be so advised and train order must not be repeated.

(e) "Complete" must not be given to a radio-transmitted train order until it has been repeated and dispatcher has verified the accuracy of the repetition. Dispatcher will then state "Complete," the time, and the initials of the Chief Train Dispatcher. Crew members copying the order must then acknowledge by repeating "Complete" and the time to the train dispatcher or operator.

(f) Before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other available crew members.

ADDED

(g) A train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent.

(h) Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted." *(Effective Sept. 1, 1983)*

(THIS PAGE INTENTIONALLY LEFT BLANK)