

Superintendent  
Memphis Division

**NOTE TO RULE 99.**—When trains are operating under Automatic Block Signal System Rules, protection against following trains on the same track will have been complied with when full protection is afforded against trains moving at restricted speed.

(Rev. 7-27-1951)

### **AUTOMATIC BLOCK SIGNAL SYSTEM**

**NOTE.**—Automatic Block Signal System rules will be used only on the territory specified in the time-table or in special instructions. (This Note adopted 7-27-1951).

#### **RULES.**

505. Block signals, cab signals, or both, govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

**NOTE.**—When the color "Lunar" is used,

L = Lunar

(This Note adopted 7-27-1951)

**NOTE.**—When flashing color lights are used, they shall be indicated as follows:

FR = Flashing Red

FY = Flashing Yellow

FG = Flashing Green

### **MANUAL BLOCK SIGNAL SYSTEM**

**NOTE.**—Manual Block Signal System rules will be used only on the territory specified in the time-table or in special instructions. (This Note adopted 7-27-1951).

#### **RULES.**

THE  
**STANDARD CODE**  
OF  
**The Association of American Railroads**

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**OPERATING RULES**

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**BLOCK SIGNAL RULES**

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**INTERLOCKING RULES**

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AUTHORIZED EDITION  
AS  
REVISED NOVEMBER 15, 1938

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\* As of November 15, 1938.

† New York, N. Y.

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(NOTE: As a matter of information and record there is shown below the original endorsement of the first Standard Code.)

### ORIGINAL ENDORSEMENT.

(July, 1889)

This edition of "Uniform Train Rules and Rules for the Movement of Trains by Telegraphic Orders" is hereby approved as the authorized STANDARD CODE, adopted by the General Time Convention.

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### GENERAL INDEX.

|  | PAGE             |
|--|------------------|
| Block Signal and Interlocking Rules .....  | 513-854          |
| Block Signal Rules.....                    | 513-765, 833-852 |
| Decisions of Committee—Operating Rules     | 413-511          |
| Definitions—                               |                  |
| Block Signal and Interlocking Rules ...    | 515, 516         |
| Operating Rules .....                      | 13- 15           |
| Form of Order Putting Rules in Effect..... | 10               |
| General Notice .....                       | 10               |
| General Rules .....                        | 11, 12           |
| Interlocking Rules .....                   | 547-552, 767-852 |
| Operating Rules .....                      | 9-511            |



## INDEX.

---

### OPERATING RULES.

|   | PAGE       |
|---|------------|
| Clearance Form A.....                                       | 89         |
| Decisions of Committee.....                                 | 413-508    |
| Definitions .....   | 13- 15     |
| Diagrams—Hand, Flag and Lamp Signals                        | 22- 25     |
| Diagrams—Train Signals .....                                | 29- 47     |
| Forms—Clearance; Train Orders .....                         | 89, 86, 88 |
| Movement by Train Orders.....                               | 59- 66     |
| Operating Rules, as Approved November,<br>1938 .....        | 9- 89      |
| Original and Amended Readings of Rules,<br>Forms, etc. .... | 91-411     |
| Questions and Answers (Interpretations)                     | 413-511    |
| Rules for Movement by Train Orders .....                    | 59- 66     |
| Signals .....   | 21         |
| Color Signals .....   | 22         |
| Communicating Signals .....                                 | 28         |
| Engine Whistle Signals .....                                | 26         |
| Hand, Flag and Lamp Signals.....                            | 22- 25     |

## INDEX—Continued.

|                                     | PAGE   |
|-------------------------------------|--------|
| Use of Signals.....                 | 48, 49 |
| Standard Time .....                 | 19     |
| Superiority of Trains.....          | 49, 50 |
| Time Tables .....                   | 20, 21 |
| Train Order Blanks .....            | 85- 88 |
| Watch Inspector's Certificate ..... | 19     |

---

### BLOCK SIGNAL RULES.

|  | PAGE    |
|--|---------|
| Block Signal Rules, as Approved November,<br>1938 .....              | 513-546 |
| Automatic Block System .....   | 544-546 |
| Manual Block System .....  | 537-544 |
| Movement of Trains in the Same Direc-<br>tion by Block Signals ..... | 517     |
| Opposing and Following Movement of<br>Trains by Block Signals.....   | 517     |
| Rules for Engine and Train Crews.....                                | 543-546 |
| Rules for Signalmen .....  | 538-543 |

|  | PAGE     |
|--|----------|
| Definitions .....                          | 515, 516 |
| Fixed Signals .....                        | 518-536  |
| Original and Amended Readings of Rules ..  | 555-765  |
| Questions and Answers (Interpretations) .. | 853, 854 |
| Signal (Fixed) Aspects .....               | 518-536  |

---

#### INTERLOCKING RULES.

|   | PAGE     |
|---|----------|
| Definitions .....                         | 515, 516 |
| Interlocking Rules, as Approved November, |          |
| 1938 .....                                | 547-552  |
| For Engine and Train Crews .....          | 550, 551 |
| For Signalmen .....                       | 547-550  |
| Original and Amended Readings of Rules .. | 767-852  |
| Signal (Fixed) Aspects .....              | 518-536  |

# THE STANDARD CODE

OF

## OPERATING RULES

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WHERE PROPER SAFEGUARDS ARE PROVIDED,  
RAILROADS MAY MODIFY OR ADD TO THESE  
RULES TO SUIT THEIR REQUIREMENTS

Adopted November, 1938

GENERAL NOTE.—Blanks in the rules may be filled by each railroad to suit its own organization or requirements.

(Form of order putting rules in effect.)

The rules herein set forth govern the railroads operated by the ..... Company. They take effect ....., superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

(Name) .....

(Title) .....

#### GENERAL NOTICE.

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

Obedience to the rules is essential to safety.

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

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

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

#### GENERAL RULES.

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

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

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

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

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

F. Accidents, failure in the supply of water or fuel, defects in track, bridges, signals, or any unusual conditions which may affect the movement of trains, must be promptly reported by wire to the proper authority.

G. The use of intoxicants or narcotics is prohibited.

H. The use of tobacco by employes on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employes on duty must wear the prescribed badge and uniform and be neat in appearance.

K. To avoid annoyance to the public, employes and others authorized to transact business at stations and on or about trains, must be courteous, orderly and quiet.

L. In case of danger to the Company's property employes must unite to protect it.

M. Employes must exercise care to avoid injury to themselves or others by observing the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

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

They must expect trains to run at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

## DEFINITIONS.

**ENGINE.**—A unit propelled by any form of energy and used in train or yard service.

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

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

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

**EXTRA TRAIN.**—A train not authorized by a time-table schedule. It may be designated as—

Extra—for any extra train except passenger extra or work extra;

Passenger extra—for passenger train extra;

Work extra—for work train extra.

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

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

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

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

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

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

**DIVISION.**—That portion of a railroad assigned to the supervision of a \_\_\_\_\_.

**SUBDIVISION.**—A portion of a division designated by time-table.

**MAIN TRACK.**—A track extending through yards and between stations, upon which trains are operated by time-table or train order, or both, or the use of which is governed by block signals.

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

**TWO OR MORE TRACKS.**—Two or more main tracks upon any of which the current of traffic may be in either specified direction.

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

**STATION.**—A place designated on the time-table by name.

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

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

**NOTE TO DEFINITION OF FIXED SIGNAL.**—The definition of a "Fixed Signal" covers such signals as switch, train order, block, interlocking, semaphore, disc, ball, stop boards, yard limit boards, slow boards, or other means for displaying indications that govern the movement of a train or engine.

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

**YARD ENGINE.**—An engine assigned to yard service and working within yard limits.

**PILOT.**—An employe assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

**TRAIN REGISTER.**—A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed.

**REDUCED SPEED.**—Proceed prepared to stop short of train or obstruction.

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

## OPERATING RULES

NOTE.—Rules with a prefix “S” are for single track; those with a prefix “D” are for two or more tracks. Rules without a prefix are for single and two or more tracks. The prefixes “S” and “D” to be printed in italics.

ADOPTED NOVEMBER, 1938

OPERATING RULES.

STANDARD TIME.

1. Standard Time obtained from \_\_\_\_\_  
observatory will be transmitted to all points from de-  
signated offices at \_\_\_\_\_ m. daily.

2. Each conductor, engineman and other employe  
as may be designated, must carry, while on duty,  
a reliable railroad grade watch, for which there must  
be a prescribed certificate on file with the railroad.  
(As Revised 7-21-47)

3. Unless otherwise provided, watches of conductors, enginemen and \_\_\_\_\_ must be compared with a standard clock before commencing each day's work. The time when watches are compared must be registered on a prescribed form. The location of standard clocks will be shown in the time-table.

#### TIME-TABLES.

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division, or subdivision, at the leaving time at their initial stations on such division, or subdivision. But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each division, or subdivision, date from their initial stations on such division, or subdivision.

Not more than one schedule of the same number and day shall be in effect on any division, or subdivision.

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

The time applies at the switch where an opposing train clears; where there is no switch, it applies at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times or when one or more trains are to meet or pass it between those times.

Where there are one or more trains to meet or pass a train at any station, attention is called to it by the numbers of the trains to be met or passed in small figures adjoining.

6. The following letters when placed before the figures of the schedule indicate:

L.—leave;

A.—arrive;

s.—regular stop;

f.—flag stop to receive or discharge traffic.

#### SIGNALS.

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.

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

9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.



10.

## COLOR SIGNALS.

| COLOR.               | INDICATION.   |
|----------------------|---|
| (a) Red.             | Stop.   |
| (b) _____            | Proceed at reduced speed, and for other uses prescribed by the Rules. |
| (c) _____            | Proceed, and for other uses prescribed by the Rules.                  |
| (d) Green and white. | Flag stop. See Rule 28.   |
| (e) Blue.            | See Rule 26.  |
| (f) Purple.          | Stop. (Indication for dwarf signals.)                                 |

11. A fusee burning red on or near the track of an approaching train must be extinguished. The train may then proceed at reduced speed.

## 12. HAND, FLAG AND LAMP SIGNALS.

NOTE.—The hand, or a flag, moved the same as the lamp, as illustrated in the following diagrams, gives the same indication, except in the observance of Rule 12 (a) the hand or flag movement may be above the shoulder.

12a.

**STOP.**

Swung across the track.

12b.

**REDUCE SPEED.**

Held horizontally at arm's length.

12c.

**PROCEED.**

Raised and lowered vertically.

12d.

**BACK.**

Swung vertically in a circle at half arm's length across the track.

12f.

**APPLY AIR BRAKES.**

Swung horizontally above the head, when standing.

12g.

**RELEASE AIR BRAKES.**

Held at arm's length above the head, when standing.

12h. Any object waved violently by any one on or near the track is a signal to stop.

## 14. ENGINE WHISTLE SIGNALS.

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

| SOUND.        | INDICATION.   |
|---------------|---|
| (a) o         | Apply brakes. Stop.   |
| (b) —         | Release brakes. Proceed.  |
| (c) — o o o   | Flagman protect rear of train.  |
| (d) — — — — — | Flagman may return from west or south. §  |
| (e) — — — — — | Flagman may return from east or north. §  |
| (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 and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points, to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause.<br>(TWO OR MORE TRACKS) To call attention of engine and train crews of trains of the same class and to inferior trains moving in the same direction and to yard engines, to signals displayed for a following section. |

§—As prescribed by Rule 99.

| SOUND.                          | INDICATION.  |
|---------------------------------|--|
| (l) — — o —                     | Approaching public crossings at grade. To be prolonged or repeated until crossing is reached.  |
| (m) — — — — —                   | Approaching stations, junctions, railroad crossings at grade and — — — — —, as may be required.  |
| (n) — — o                       | Approaching meeting or waiting points. See Rule 8-90.  |
| (o) o —                         | Inspect train line for leak or for brakes sticking.  |
| (p) Succession of short sounds. | Alarm for persons or live stock on the track.  |
| (q) — o                         | When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by (d), (e), (r), (s), (t), (u), (v) and (w). |

For additional tracks the following signals may be used:

| SOUND.              | INDICATION.   |
|---------------------|---|
| (r) — — — — — o     | Flagman may return from east or north on — — — — — track. § |
| (s) — — — — — o     | Flagman may return from west or south on — — — — — track. § |
| (t) — — — — — o o   | Flagman may return from east or north on — — — — — track. § |
| (u) — — — — — o o   | Flagman may return from west or south on — — — — — track. § |
| (v) — — — — — o o o | Flagman may return from east or north on — — — — — track. § |
| (w) — — — — — o o o | Flagman may return from west or south on — — — — — track. § |

§—As prescribed by Rule 99.

15. The explosion of two torpedoes is a signal to proceed at reduced speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed at stations or on public crossings.

#### 16. COMMUNICATING SIGNALS.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

| SOUND.     | INDICATION.   |
|------------|---|
| (a) oo     | When standing—start.                                      |
| (b) oo     | When running—stop at once.                                |
| (c) ooo    | When standing—back.                                       |
| (d) ooo    | When running—stop at next passenger station.              |
| (e) oooo   | When standing—apply or release air brakes.                |
| (f) oooo   | When running—reduce speed.                                |
| (g) ooooo  | When standing—recall flagman.                             |
| (h) ooooo  | When running— increase speed.                             |
| (j) oooooo | When running—increase train heat.                         |
| (k) o—o    | Shut off train heat.                                      |
| (l) ———    | When running—brakes sticking; look back for hand signals. |

17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of main track.

It must be dimmed:

(a) While passing through yards where yard engines are employed;

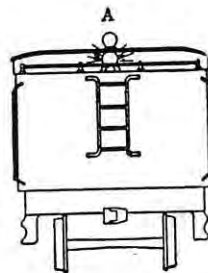
(b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers;

(c) Approaching train order signals, junctions, terminals, meeting points, or while standing on main track;

(d) On two or more tracks when approaching train in the opposite direction.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

FIG. 1.



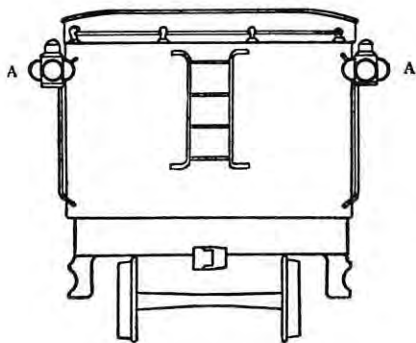
Running backward by night, without cars or at the front of a train pulling cars.

White light at A.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed.

19. The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train:

FIG. 2.



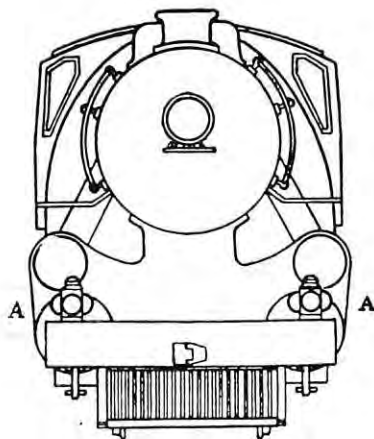
**Running forward by day, without cars or at the rear of a train pushing cars.**

Marker lamps not lighted, or yellow (or green) flags at A A as markers.

NOTE TO RULES 17, 19, 20 and 21.—The diagrams are intended to illustrate the general location of the train signals, not the exact manner in which they are to be attached.

19 (continued).

FIG. 3.

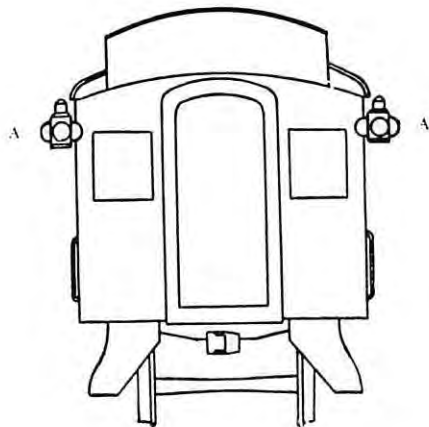


**Running backward by day, without cars or at the rear of a train pushing cars.**

Marker lamps not lighted, or yellow (or green) flags at A A as markers.

19 (continued).

FIG. 4.

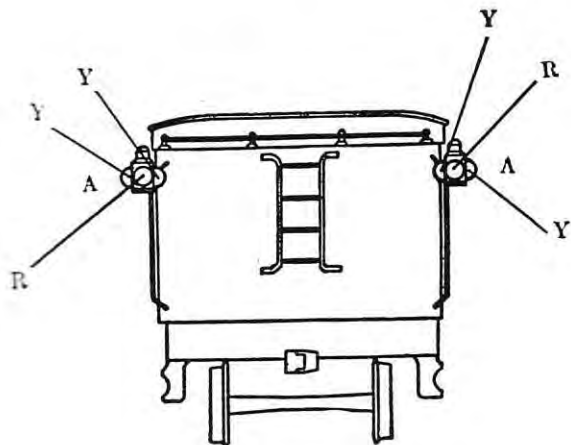


Rear of train by day.

Marker lamps not lighted, or yellow (or green) flags at A A as markers.

19 (continued).

FIG. 5.

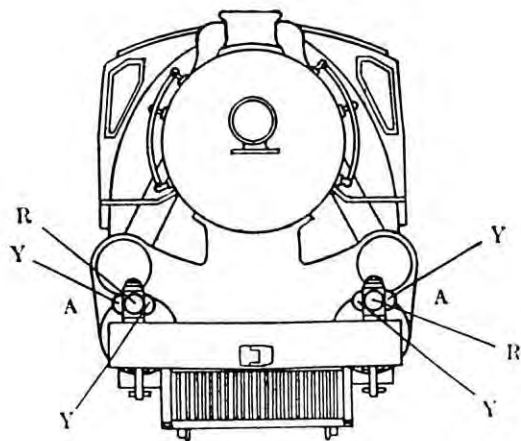


Running forward by night, without cars or at the rear of a train pushing cars on single track, with the current of traffic on two tracks and with the current of traffic on passenger tracks where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the front and side and red to the rear.

19 (continued).

FIG. 6.

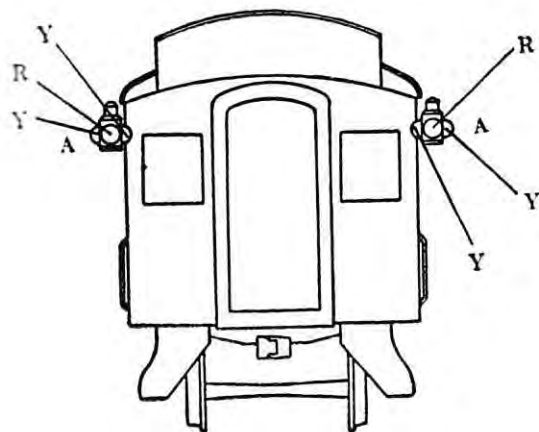


Running backward by night, without cars, or at the rear of a train pushing cars on single track, with the current of traffic on two tracks and with the current of traffic on passenger tracks where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

19 (continued).

FIG. 7.

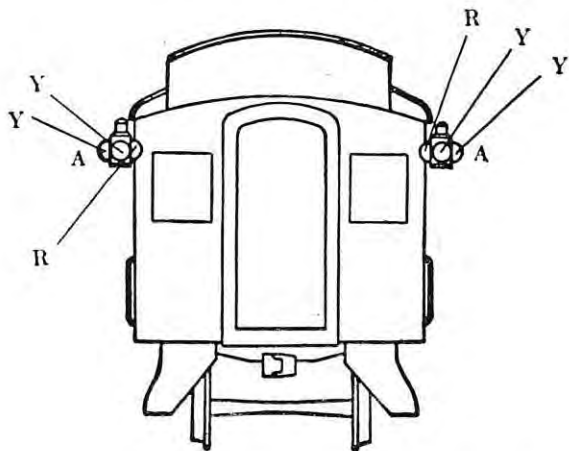


Rear of train by night while running on single track, with the current of traffic on two tracks and with the current of traffic on passenger tracks where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the front and side and red to the rear.

19 (continued).

FIG. 8.

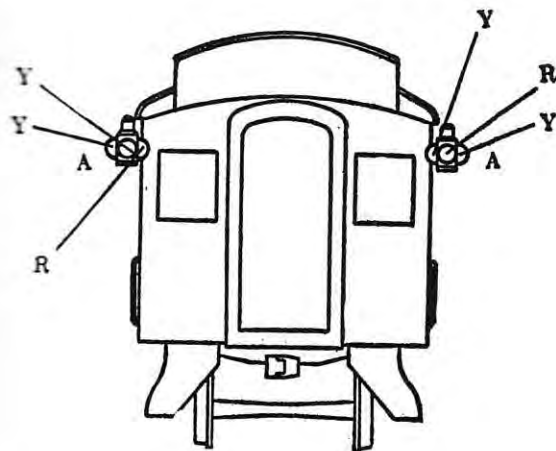


Rear of train by night when clear of main track.

Lights at A A as markers, showing yellow (or green) to the front, side and to rear.

23 (continued).

FIG. 9.



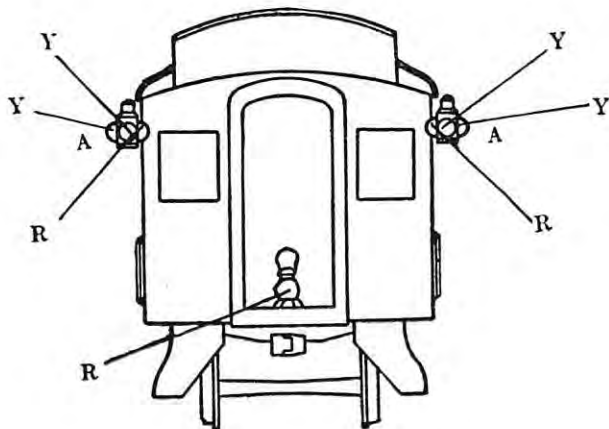
Rear of train by night running with the current of traffic on \_\_\_\_\_ track where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to rear on the side next to the \_\_\_\_\_ track in the direction of current of traffic and red on the opposite side.



19 (continued).

FIG. 10.



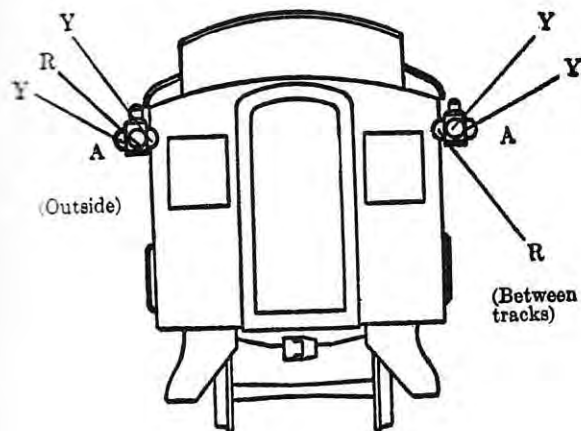
Rear of train by night running on any track against the current of traffic where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the rear, with a red light on the platform or the cupola.

19 (continued).

FIG. 11.

(This illustration is for a road which uses the right hand track.)



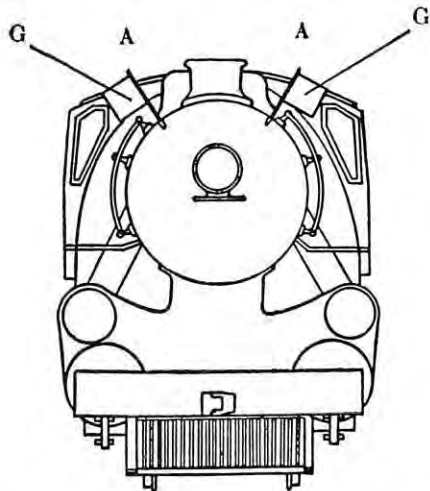
Rear of train by night running against the current of traffic on two tracks.

Lights at A A as markers, showing yellow (or green) to front and side and yellow (or green) to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving and red to the rear on the opposite side.

A train not equipped to display the prescribed signals will display a red flag by day and a red light by night, to indicate the rear of the train.

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

FIG. 12.

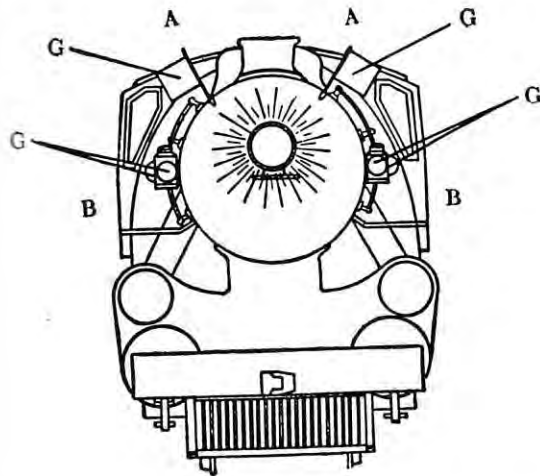


Running forward by day displaying signals for a following section.

Green flags at A A.

20 (continued).

FIG. 13.

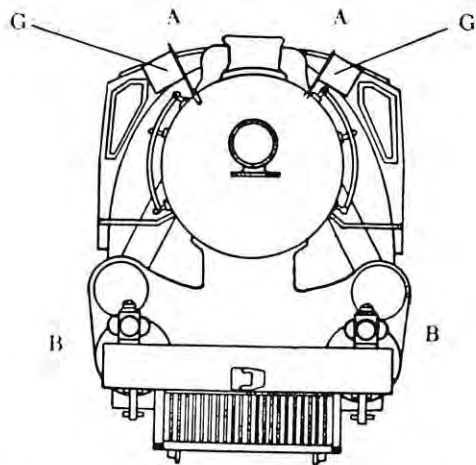


Running forward by night displaying signals for a following section.

Green flags at A A and green lights at B B.

20 (continued).

FIG. 14.



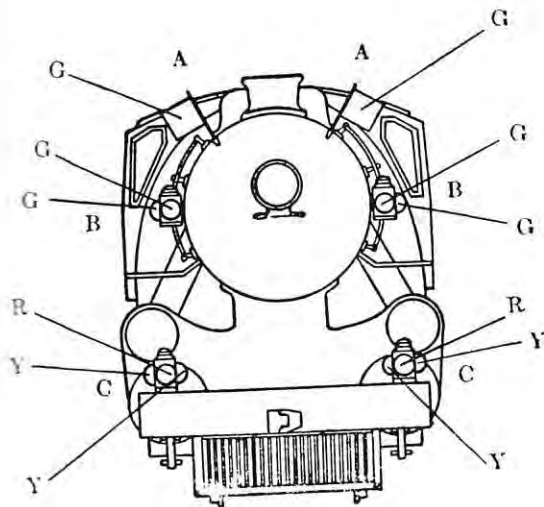
Running backward by day, without cars or at the rear of a train pushing cars, and displaying signals for a following section.

Green flags at A A.

Marker lamps not lighted, or yellow (or green) flags at B B as markers.

20 (continued).

FIG. 15.



Running backward by night, without cars or at the rear of a train pushing cars, and displaying signals for a following section.

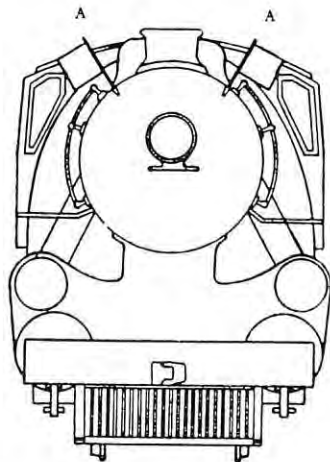
Green flags at A A.

Green lights at B B.

Lights at C C as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

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

FIG. 16.

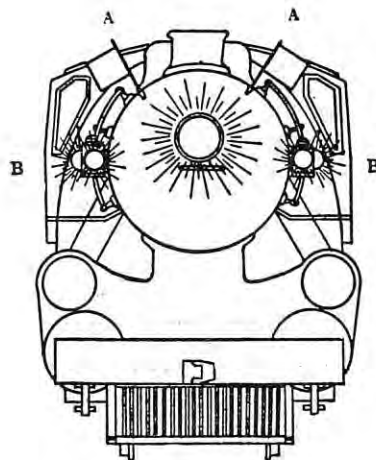


Running forward by day as an extra train.

White flags at A A.

21 (continued).

FIG. 17.

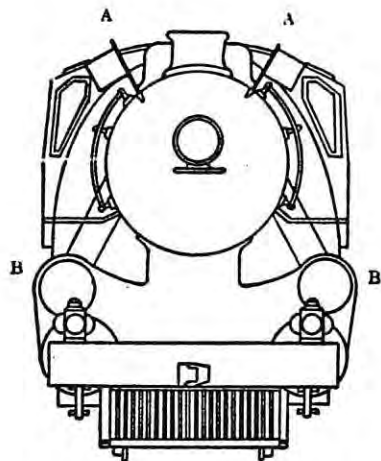


Running forward by night as an extra train.

White flags at A A and white lights at B B

21 (continued).

FIG. 18.



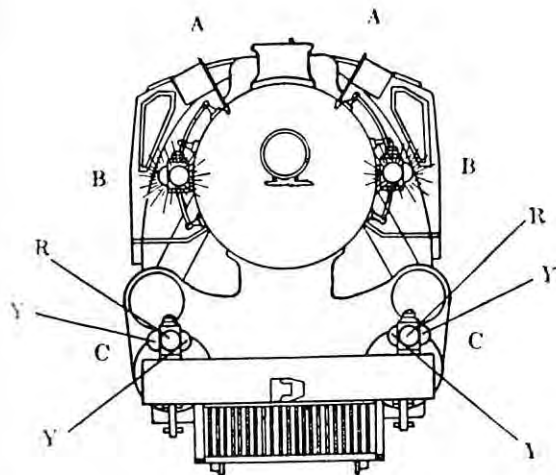
Running backward by day as an extra train, without cars or at the rear of a train pushing cars.

White flags at A A.

Marker lamps not lighted, or yellow (or green) flags at B B as markers.

21 (continued).

FIG. 19.



Running backward by night as an extra train, without cars or at the rear of a train pushing cars.

White flags at A A.

White lights at B B.

Lights at C C as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

22. When two or more engines are coupled, signals shall be displayed on the leading engine as prescribed by Rules 20 and 21.

23. One flag or light displayed where in Rules 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

25. Each car of a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs.

#### USE OF SIGNALS.

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

Engine and train crews using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

A signal imperfectly displayed or the absence of a

signal at a place where a signal is usually shown, must be promptly reported to the \_\_\_\_\_.

28. A green and white signal will be used to stop a train only at the flag stations indicated on its schedule.

29. When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).

30. The engine bell must be rung when an engine is about to move and while approaching and passing public crossings at grade and \_\_\_\_\_.

32. The unnecessary use of either the whistle or the bell is prohibited.

33. Watchmen stationed at public crossings at grade must use stop signals when necessary to stop trains. They will use prescribed signals to stop highway traffic.

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

35. The following signals will be used by flagmen:

Day signals—A red flag,  
Torpedoes and  
Fusees.

Night signals—A red light,  
Torpedoes and  
Fusees.

#### SUPERIORITY OF TRAINS.

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

Right is conferred by train order; class and direction by time-table.

Right is superior to class or direction.

Direction is superior as between trains of the same class.

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

Right is conferred by train order; class by time-table.

Right is superior to class.

S-72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

Trains in the direction specified by the time-table are superior to trains of the same class in the opposite direction.

D-72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

73. Extra trains are inferior to regular trains.

#### MOVEMENT OF TRAINS.

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

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

S-83. A train must not leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track, until it has been ascertained whether all trains due, which are superior have arrived or left.

Stations at which train registers are located will be designated by time-table.

D-83. A train must not leave its initial station on any division, or subdivision, or a junction, until it has been ascertained whether all superior trains due have left.

Stations at which train registers are located may be designated by time-table.

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

85. Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of \_\_\_\_\_ class trains and extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

86. Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

S-87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

S-88. At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

8-89. At meeting points the inferior train must take the siding and clear the time of the superior train not less than five minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting points with trains of the same class unless switch is properly lined and track clear. The inferior train must pull into the siding when practicable. If necessary to back in, unless otherwise provided it must be protected as prescribed by Rule 99.

8-90. The engineman of each train will give signal 14 (n) at least one mile before reaching a meeting or waiting point.

91. Unless some form of block system is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep not less than ten minutes behind it.

92. A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used without protecting against \_\_\_\_\_ class, extra trains and engines.

\_\_\_\_\_ class, extra trains and engines must move within yard limits at yard speed unless the main track is known to be clear.

NOTE TO RULE 93.—Where block signal rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the \_\_\_\_\_. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the \_\_\_\_\_.

8-96. Unless otherwise provided, signals must not be ordered displayed to, nor taken down at, other than a register station for the train displaying the signals.

97. Unless otherwise provided, extra trains must not be run without train orders.

98. Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, dis-



playing lighted fusees. When recalled and safety to the train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the \_\_\_\_\_.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains.

100. When the flagman goes back to protect the rear of the train and is left behind, another trainman must take his place on the train.

101. Trains must be fully protected against any known condition, not covered by the rules, which interferes with their safe passage.

102. When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

103. When cars are pushed by an engine, and the conditions require, a trainman must take a conspicu-

ous position on the leading car and when shifting over public crossings at grade not protected by a watchman, or by gates, a member of the crew must protect the crossing.

104. Conductors are responsible for the position of switches used by them and their trainmen, except where switch tenders are stationed. Switches must be properly lined after having been used.

A switch must not be left open for a following train or engine unless in charge of a trainman of such train or engine.

When practicable, the engineman must see that the switches near the engine are properly lined.

A train or engine must not foul a track until switches connected with the movement are properly lined, and when waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until a movement is completed or clear of the main track involved.

Where trains or engines are required to be reported clear of main track such report must not be made until switch has been secured in its normal position.

105. Unless otherwise provided trains using a siding must proceed at reduced speed.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the \_\_\_\_\_ or in an emergency under flag protection.

NOTE TO RULE 104.—Rule 104 applies only to hand-operated switches.

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

107. When a passenger train is receiving or discharging traffic on the side toward a station, a train or engine must not pass between it and the station unless proper safeguards are provided.

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

D-151. Where two main tracks are in service trains must keep to the \_\_\_\_\_ unless otherwise provided.

Where three or more main tracks are in service they shall be designated by numbers and their use indicated by special instructions.

D-152. When a train crosses over to, or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99.

## RULES FOR Movement by Train Orders

RULES FOR MOVEMENT BY TRAIN ORDERS

201. For movements not provided for by time-table, train orders will be issued by authority and over the signature of the \_\_\_\_\_ 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.

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 and engineman, and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

205. Each train order must be written in full in a book provided for the purpose at the office of the \_\_\_\_\_; and with it recorded the names of those

who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

206. In train orders regular trains will be designated by numbers as "No. 10," and sections as "Second 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798, 'East' or 'West'." For the movement of an engine of another company the initials as well as the engine number will be used.

Even hours as "10 00 A.M." must not be used in stating time in train orders.

In transmitting train orders by telegraph, time may be stated in figures only or duplicated in words.

In transmitting train orders by telephone, the numbers of trains and engines in the address may be pronounced and then spelled, letter by letter if so desired. All stations and numerals in the body of an order must first be plainly pronounced and then spelled, letter by letter thus: Aurora, A-u-r-o-r-a, and One Naught Five, O-n-e N-a-u-g-h-t F-i-v-e.

The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders, except time, which may be duplicated in words.

When train orders are transmitted by telegraph, the train dispatcher must underscore each word and figure at the time it is repeated. When transmitted by telephone, he must write the order as he transmits it and underscore as prescribed above.

When two or more engines are coupled and a designation is made by engine numbers, the number of the leading engine will be used in train orders.

207. To transmit a train order, the signal "31" or the signal "19" followed by the direction must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31, West, copy 5," or "19, East, copy 2."

S-208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

The several addresses must be in the order of superiority of trains, each office taking its proper address, and, when practicable, must include the operator at the meeting or waiting point.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to the trains affected until all have arrived from one direction.

A train order must not be sent to a superior train at the meeting or waiting point if it can be avoided. When an order is so sent, the fact will be stated in the order and special precautions must be taken to insure safety.

D-208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

The several addresses must be in the order of superiority of trains, each office taking its proper address.

209. Operators receiving train orders must write or typewrite them in manifold during transmission. If the requisite number of copies cannot be made at one writing, they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each train order. The time, complete, and the signature of the operator must be in his handwriting.

210. When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

The conductor or engineman and others addressed must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the \_\_\_\_\_. The response "complete," and the time, with the initials of the \_\_\_\_\_, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except that when the order is signed by the conductor, he must personally deliver a copy of it to each engineman; the engineman will then read the order to the conductor before proceeding.

211. When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each

operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the \_\_\_\_\_, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time and his last name in full and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by \_\_\_\_\_.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

212. When so directed by the train dispatcher, a train order may be acknowledged before repeating, by the operator responding: "Number of Train Order to Train Number \_\_\_\_\_, X," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the means of communication fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other offices.

217. A train order to be delivered to a train at a point not a train order office, or at one at which the office is closed, must be addressed to

"C and E. \_\_\_\_\_ at \_\_\_\_\_, care of \_\_\_\_\_," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used, "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must at once transmit the signatures of the conductor and engineman to the train dispatcher and preserve the copy.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent to the \_\_\_\_\_.

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

219. An operator must not repeat or give the "X" response to a train order for a train which has been cleared or of which the engine has passed his train-order signal until he has obtained the signatures of the conductor and engineman to the order.

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

Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or its schedule is annulled.

When a conductor or engineman, or both, is relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or engineman. Such orders or instructions must be compared by the conductor and engineman before proceeding.

221. Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "stop" where there is an operator on duty, except when changed to "proceed" to allow a train to pass for which there are no train orders. While "stop" is indicated, trains must not proceed without Clearance Form A.

Clearance Form A must be delivered together with all train orders, showing the number of orders for the train and the number of each order. Conductors and enginemen must, and when practicable the fireman and trainmen will, see that the information shown on Clearance Form A corresponds with the Form 19 and Form 31 train orders received. (Second paragraph, Rule 221, Rev. 7-20-42.)

222. Operators must promptly record and report to the \_\_\_\_\_ the time of arrival and departure of all trains and the direction of extra trains.

They must observe trains and report at once to the \_\_\_\_\_ if the proper signals are not displayed.

223. The following signals and abbreviations may be used:

Initials for signature of the \_\_\_\_\_.  
Such office and other signals as are arranged by the \_\_\_\_\_.

C & E—for Conductor and Engineman.

C & —for Conductor and \_\_\_\_\_.

X—Train will be held until train order is made "complete."

Com—for Complete.

O S—Train Report.

No—for Number.

Eng—for Engine.

Sec—for Section.

Psgr—for Passenger.

Frt—for Freight.

Mins—for Minutes.

Jct—for Junction.

Dispr—for Train Dispatcher.

Opr—for Operator.

31 or 19—to clear the line for Train Orders, and for Operators to ask for Train Orders.

The usual abbreviations for the names of the months and stations.

## FORMS OF TRAIN ORDERS

NOTE.—Forms with the prefix "S" are for single track, those with a prefix "D" are for two or more tracks; those without prefixes "S" or "D" are for single or two or more tracks. The prefixes "S" and "D" to be printed in italics. The words and figures in italics in the forms are examples, indicating the manner in which the orders are to be filled out.



FORMS OF TRAIN ORDERS.

S-A.

FIXING MEETING POINTS FOR OPPOSING TRAINS.

- (1.) *No 1* meet *No 2* at B.  
*No 3* meet *Second 4* at B.  
*No 5* meet *Extra 95 east* at B.  
*Passenger Extra 652 north* meet *Extra 231 south* at B.
- 

- (2) *No 2 and Second 4* meets *No 1 and No 3* at C and *Extra 95 west* at D (and so on).  
*No 1* meet *No 2* at B *Second 4* at C and *Extra 95 east* at D.
- 

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner prescribed by the rules.

---

B.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

- (1.) *No 1* pass *No 3* at K.

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

---

- (2.) *Extra 594 east* run ahead of *No 6 M* to B.

The first-named train will run ahead of the second-named train between the designated points.



(3.) *No 1* pass *No 3* at *K* and run ahead of *No. 7 M* to *Z*.

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed between the designated points.

---

S-C.

GIVING RIGHT OVER AN OPPOSING TRAIN.

(1.) *No 1* has right over *No 2 G* to *X*.

If the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the schedule of opposing train as required by rule.

(2.) *Extra 37 east* has right over *No 3 F* to *A*.

The regular train must not go beyond the point last named until the extra train has arrived, unless directed by train order to do so.

These orders give right to the train first-named over the other train between the points named. If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

(3.) *Extra 72 south* has right over *Extra 91*

north *A* to *Z* and wait at *N* until  $\begin{matrix} 2\ 10\ p\ m \\ P & 3\ 25\ p\ m \end{matrix}$

for *Extra 91 north*.

The first-named extra train must not pass the designated waiting points before the time given, unless the second-named extra train has arrived. The second-named extra train must clear the time specified at the designated points or any intermediate station not less than 5 minutes.

(Example (3) adopted 7-20-42.)

D.

GIVING REGULAR TRAINS THE RIGHT OVER A GIVEN TRAIN.

Omitted. (Not used.)

E.

TIME ORDERS.

(1.) *No 1* run 50 mins late *A* to *G*.

This makes the schedule time of the train named, between the stations designated, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

(2.) *No 1* run 50 mins late *A* to *G* and 20 mins late *G* to *K*. etc.

This makes the schedule time of the train named, between the stations designated, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

(3.) *No 1* and *No 3* wait at *N* until  $\begin{matrix} 9\ 59\ a\ m \\ P & 10\ 30\ a\ m \\ R & 10\ 55\ a\ m, \text{ etc.} \end{matrix}$

The train, or trains, named must not pass the designated points before the times given. Other trains receiving the orders are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train, or trains, named.

## S-E.

- (1.) *No 1* wait at *H* until *9 59 a m* for *No 2*.

The train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named.

## F.

## FOR SECTIONS.

- (1.) *Eng 20* display signals and run as *First 1 A to Z*.

To be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2), both being single-order examples.

- (2.) *Eng 25* run as *Second 1 A to Z*.

- (3.) *Second 1* displays signals *B to E* for *Eng 99*.

- (4.) *Engs 20 25* and *99* run as *First Second and Third 1 A to Z*.

To add an intermediate section, (5) will be used.

- (5.) *Eng 85* display signals and run as *Second 1 A to Z*. Following sections change numbers accordingly.

The engine named will display signals and run as directed, and following sections will take the next higher number.

To drop an intermediate section, (6) will be used.

- (6.) *Eng 85* is withdrawn as *Second 1* at *H*. Following sections change numbers accordingly.

The engine named will drop out at *H*, and following sections will take the next lower number.

To substitute one engine for another on a section, (7) will be used.

- (7.) *Eng 18* instead of *Eng 85* display signals and run as *Second 1 R to Z*.

The second-named engine will drop out at *R*, and be replaced by the first-named engine.

Following sections need not be addressed.

If the second-named engine is the last section, the words "display signals and" will be omitted.

To discontinue the display of signals, (8) will be used.

- (8.) *Second 1* take down signals at *D*.

The train named will take down signals as directed, and a following section must not proceed beyond the designated point.

To pass one section by another, (9) will be used.

- (9.) *Engs 99 and 25* reverse positions as *Second* and *Third 1 H to Z*.

Conductors and enginemen of the trains addressed will exchange orders and signals. Following sections, if any, need not be addressed.

Each section affected by these orders must have copies and must arrange signals accordingly.

To annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used.

When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point.

G.

EXTRA TRAINS.

- (1.) *Eng 99* run extra *A* to *F*.
- (2.) *Eng 99* run *Passenger Extra A* to *F*.
- (3.) *Eng 99* run extra *A* to *F* and return to *C*.  
The extra must go to *F* before returning to *C*.

S-H.

WORK EXTRA.

- (1.) *Eng 292* works extra *6 45 a m* until *5 45 p m* between *D* and *E*.

The work extra must, whether standing or moving, protect itself against extra trains within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

- (2) *Not protecting against eastward extra trains.*

The work-extra will protect only against westward extra trains. The time of regular trains must be cleared.

- (3.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for a designated extra, an order may be given in the following form:

- (4.) *Work Extra 292 clears, or protects against, Extra 76 east between D and E after 2 10 p m.*

Extra 76 east must not enter the working limits before 2 10 p.m., and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form will be used:

- (5.) *Work Extra 292 protects against No 55, or class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

---

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

(6.) *Work Extra 292 has right over all trains between D and E 7 15 p m until 1 15 a m.*

This gives the work extra the exclusive right between the points designated between the times named.

---

The working limits should be as short as practicable, to be changed as the progress of the work may require.

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

Whenever extra trains are run over working limits they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

D-H.

WORK EXTRA.

(1.) *Eng 292 works extra on \_\_\_\_\_ track, or \_\_\_\_\_ tracks, 6 45 a m until 5 45 p m between D and E.*

The work extra must, whether standing or moving, protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

---

This form may be modified by adding:

(2.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

---

To enable a work extra to work upon the time of a regular train, the following form may be used:

(3.) *Work extra 292 protects against No 55 between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order and must protect against such train or trains.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

---

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

(4.) *Work extra 292 has right over all trains on \_\_\_\_\_ and \_\_\_\_\_ tracks between G and H 7 01 p m until 1 01 a m.*

This gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named.

The working limits should be as short as practicable; to be changed as the progress of the work may require.

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

## J.

## HOLDING ORDER.

- (1.) Hold *No. 2*.
- (2.) Hold *all, or eastward, trains*.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:  
 \_\_\_\_\_ *may go*.

These orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to conductors and enginemen of all trains affected.

Form J will be used only when necessary to hold trains until orders can be given, or in case of emergency.

## K.

## ANNULLING A SCHEDULE OR A SECTION.

- (1.) *No 1* due to leave *A Feb 29th* is annulled *A to Z*.
- (2.) *Second 5* due to leave *E Feb 29th* is annulled *E to G*.

The schedule or section annulled becomes void between the points designated and cannot be restored.

Form K will not be combined with other forms of train orders.

## L.

## ANNULLING AN ORDER.

- (1.) Order *No 10* is annulled.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No* \_\_\_\_\_.

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

## S-M.

## ANNULLING PART OF AN ORDER.

- (1) That part of Order *No 10* reading *No 1 meet No 2* at *S* is annulled.

\_\_\_\_\_

- (2.) That part of Order *No 12* reading *No 3 pass No 1* at *S* is annulled.

Form S-M will be used only when that part of the order not annulled is clear in its wording.

## D-M.

## ANNULLING PART OF AN ORDER.

- (1.) That part of Order *No 10* reading *Extra 263 west pass No 1* at *S* is annulled.

\_\_\_\_\_

(2.) That part of Order *No 12* reading *No 3* pass *No 1* at *S* is annulled.

Form *D-M* will be used only when that part of the order not annulled is clear in its wording.

## S-P.

## SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms the words "instead of \_\_\_\_\_."

(1.) *No 1* meet *No 2* at *C* instead of *B*.

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

When a train is directed by train order to take siding for another train, such instructions apply only at the point designated in that order, and do not apply to the superseding order unless so specified.

## P.

## SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms, the words "instead of \_\_\_\_\_."

(1.) *No 1* pass *No 3* at *C* instead of *B*.

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

## D-R.

PROVIDING FOR A MOVEMENT AGAINST THE  
CURRENT OF TRAFFIC.

(1.) *No 1* has right over opposing trains on \_\_\_\_\_ track *C* to *F*.

The designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives.

All trains between the points named moving with the current of traffic in the same direction as designated train must receive a copy of the order, and may then proceed on their schedules, or rights.

This order may be modified as follows:

(2.) After *No 4* arrives at *C*, *No 1* has right over opposing trains on \_\_\_\_\_ track *C* to *F*.

The train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

**FORMS OF BLANKS**  
**FOR**  
**Single and Two or More**  
**Tracks**

**SPECIFICATIONS FOR TRAIN ORDER FORM  
AND BOOKS FOR 31 ORDERS.**

---

Form as here shown. Blank space for order (4) inches. The mode of filling the blanks is indicated by small type.

Form ( $6\frac{3}{4}$  x  $9\frac{1}{4}$ ) inches beyond perforated line.  
Book ( $6\frac{3}{4}$  x  $10\frac{1}{2}$ ) inches.

300 leaves. Glued at top or side. Manila cover on face and stiff back.

Paper opaque, yellow, sized, and of such thickness as to admit of making (9) good manifold copies with stylus and double carbons.

To be used with double Carbon Paper ( $6\frac{3}{4}$  x 9) inches, and a stiff tin, same size, corners rounded.



## Standard Train Order Blank for 31 Order.

|   |                 |                   |          |          |
|---|-----------------|-------------------|----------|----------|
| FORM<br><b>31</b>   |                 | FORM<br><b>31</b> |          |          |
| Name..... <b>COMPANY</b>  |                 |                   |          |          |
| <b>TRAIN ORDER No.</b> ..... <sup>10</sup> .....                      |                 |                   |          |          |
| January 17 <b>19</b> 28   |                 |                   |          |          |
| <b>To</b> .....   | <b>At</b> ..... |                   |          |          |
| <b>X</b> ..... Initials..... <b>Opr.;</b> ..... 1 45 A..... <b>M.</b> |                 |                   |          |          |
| Each employe addressed must have a copy<br>of this order.             |                 |                   |          |          |
| <b>Repeated at</b> ..... 2 20 A M.                                    |                 |                   |          |          |
| Conductor or Engineman  | Train           | Made              | Time     | Operator |
| Jones    Brown  | 45              | Complete          | 2.20a.m. | Black    |
| .....   | .....           | .....             | .....    | .....    |
| .....   | .....           | .....             | .....    | .....    |
| .....   | .....           | .....             | .....    | .....    |
| .....   | .....           | .....             | .....    | .....    |
| .....   | .....           | .....             | .....    | .....    |

**SPECIFICATIONS FOR TRAIN ORDER FORM  
AND BOOKS FOR 19 ORDERS**

Form as here shown. Blank space for order (4) inches. The mode of filling the blanks is indicated by small type.

Form (6¾ x 6) inches beyond perforated line. Book (6¾ x 7½) inches.

300 leaves. Glued at top or side. Manila cover on face and stiff back.

Paper opaque, green, sized, and of such thickness as to admit of making (9) good manifold copies with stylus and double carbons.

To be used with double Carbon Paper (6¾ x 7) inches, and a stiff tin, same size, corners rounded.

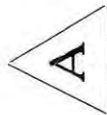
## Standard Train Order Blank for 19 Order.

|  |                   |
|--|-------------------|
| FORM<br><b>19</b>  | FORM<br><b>19</b> |
| Name.....COMPANY   |                   |
| <b>TRAIN ORDER No.</b> 10                                    |                   |
| January 17 19 28   |                   |
| <b>TO</b> .....  | <b>At</b> .....   |
| <b>X</b> .....Initials..... <b>Cpr.;</b> 1 45 A <b>M.</b>    |                   |
|  |                   |
| .....  |                   |
| Each employe addressed must have a copy<br>of this order.    |                   |
| <b>Made</b> Complete time 2 16 P <b>M.</b> Black <b>Opr.</b> |                   |



EAST AND WEST RAILROAD COMPANY

## CLEARANCE FORM A



.....M.....19

To Conductor and Engineman.....at.....

I have.....orders for your train.

Order No.....Order No.....Order No.....

Order No.....Order No.....Order No.....

have been delivered.

This form is authority to pass stop-indication.

Block.....

.....  
Signalman

Manifold copies will be made for each Conductor, Engineman, and Signalman, the latter retaining a copy.

## HISTORY OF THE GENERAL RULES

Adopted April 7, 1897.

With Amendments agreed to April 12, 1899; April 23, 1902; April 25, 1906; November 17, 1915; May 15, 1924; January 17, 1928, and November 15, 1938;

## DEFINITIONS

Adopted April 12, 1899.

With Amendments agreed to April 24, 1901; April 23, 1902; April 25, 1906; November 17, 1915; May 15, 1924; January 17, 1928, and November 15, 1938;

## OPERATING RULES

Adopted April 14, 1887.

With Amendments agreed to October 12, 1887; April 10, 1889; April 8, 1891; October 12, 1892; April 18, 1895; October 17, 1895; April 7, 1897; April 12, 1899; April 23, 1902; April 25, 1906; November 17, 1915; May 15, 1924; January 17, 1928, and November 15, 1938.

## ORIGINAL AND AMENDED FORMS OF OPERATING RULES.

(Called *Train Rules*, prior to November 15, 1938.)

[NOTE.—In the Code of Train Rules for Double Track, those marked "D," such as Rule D-5, Rule D-17, etc., either differ in language from the corresponding rules (Rule 5, Rule 17, etc.) of the Rules for Single Track; or are rules used only for double track, as Rule D-151, etc. Rules having simple numbers, such as Rule 1, Rule 2, etc., are the same in both the Single and Double Track Codes.]

[NOTE.—The preceding note appeared in the December, 1920, edition of the Standard Code. On January 17, 1928, revisions in the Train Rules, Block Signal Rules and Interlocking Rules were approved. These revisions included a consolidation of the Single and Double Track Train Rules. The history of the rules that applies to one or more tracks follows.]

## ORIGINAL AND AMENDED FORMS.

### TRAIN RULES.

*Original reading, adopted April 14, 1887.* <sup>1887</sup>

(Word "train" changed to "operating", November 15, 1938.)

### GENERAL NOTE.

*Adopted November 17, 1915.*

(See page 10.)

FORM OF ORDER PUTTING RULES IN EFFECT.

*Original reading of form of order putting rules in effect, adopted April 7, 1897:*

*(Form of order putting rules in effect.)*

The rules herein set forth will govern the railroads operated by the.....Company, and shall take effect....., superseding all prior rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

.....

*Amended form, adopted April 12, 1899.*

(See page 10.)

GENERAL NOTICE.

*Original reading, adopted April 14, 1887:*

**GENERAL NOTICE.**

It is of the utmost importance that proper rules for the government of the employes of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If, in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employes should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employes.

*Amended form, adopted April 7, 1897:*

**GENERAL NOTICE.**

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

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

Successful service requires the courteous, intelligent and faithful discharge of duty. To obtain promotion capacity must be shown for increased responsibility.

Employes are advised that, in accepting employment, they assume the accompanying risks, and are expected to look after, and be responsible for, their own safety, as well as to exercise the utmost caution to avoid injury to others.

*Amended form, adopted April 12, 1899:*

**GENERAL NOTICE.**

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

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

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

To obtain promotion capacity must be shown for greater responsibility.

Employes, in accepting employment, assume its risks.

*Amended form, adopted November 17, 1915:*

#### GENERAL NOTICE.

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

Obedience to the rules is essential to safety.

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

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

To obtain promotion capacity must be shown for greater responsibility.

*Amended form, adopted May 15, 1924:*

(See page 10.)

#### GENERAL RULES.

[NOTE.—See old Rules 1, 2, 3, 4, 5, 6, 7, 10 and 11, pages 000 to 000.]

##### A.

*Original reading of Rule A (old number 1), adopted April 7, 1897:*

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

*Amended form, adopted November 17, 1915.*

(See page 11.)

##### B.

*Original reading of Rule B (old numbers 2 and 3), adopted April 7, 1897:*

B (2). Special instructions, given by proper authority, must be observed while in force.

(3). Employes are required to be conversant with, and obey the rules and special instructions. If in doubt as to their meaning they must apply to the proper authority for an explanation.

*Amended form, adopted April 12, 1899.*

(See page 11.)

##### C.

*Original reading of Rule C (old number 4), adopted April 7, 1897:*

C (4). Employes must pass the required examinations.

*Amended form, adopted April 12, 1899.*

(See page 11.)

##### D.

*Original reading of Rule D (old number 5), adopted April 7, 1897:*

D (5). Persons employed in any service on trains are subject to the rules.

*Amended form, adopted April 12, 1899.*

(See page 11.)

## E.

*Original reading of Rule E (old number 11), adopted April 7, 1897:*

E (11). Employes must render all the assistance in their power in carrying out the rules and special instructions.

*Amended form, adopted April 12, 1899:*

E. Employes must render every assistance in their power in carrying out the rules and special instructions.

*Amended form, adopted November 17, 1915.*

(See page 11.)

## F.

*Original reading of Rule F (old number 12), adopted April 7, 1897:*

F (12). Any violation of the rules must be reported.

*Amended form, adopted April 12, 1899:*

F. Any violation of the rules or special instructions must be reported.

*(New) F. Adopted November 17, 1915:*

F. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track, bridges or signals, must be promptly reported by wire to the proper official.

*Amended form, adopted May 15, 1924.*

(See page 11.)

*(Old) F. Included in E.*

## G.

*Original reading of Rule G (old number 7), adopted April 7, 1897:*

G (7). The use of intoxicants while on duty is prohibited. Their habitual use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

*Amended form, adopted April 12, 1899:*

G (7). The use of intoxicants by employes while on duty is prohibited. Their habitual use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

*Amended form, adopted April 25, 1906:*

G. The use of intoxicants by employes while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

*Amended form, adopted January 17, 1928.*

(See page 11.)

## H.

*Original reading of Rule H (old number 8), adopted April 7, 1897:*

H (8). The use of tobacco by employes when in or about passenger stations, or by passenger trainmen when on duty, is prohibited.

*Amended form, adopted April 12, 1899:*

H (8). The use of tobacco by employes when on duty in or about passenger stations, or on passenger cars, is prohibited.

*Amended form, adopted April 25, 1906:*

H. The use of tobacco by employes while on duty in or about passenger stations, or on passenger cars, is prohibited.

*Amended form, adopted November 15, 1938.*

(See page 11.)

---

J.

*Original reading of Rule J (old number 6), adopted April 7, 1897:*

J (6). Employes, while on duty, must wear the prescribed badge or uniform and be neat in appearance.

*Amended form, adopted April 12, 1899.*

(See page 11.)

---

K.

*Original reading of Rule K (old number 9), adopted April 7, 1897:*

K (9). Persons authorized to transact business at stations or on trains must be required to conduct themselves in a quiet and orderly manner, without annoyance to passengers.

*Amended form, adopted April 12, 1899:*

K (9). Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to passengers.

*Amended form, adopted April 25, 1906:*

K. Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to patrons.

*Amended form, adopted November 17, 1915:*

K. Employes and others authorized to transact business at stations or on or about trains must be orderly and avoid annoyance to patrons.

*Amended form, adopted January 17, 1928.*

(See page 12.)

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L.

*Rule L (old number 10), adopted April 7, 1897.*

(See page 12.)

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M.

*Adopted May 15, 1924.*

(See page 12.)

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## DEFINITIONS

### ENGINE.

*Original reading, adopted April 25, 1906:*

ENGINE.—A locomotive propelled by any form of energy.

*Amended form, adopted May 25, 1924:*

ENGINE.—A machine propelled by any form of energy and used in train or yard service.\*

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\* Where the term "Engine" appears in these rules it applies to either "Engine" or Motor Car.

*Amended form, adopted November 15, 1938.*

(See page 13.)

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MOTOR. (Motor Car.)

*Original reading, adopted November 17, 1915:*

MOTOR.—A car propelled by any form of energy.

*Amended form, adopted May 15, 1924.*

MOTOR CAR.—A car propelled by any form of energy and used in train or yard service.\*

*Omitted in revision November 15, 1938.*

(Covered by definition of Engine, page 13.)

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TRAIN.

*Original reading, adopted April 12, 1899:*

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

*Amended form, adopted November 17, 1915:*

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

*Amended form, adopted May 15, 1924:*

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

*Amended form, adopted November 15, 1938.*

(See page 13.)

REGULAR TRAIN.

*Original reading, adopted April 12, 1899:*

REGULAR TRAIN.—A train represented on the timetable. It may consist of sections.

*Amended form, adopted April 25, 1906.*

(See page 13.)

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SECTION.

*Adopted April 12, 1899.*

(See page 13.)

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EXTRA TRAIN.

*Original reading, adopted April 12, 1899:*

EXTRA TRAIN.—A train not represented on the timetable, displaying signals as prescribed by Rule 21. It may be designated as—

Extra—for any extra train, except work extra;

Work extra—for work train extra.

*Amended form, adopted April 25, 1906:*

EXTRA TRAIN.—A train not authorized by a timetable schedule. It may be designated as—

Extra—for any extra train, except work extra;

Work extra—for work train extra.

*Amended form, adopted November 15, 1938.*

(See page 13.)



## SUPERIOR TRAIN.

*Original reading, adopted April 12, 1899:*

SUPERIOR TRAIN.—A train having precedence over other trains.

A train may be made superior to another train by RIGHT, CLASS OR DIRECTION.

RIGHT is conferred by train order; CLASS and DIRECTION conferred by time-table.

RIGHT is superior to CLASS OR DIRECTION. DIRECTION is superior as between trains of the same class.

*Amended April 23, 1902, by the addition of the following note:*

NOTE.—Superiority by direction is limited to single track  
*Amended form, adopted April 25, 1906.*

(See page 13.)

## TRAIN OF SUPERIOR RIGHT.

*Adopted April 12, 1899.*

(See page 13.)

## TRAIN OF SUPERIOR CLASS.

*Adopted April 12, 1899.*

(See page 13.)

## TRAIN OF SUPERIOR DIRECTION.

*Original reading, adopted April 12, 1899:*

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

*Amended April 23, 1902, by the addition of the following note:*

NOTE.—Superiority by direction is limited to single track.  
*Amended form, adopted November 17, 1915.*

(See page 13.)

## TIME-TABLE.

*Adopted April 12, 1899:*

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

*Amended form, adopted November 15, 1938.*

(See page 13.)

## SCHEDULE.

*Original reading, adopted April 12, 1899:*

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

*Amended form, adopted April 25, 1906.*

(See page 14.)

## DIVISION.

*Original reading, adopted April 25, 1906:*

DIVISION.—That portion of a railway assigned to the supervision of a ———.\*

*Amended form, adopted November 17, 1915.*

(See page 14.)

\* The blank may be filled in by each road to suit its own organization.

## SUB-DIVISION.

*Original reading, adopted April 25, 1906:*

SUB-DIVISION.—A part of a division so designated on the time-table.

*Amended form, adopted November 17, 1915.*

(See page 14.)

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## MAIN TRACK.

*Original reading, adopted April 23, 1902:*

MAIN TRACK.—A principal track upon which trains are operated by time-table, train orders or by block signals.

*Amended form, adopted April 25, 1906:*

MAIN TRACK.—A track extending through yards and between stations, upon which trains are operated by time-table or train order, or the use of which is controlled by block signals.

*Amended form, adopted November 17, 1915.*

(See page 14.)

---

## SINGLE TRACK.

*Original reading, adopted April 12, 1899:*

SINGLE TRACK.—A track upon which trains are operated in both directions by time-table or by train orders.

*Amended form, adopted April 23, 1902.*

(See page 14.)

## DOUBLE TRACK.

*Original reading, adopted April 23, 1902:*

DOUBLE TRACK.—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

*Omitted in revision, January 17, 1928.*

(Covered by "Two or More Tracks," page 14.)

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## THREE (OR MORE) TRACKS.

*Original reading, adopted April 5, 1905:*

THREE TRACKS.—Three main tracks, upon any of which the current of traffic may be in either specified direction.

FOUR TRACKS.—Four main tracks, upon any of which the current of traffic may be in either specified direction.

*Amended form, adopted April 25, 1906:*

THREE (OR MORE) TRACKS.—Three (or more) main tracks, upon any of which the current of traffic may be in either specified direction.

*Amended form, adopted November 17, 1915:*

THREE OR MORE TRACKS.—Three or more main tracks, upon any of which the current traffic may be in either specified direction.

*Omitted in revision, January 17, 1928.*

(Covered by "Two or More Tracks," page 14.)

## CURRENT OF TRAFFIC.

*Original reading, adopted April 23, 1902:*

CURRENT OF TRAFFIC.—The direction in which trains will move on a main track, under the rules.

*Amended form, adopted April 25, 1906.*

(See page 14.)

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 STATION.

*Adopted April 23, 1902:*

STATION.—A place designated on the time-table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

*Amended form, adopted November 15, 1938.*

(See page 14.)

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 SIDING.

*Original reading, adopted April 12, 1899:*

SIDING.—An auxiliary track for meeting or passing trains.

*Amended form, adopted April 23, 1902:*

SIDING.—A track auxiliary to the main track for meeting or passing trains, limited to the distance between two adjoining telegraph stations.

*Amended form, adopted November 17, 1915.*

(See page 14.)

## FIXED SIGNAL.

*Adopted April 24, 1901:*

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

*Amended form, adopted November 15, 1938.*

(See page 14.)

*Original reading of Note to Definition of Fixed Signal, adopted April 24, 1901:*

NOTE TO DEFINITION OF FIXED SIGNAL.—The definition of a "Fixed Signal" covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disc, ball or other means for indicating stop, caution or proceed.

*Amended form, adopted November 17, 1915:*

NOTE TO DEFINITION OF FIXED SIGNAL.—The definition of a "Fixed Signal" covers such signals as slow boards, stop boards, yard limits, switch, train order, block, interlocking, semaphore, disc, ball or other means for displaying indications that govern the movement of a train.

*Amended form, adopted January 17, 1928:*

NOTE TO DEFINITION OF FIXED SIGNAL.—The definition of a "Fixed Signal" covers such signals as switch, train order, block, interlocking, semaphore, disc, ball, stop boards, yard limit boards, slow boards, or other means for displaying indications that govern the movement of a train.

*Amended form, adopted November 15, 1938.*

(See page 14.)

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 YARD.

*Original reading, adopted April 12, 1899:*

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

*Amended form, adopted November 17, 1915.*

(See page 15.)

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YARD ENGINE.

*Adopted April 12, 1899.*

(See page 15.)

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PILOT.

*Original reading, adopted April 12, 1899:*

PILOT.—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or running rules of the road, or portion of the road, over which the train is to be moved.

*Amended form, adopted November 17, 1915.*

(See page 15.)

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TRAIN REGISTER.

*Adopted November 17, 1915.*

(See page 15.)

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RESTRICTED SPEED.

*Adopted May 15, 1924:*

RESTRICTED SPEED.—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

*Amended form, adopted November 15, 1938.*

(Transferred to Block Signal and Interlocking Rules. See page 516.)

REDUCED SPEED.

*Adopted November 15, 1938.*

(See page 15.)

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YARD SPEED.

*Adopted November 15, 1938.*

(See page 15.)

## ORIGINAL AND AMENDED FORMS OF OPERATING RULES.

NOTE.—Single and Double Track Train Rules were consolidated January 17, 1928, at which time the following note was adopted:

NOTE.—Rules with a prefix "S" are for single track; those with a prefix "D" are for two or more tracks. Rules without a prefix are for single and two or more tracks. The prefixes "S" and "D" to be printed in italics.

### RULE 1.

*Original reading of Rule 1 (old numbers 12 and 13),  
adopted April 14, 1887:*

1 (12). Observatory standard time is the only recognized standard, and will be transmitted from .....Observatory to the designated offices.

1 (13). The standard time will be telegraphed to all points from the designated offices at 4 00 p.m., Central time, daily.

[NOTE.—In order to detect possible errors at junction points and to secure uniformity, the Committee recommends that the time be disseminated to all points at the same hour. They consider it of great importance that the time be obtained from some observatory of recognized standing.]

*Amended form, adopted April 18, 1895:*

1 (13). The standard time will be telegraphed to all points from the designated offices at — — m. (Eastern, Central, Mountain or Pacific time), daily.

[NOTE.—Same as for original reading.]

*Revision, adopted April 12, 1899; included in Rule 1.  
Amended form, adopted April 12, 1899:*

1. Standard Time obtained from ——— observatory will be telegraphed to all points from designated offices at — — m. daily.

NOTE TO RULE 1.—In order to detect possible errors at junction points and to secure uniformity, the Committee recommends that the time be disseminated at all points at the same hour. The Committee considers it of great importance that the time be obtained from some observatory of recognized standing.

*Amended form, adopted November 17, 1915.*

(See page 19.)

### RULE 2.

*Original reading of Rule 2 (old number 16), adopted  
April 14, 1887:*

2 (16). Each conductor and engineman must have a reliable watch, which has been examined and certified to on the form attached hereto by a responsible watchmaker. Conductors and enginemen entering service must file such certificate with the proper designated officer before they are allowed to take charge of trains or engines; and watches must be examined and certificates renewed every six months.

*Amended form, adopted October 12, 1887:*

2 (16). Each conductor and engineman must have a reliable watch, which has been examined and certified to on the form attached hereto by a responsible watchmaker, and must file such certificate with the proper designated officer before he is allowed to take charge of a train or engine. Watches must be examined and certificates renewed every six months.

*Amended form, adopted April 18, 1895:*

2 (16). Each conductor and engineman must have a reliable watch, which has been examined and certified to on a prescribed form, by a designated inspector, and must file such certificate with the ———

—before he is allowed to go on duty. Watches must be examined and certificates renewed every \_\_\_\_\_.

*Amended form, adopted April 12, 1899:*

2 (16). Watches that have been examined and certified to by a designated inspector must be used by conductors and enginemen. The certificate in prescribed form must be renewed and filed with \_\_\_\_\_ every \_\_\_\_\_.

*Amended form, adopted April 25, 1906.*

(See page 19.)

*Amended form, adopted November 17, 1915. Following note eliminated:*

\* The Committee recommends that in filling the blank each company add such other classes of employes as it may desire.

**WATCHMAKER'S CERTIFICATE.**

*Original form of Certificate, adopted April 14, 1887:*

**WATCHMAKER'S CERTIFICATE.**

This is to certify that on.....18.....  
the watch of.....  
employed as .....  
on the .....R.....  
has been examined and found to be a reliable and accurate time-piece, and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.

Name of Maker.....  
Brand .....  
Number of movement.....

Gold or silver.....  
Open or hunting case.....  
Stem or key winding.....

Signed,

.....  
*Watchmaker.*

Address .....

[NOTE.—Where this system of examining watches has been adopted, the result of the examination has developed the fact that a large percentage of the watches previously in use were unfit to run trains by.]

*Amended form, Adopted April 18, 1895:*

*(Form of Certificate.)*

**CERTIFICATE OF WATCH INSPECTOR.**

This is to certify that on.....18.....  
the watch of.....  
employed as .....  
on the .....R.....  
has been examined and found to be a reliable and accurate time-piece, and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.

Name of Maker.....  
Brand .....  
Number of movement.....  
Gold or silver.....  
Open or hunting case.....  
Stem or key winding.....

Signed,

.....  
*Inspector.*

Address .....

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

*(Form of Certificate.)*

CERTIFICATE OF WATCH INSPECTOR.

This is to certify that on.....18.....  
the watch of.....  
employed as .....  
on the .....R.....  
was examined by me. It is correct and reliable, and  
in my judgment will, with proper care, run within a  
variation of thirty seconds per week.

Name of maker.....  
Brand .....  
Number of movement.....  
Open or hunting case.....  
Metal of case.....  
Stem or key winding.....

Signed,

.....  
*Inspector.*

Address .....

*Amended form, adopted November 17, 1915.*

(See page 19.)

—————  
RULE 3.

*Original reading of Rule 3 (old numbers 14, 15, 17  
and 18), adopted April 14, 1887:*

3 (14). Certain clocks will be designated on each  
division as standard clocks.

3 (15). Where station clocks are provided, station  
agents must see that they show correct time; but  
trainmen and enginemen must not take time from

such clocks unless they are also designated as  
standard clocks.

3 (17). Each conductor and engineman must regu-  
late his watch by the designated standard clock be-  
fore starting on each trip, and register his name and  
the time at which he regulated his watch on a blank  
form (or in a book) provided for that purpose.

3 (18). Conductors and enginemen whose duties  
prevent them from having access to a standard clock  
must compare daily with, and regulate their watches  
by, those of conductors and enginemen who have  
standard time, and have registered their names as  
above provided.

*Amended form, adopted April 18, 1895:*

3 (14). Certain clocks will be designated as  
standard clocks.

3 (15). Conductors and enginemen must not take  
time from any clock unless it is designated as a  
standard clock.

3 (17). Each conductor and engineman must com-  
pare his watch with the designated standard clock  
before starting on each trip, and register his name  
and the time he compared his watch on a prescribed  
form.

3 (18). Conductors and enginemen whose duties  
prevent them from having access to a standard clock  
must compare their watches daily with those of con-  
ductors and enginemen who have standard time, and  
have registered as provided in Rule 17.

*Amended form, adopted April 12, 1899:*

3 (17). Watches of conductors and enginemen must  
be compared, before starting on each trip, with a



clock designated as a standard clock. The time when watches are compared must be registered on a prescribed form.

*Amended form, adopted April 25, 1906:*

3. Watches of conductors, enginemen and \_\_\_\_\_\* must be compared, before starting on each trip, with a clock designated as a standard clock. The time when watches are compared must be registered on a prescribed form.

\* The Committee recommends that in filling the blank each company add such other classes of employes as it may desire.

*Amended form, adopted November 17, 1915:*

3. Watches of conductors, enginemen and \_\_\_\_\_ must be compared before commencing each day's work, with a clock designated by time-table as a standard clock. The time when watches are compared must be registered on a prescribed form.

*Amended form, adopted November 15, 1938,*

(See page 20.)

*Adopted November 17, 1915:*

NOTE TO RULE 3.—The conditions under which conductors and enginemen whose duties preclude access to a standard clock are required to obtain standard time, vary so much on different railroads that each company should adopt such supplementary regulations to this rule, as may best suit its own requirements.

*Amended form, adopted May 15, 1924:*

NOTE TO RULE 3.—The conditions under which conductors, enginemen and \_\_\_\_\_ whose duties preclude access to a standard clock are required to obtain standard time, vary so much on different railroads that each company should adopt such supplementary regulations to this rule as may best suit its own requirements.

(Omitted in revision November 15, 1938.)

RULE 4.

*Original reading of Rule 4 (old number 20), adopted April 14, 1887:*

4 (20). Each time-table, from the moment it takes effect, supersedes the preceding time-table, and all special instructions relating thereto; and trains shall be run as directed thereby subject to the rules. All regular trains on the road running according to the preceding time-table shall, **unless otherwise directed**, assume the times and rights of trains of corresponding numbers on the new time-table.

*Amended form, adopted April 18, 1895:*

4 (20 (A)). Each time-table, from the moment it takes effect, supersedes the preceding time-table and all special instructions relating thereto.

4 (20 (B)). Each time-table, from the moment it takes effect, supersedes the preceding time-table and all special instructions relating thereto. A train of the preceding time-table shall, unless otherwise directed, take the time and rights of the train of the same number on the new time-table.

A train of the new time-table which has no corresponding number on the preceding time-table shall not run until it is due to start from its initial point on any division after time-table takes effect.

4 (20 (C)). Each time-table, from the moment it takes effect, supersedes the preceding time-table and all special instructions relating thereto. A train of the preceding time-table loses its rights, and can thereafter proceed only by special orders.

A train of the new time-table is one which is due to start from its initial point, on any division, after the time-table takes effect.



[NOTE.—The Committee has recommended three forms of Rule 20, leaving it discretionary with each road to adopt any one of these forms as best suits its own requirements.]

*Amended form, adopted April 12, 1899:*

4 (20 (A) ). Each time-table, from the moment it takes effect, supersedes the preceding time-table.

A train of the preceding time-table thereupon loses both right and class, and can thereafter proceed only by train order.

No train of the new time-table shall run on any division until it is due to start from its initial point, on that division, after the time-table takes effect.

4 (20 (B) ). Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table shall retain its train orders and take the schedule of the train of the same number on the new time-table.

A train of the new time-table which has not the same number on the preceding time-table shall not run on any division until it is due to start from its initial point, on that division, after the time-table takes effect.

4 (20 (C) ). Included in Rule 4 (A).

[NOTE.—The Committee has recommended two forms of Rule 4, leaving it discretionary with each road to adopt either, as best suits its own requirements.]

*Amended form, adopted April 23, 1902:*

4 (4 (A) ). Each time-table, from the moment it takes effect, supersedes the preceding time-table.

A train of the preceding time-table thereupon loses both right and class, and can thereafter proceed only by train order.

No train of the new time-table shall run on any division until it is due to start from its initial station, on that division, after the time-table takes effect.

4 (4 (B) ). Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table shall retain its train orders and take the schedule of the train of the same number on the new time-table.

A train of the new time-table which has not the same number on the preceding time-table shall not run on any division until it is due to start from its initial station, on that division, after the time-table takes effect.

*Amended form, adopted April 25, 1906:*

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division (or sub-division) at the leaving time at their initial stations on such division (or sub-division). But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each division (or sub-division) date from their initial stations on such division (or sub-division).

Not more than one schedule of the same number and day shall be in effect on any division (or sub-division).

*Amended form, adopted November 17, 1915.*

(See page 20.)

—  
 RULE 5.

*Original reading of Rule 5 (old number 21), adopted April 14, 1887:*

5 (21). Upon the time-table not more than two sets of figures are shown for a train at any station.

The times at regular meeting or passing points are shown in **full-faced type**; other times in ordinary type.

When two times are shown for a train at any station, the earlier (placed in its proper position) is the arriving time and the later the leaving time.

When but one time is shown in ordinary type, it is the leaving time.

When but one time is shown in **full-faced type**, it is the actual meeting or passing time.

When both the arriving and leaving times are shown in **full-faced type**, it indicates that one or more trains are to be met or passed at or between those times.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

[NOTE.—The Committee recommends that each company adopt such method as it may prefer in filling the above blank as to the manner of calling attention to such meeting or passing points.]

*Amended form, adopted October 12, 1887:*

5 (21). Upon the time-table not more than two sets of figures are shown for a train at any point. When two times are shown, the earlier is the arriv-

ing time and the later the leaving time. When one time is shown it is the leaving time, unless otherwise indicated.

Regular meeting or passing time is in **full-faced type**.

Both the arriving time and leaving time of a train are in **full-faced type** when both are meeting or passing times, or when one or more other trains are to meet or pass it between those times.

Where there are more trains than one to meet or pass a train at any point, attention is called to it by ———.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 10, 1889:*

5 (21). Upon the time-table not more than two sets of figures are shown for a train at any point. When two times are shown, the earlier is the arriving time and the later the leaving time. When one time is shown it is the leaving time unless otherwise indicated.

Regular meeting or passing points are indicated on the time-table by figures in **full-faced type**.

Both the arriving and leaving time of a train are in **full-faced type** when both are meeting or passing times, or when one or more other trains are to meet or pass it between those times.

Where there are more trains than one to meet or pass a train at any point, attention is called to it by ———.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 18, 1895:*

5 (21). Upon the time-table not more than two sets of figures are shown for a train at any point. When two times are shown, the earlier is the arriving time and the later the leaving time. When one time is shown, it is the leaving time, unless otherwise indicated.

Regular meeting or passing points are indicated on the time-table by figures in **full-faced type**.

Both the arriving and leaving time of a train are in **full-faced type** when both are meeting or passing times, or when one or more other trains are to meet or pass it between those times.

Where there are more trains than one to meet or pass a train at any point, attention is called to it by \_\_\_\_\_.

In all cases trains are required to clear and follow as per Rules 85 to 90, inclusive.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

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

Schedule meeting or passing points are indicated by figures in **full-faced type**.

Both the arriving and leaving time of a train are in **full-faced type** when both are meeting or passing

times, or when one or more trains are to meet or pass it between those times.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any point, attention is called to it by \_\_\_\_\_.

[NOTE.—The Committee recommends that each company adopt such method as it may prefer in filling the blank.]

*Amended form, adopted April 23, 1902:*

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

Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing points are indicated by figures in **full-faced type**.

Both the arriving and leaving time of a train are in **full-faced type** when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When a train takes a siding, extending between two adjoining telegraph stations, to be passed by one or more trains, the time at each end of the siding will be shown in **full-faced type**.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by \_\_\_\_\_.

*Amended form, adopted April 25, 1906:*

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

Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by \_\_\_\_\_.

NOTE TO RULE 5.—The Committee recommends that each company adopt such method as it may prefer in filling the blank.

*Amended form, adopted November 17, 1915:*

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

The time applies to the switch where an inferior train enters the siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by \_\_\_\_\_.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

*Amended form, adopted November 15, 1938.*

(See page 20.)

\_\_\_\_\_

RULE D-5.

*Original reading of Rule D-5, adopted April 23, 1902:*

D-5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from

which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule passing stations are indicated by figures in **full-faced type**.

Both the arriving and leaving time of a train are in full-faced type when both are passing times, or when one or more trains are to pass it between those times.

When a train takes a siding, extending between two adjoining telegraph stations, to be passed by one or more trains, the time at each end of the siding will be shown in full-faced type.

When there are one or more trains to pass a train between two times, attention is called to it by ———.

*Amended form, adopted April 25, 1906:*

*D-5.* Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are passing times, or when one or more trains are to pass it between those times.

When trains are to be passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

When there are one or more trains to pass a train between two times, attention is called to it by ———.

*NOTE TO RULE D-5.*—The Committee recommends that each company adopt such method as it may prefer in filling the blank.

*Note to Rule 5. Eliminated November 17, 1915.*

*Amended form, adopted November 17, 1915:*

*D-5.* Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

The time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule passing stations are indicated by figures in full-faced type.

Both the arriving and leaving time of a train are in full-faced type when both are passing times, or when one or more trains are to pass it between those times.

Where there are one or more trains to pass a train between two times, attention is called to it by ———.

When trains are to be passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

*Eliminated January 17, 1928.*

(See Rule 5, page 20.)

## RULE 6.

*Original reading of Rule 6 (old number 22), adopted April 14, 1887:*

6 (22). On the employes' time-table the words "daily," "daily, except Sunday," etc., printed at the head and foot in connection with a train, indicate how it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it. The following signs placed before the figures indicate:

"s"—regular stop (or the same may be designated by the different styles of type used).

"f"—stop on signal to receive or discharge passengers or freight.

"¶"—stop for meals.

Trains are designated by numbers and their class indicated on the time-tables.

[NOTE.—The Committee recommends that odd numbers shall be given to West or South-bound trains, and even numbers to East or North-bound trains.]

*Amended form, adopted April 18, 1895:*

6 (22). On the time-table the words "daily," "daily, except Sunday," etc., printed at the head and foot of the schedule of a train, indicate when it shall run. The following signs placed before the figures indicate:

"s"—regular stop (or the same may be designated by the different styles of type used).

"f"—stop on signal to receive or discharge passengers or freight.

"¶"—stop for meals.

Trains are designated by numbers and their class indicated on the time-tables.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

6 (22). The following signs when placed before the figures of the schedule indicate:

"s"—regular stop.

"f"—flag stop to receive or discharge passengers or freight.

"¶"—stop for meals.

"l"—leave.

"a"—arrive.

*Amended form, adopted April 25, 1906:*

6. The following signs when placed before the figures of the schedule indicate:

"s"—regular stop;

"f"—flag stop to receive or discharge passengers or freight;

"¶"—stop for meals;

"L"—leave;

"A"—arrive.

*Amended form, adopted November 17, 1915:*

6. The following signs when placed before the figures of the schedule indicate:

"s"—regular stop;

"f"—flag stop to receive or discharge passengers or freight;

"L"—leave;

"A"—arrive.



*Amended form, adopted May 15, 1924:*

6. The following letters when placed before the figures of the schedule indicate:

s.—regular stop;

f.—flag stop to receive or discharge passengers or freight;

L.—leave;

A.—arrive.

*Amended form, adopted November 15, 1928.*

(See page 21.)

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#### RULE 7.

*Original reading of Rule 7 (old number 23), adopted April 14, 1887:*

7 (23). Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, switchmen, switch-tenders, track foremen, road and bridge watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

*Amended form, adopted April 18, 1895:*

7 (23). All employes whose duties may require them to give signals must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

*Amended form, adopted April 12, 1899.*

(See page 21.)

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#### RULE 8.

*Original reading of Rule 8 (old number 24), adopted April 14, 1887:*

8 (24). Flags of the proper color must be used by

day, and lamps of the proper color by night or whenever, from fog or other cause, the day signals cannot be clearly seen.

*Amended form, adopted April 12, 1899:*

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

*Amended form, adopted November 17, 1915.*

(See page 21.)

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#### RULE 9.

*Adopted April 12, 1899:*

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

*Amended form, adopted November 17, 1915.*

(See page 21.)

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#### RULE 10.

*Original reading of Rule 10 (old numbers 25, 26, 27, 28 and 29), adopted April 14, 1887:*

10 (25). Red signifies **danger**, and is a signal to stop.

10 (26). Green signifies **caution**, and is a signal to go slowly.

10 (27). White signifies **safety**, and is a signal to go on.

10 (28). Green and white is a signal to be used to stop trains at flag stations for passengers or freight.

10 (29). Blue is a signal to be used by car inspectors.

*Amended reading, adopted April 18, 1895:*

10 (29). Blue is a signal to be placed on a car or an engine to forbid its being moved.

[NOTE.—In the revision adopted April 18, 1895, the words in bold-faced type were printed in the same type as the rest of the rules.]

*Amended form, adopted April 12, 1899:*

### VISIBLE SIGNALS.

#### COLOR SIGNALS.

| COLOR                | INDICATION.   |
|----------------------|---|
| (a) Red.             | Stop.   |
| (b) ———.             | Proceed, and for other uses prescribed by the Rules.              |
| (c) ———.             | Proceed with caution, and for other uses prescribed by the Rules. |
| (d) Green and white. | Flag stop. See Rule 28.   |
| (e) Blue.            | See Rule 26.  |

NOTE TO RULE 10.—The Committee has omitted giving the colors of signals (b) and (c) in Rule 10, leaving it discretionary with each road to use such colors it may prefer.

*Amended form, adopted November 17, 1915:*

#### 10. COLOR SIGNALS.

| COLOR                | INDICATION.   |
|----------------------|---|
| (a) Red.             | Stop.   |
| (b) ———.             | Proceed with caution, and for other uses prescribed by the Rules. |
| (c) ———.             | Proceed, and for other uses prescribed by the Rules.              |
| (d) Green and white. | Flag stop. See Rule 28.   |
| (e) Blue.            | See Rule 26.  |
| (f) Purple.          | Stop. (Night indication for dwarf signals.)                       |

*Amended form, adopted May 15, 1924:*

#### 10. COLOR SIGNALS.

| COLOR                | INDICATION.  |
|----------------------|--|
| (a) Red.             | Stop.  |
| (b) ———.             | Proceed at restricted speed, and for other uses prescribed by the Rules. |
| (c) ———.             | Proceed, and for other uses prescribed by the Rules.                     |
| (d) Green and white. | Flag stop. See Rule 28.  |
| (e) Blue.            | See Rule 26.   |
| (f) Purple.          | Stop. (Night indication for dwarf signals.)                              |

*Amended form, adopted January 17, 1928:*

#### 10. COLOR SIGNALS.

| COLOR                | INDICATION.  |
|----------------------|--|
| (a) Red.             | Stop.  |
| (b) ———.             | Proceed at restricted speed, and for other uses prescribed by the Rules. |
| (c) ———.             | Proceed, and for other uses prescribed by the Rules.                     |
| (d) Green and white. | Flag stop. See Rule 28.  |
| (e) Blue.            | See Rule 26.   |
| (f) Purple.          | Stop. (Indication for dwarf signals.)                                    |

*Amended form, adopted November 15, 1938.*

(See page 22.)

### RULE 11.

*Original form of Rule 11 (old number 31), adopted April 14, 1887:*

11 (31). A fusee is an extra danger signal, to be



lighted and placed on the track at night, in cases of accident or emergency.

A train finding a fusee burning upon the track must come to a stop, and not proceed until it is burned out.

*Amended form, Adopted April 18, 1895:*

11 (31). A fusee is a signal which may be used in addition to the torpedoes or other signals.

*Amended form, adopted April 12, 1899:*

11. A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

*Amended form, adopted November 17, 1915:*

11. A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed with caution prepared to stop short of train or obstruction.

*Amended form, adopted May 15, 1924:*

11. A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed at restricted speed.

*Amended form, adopted November 15, 1938.*

(See page 22.)

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NOTE TO RULE 11.

*Original reading, adopted May 15, 1924:*

NOTE TO RULE 11.—Railroads may, where considered desirable, permit passenger trains, after stopping, to proceed without extinguishing fusees.

*Amended form, adopted January 17, 1928:*

NOTE TO RULE 11.—Railroads may, where considered desirable, permit trains, after stopping, to proceed without extinguishing fusees.

*Omitted in revision November 15, 1938.*

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RULE 12.

*Original reading of Rule 12 (old numbers 59-63), adopted April 14, 1887:*

12 (59). A lamp swung across the track is the signal to stop.

12 (60). A lamp raised and lowered vertically is the signal to move ahead.

12 (61). A lamp swung vertically in a circle across the track, when the train is **standing**, is the signal to move back.

12 (62). A lamp swung vertically in a circle at arm's length across the track, when the train is **running**, is the signal that the train has parted.

12 (63). A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

[NOTE.—In the revision of these rules, adopted April 18, 1895, the words in bold-faced type were printed in the same type as the rest of the rule.]

*Amended form, adopted April 12, 1899:*

12 (59-63). HAND, FLAG AND LAMP SIGNALS.

| MANNER OF USING.   | INDICATION.                                |
|--|--|
| (a) Swung across the track.  | } Stop.<br>Proceed.                        |
| (b) Raised and lowered vertically.   |  |
| (c) Swung vertically in a circle across the track when the train is standing.                | } Back.                                    |
| (d) Swung vertically in a circle at arm's length across the track when the train is running. |  |
| (e) Swung horizontally in a circle when the train is standing.                               | } Train has parted.                        |
| (f) Held at arm's length above the head when train is standing.                              |  |
|  | } Apply air brakes.<br>Release air brakes. |
|  |  |

*Amended form, adopted April 25, 1906:*

12. HAND, FLAG AND LAMP SIGNALS.

| MANNER OF USING.   | INDICATION.                                |
|--|--|
| (a) Swung across the track,  | } Stop.<br>Proceed.                        |
| (b) Raised and lowered vertically.   |  |
| (c) Swung vertically in a circle at half arm's length across the track when the train is standing. | } Back.                                    |
| (d) Swung vertically in a circle at arm's length across the track when the train is running.       |  |
| (e) Swung horizontally above the head when the train is standing.                                  | } Train has parted.                        |
| (f) Held at arm's length above the head when train is standing.                                    |  |
|  | } Apply air brakes.<br>Release air brakes. |
|  |  |

*Amended form, adopted November 17, 1915:*

12. HAND, FLAG AND LAMP SIGNALS.

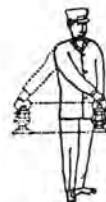
| MANNER OF USING.   | INDICATION.                                |
|--|--|
| (a) Swung across the track.  | } Stop.                                    |
| (b) Held horizontally at arm's length, when the train is moving.                                   |  |
| (c) Raised and lowered vertically.   | } Reduce speed.                            |
| (d) Swung vertically in a circle at half-arm's length across the track when the train is standing. |  |
| (e) Swung vertically in a circle at arm's length across the track when the train is running.       | } Proceed.                                 |
| (f) Swung horizontally above the head when the train is standing.                                  |  |
| (g) Held at arm's length above the head when the train is standing.                                | } Back.                                    |
|  |  |
|  | } Train has parted.                        |
|  |  |
|  | } Apply air brakes.<br>Release air brakes. |
|  |  |

*Amended form, adopted May 15, 1924:*

12. HAND, FLAG AND LAMP SIGNALS.

NOTE.—The hand, or a flag, moved the same as the lamp, as illustrated in the following diagrams, gives the same indication.

12a.



STOP.

Swung across the track.

12b.



**REDUCE SPEED.**

Held horizontally at arm's length, when the train is moving.

12c.



**PROCEED.**

Raised and lowered vertically.

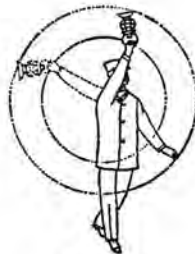
12d.



**BACK.**

Swung vertically in a circle at half arm's length across the track, when the train is standing.

12e.



**TRAIN HAS PARTED.**

Swung vertically in a circle at arm's length across the track, when the train is running.

12f.



**APPLY AIR BRAKES.**

Swung horizontally above the head, when the train is standing.

12g.



**RELEASE AIR BRAKES.**

Held at arm's length above the head, when the train is standing.

12h. Any object waved violently by any one on or near the track is a signal to stop.

*Amended form, adopted January 17, 1928:*

12. **HAND, FLAG AND LAMP SIGNALS.**

*NOTE.*—The hand, or a flag, moved the same as the lamp, as illustrated in the following diagrams, gives the same indication, except in the observance of Rule 12 (a) the hand or flag movement may be above the shoulder.

(Only change is in note and in elimination of unnecessary words in explanations under illustrations for (b), (d), and (e).)

*Amended form, adopted November 15, 1938.*

(See page 22.)

**RULE 13. (Old.)**

*Original reading of Rule 13 (old number 32), adopted April 14, 1887:*

13 (32). A flag or lamp swung across the track, a hat or any object waved violently by any person on the track, signifies danger, and is a signal to stop.

*Amended form, adopted April 12, 1899.*

13. Any object waved by any one on or near the track is a signal to stop.

*Made Rule 12-h, May 15, 1924.*

(See page 25.)

## RULE 13.

*Adopted May 15, 1924:*13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS  
AND OTHER DESIGNATED POINTS.

(Whistle or Horn.)

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. Railroads may add to these signals to meet their requirements.

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) —————   | All trains within interlocking and ——— limits stop immediately.                            |
| (b) o o o   | Resume normal movement after receiving the proper signal or permission from the signalman. |
| (c) o o o   | Whistle or horn test.  |
| (d) o o o o | Call signal maintainer.  |

*Amended form, adopted January 17, 1928:*13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS  
AND OTHER DESIGNATED POINTS.

(Whistle or Horn.)

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. Railroads may add to these signals to meet their requirements.

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) —————   | All trains within interlocking and ——— limits stop immediately.                            |
| (b) o o     | Resume normal movement after receiving the proper signal or permission from the signalman. |
| (c) o o o   | Whistle or horn test.  |
| (d) o o o o | Call signal maintainer or repairman.   |

*Amended form, adopted November 15, 1938.*

(Transferred to Block Signal and Interlocking Rules. See Rule 606, page 547.)

## RULE 14.

*Original reading of Rule 14 (old numbers 39-50), adopted April 14, 1887:*

14 (39) One **long** blast of the whistle is the signal for approaching stations, railroad crossings and junctions (thus, —).

14 (40). One **short** blast of the whistle is the signal to apply the brakes—stop (thus, -).

14 (41). Two **long** blasts of the whistle is the signal to throw off the brakes (thus, — —).

14 (42). Two **short** blasts of the whistle is an answer to any signal, except "train parted" (thus, --).

14 (43). Three **long** blasts of the whistle to be repeated until answered as provided in Rule 62, is a signal that the train has parted (thus, — — —).

14 (44). Three **short** blasts of the whistle when the train is **standing**, to be repeated until answered, as provided in Rule 61, is a signal that the train will back (thus, - - -).

14 (45). Four **long** blasts of the whistle is the signal to call in the flagman (thus, — — — —).

14 (46). Four **short** blasts of the whistle is the engineman's call for signals, from switchtenders, watchmen, trainmen and others (thus, - - - -).

14 (47). Five **short** blasts of the whistle is a signal to the flagman to go back and protect the rear of the train (thus, -----).

14 (48). One **long** followed by two **short** blasts of the whistle is a signal to be given by trains on single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, -----).

[NOTE.—In order to avoid duplicating signals the Committee has recommended that the above named signal be substituted for the three short blasts now used, with which much dissatisfaction has been expressed. In the opinion of some of the Committee this rule is unnecessary.]

14 (49). Two **long** followed by two **short** blasts of the whistle is the signal for approaching road crossings at grade (thus, -----).

14 (50). A succession of **short** blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

[NOTE.—In the revision of these rules, adopted April 18, 1895, the words in bold-faced type were printed in the same type as the rest of the rule.]

*Amended reading (old Rule 45), adopted October 12, 1887:*

14 (45). Four **long** blasts of the whistle (thus, -----) is the signal to call in a flagman from the west or south.

Four **long** followed by one **short** blast of the whistle (thus, -----) is the signal to call in a flagman from the east or north.

*Amended form, adopted April 12, 1899:*

14 (39-50). ENGINE STEAM WHISTLE SIGNALS.

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

| SOUND.        | INDICATION.  |
|---------------|--|
| (a) o         | Stop. Apply brakes.  |
| (b) — —       | Release brakes.  |
| (c) — o o o   | Flagman go back and protect rear of train.   |
| (d) — — — — — | Flagman return from west or south.   |
| (e) — — — — — | Flagman return from east or north.   |
| (f) — — — — — | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d). |
| (g) o o       | Answer to any signal not otherwise provided for.   |
| (h) o o o     | When train is standing, back. Answer to 12 (c) and 16 (c).   |
| (i) o o o o   | Call for signals.  |
| (k) — o o     | To call the attention of trains of the same or inferior class to signals displayed for a following section.          |
| (l) — — — o o | Approaching public crossings at grade.   |
| (m) — — — — — | Approaching stations, junctions and railroad crossings at grade.   |

A succession of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

Amended form, adopted April 25, 1906:

## AUDIBLE SIGNALS.

## 14. ENGINE WHISTLE SIGNALS.

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

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) o       | Stop. Apply brakes.  |
| (b) —       | Release brakes.  |
| (c) — o o o | Flagman go back and protect rear of train.   |
| (d) ———     | Flagman return from west or south.   |
| (e) ————    | Flagman return from east or north.   |
| (f) ———     | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d).                                       |
| (g) o o     | Answer to any signal not otherwise provided for.   |
| (h) o o o   | When train is standing, back. Answer to 12 (c) and 16 (c). When train is running, answer to 16 (d).  |
| (j) o o o o | Call for signals.  |
| (k) — o o   | To call the attention of yard engines, extra train or trains of the same or inferior class or inferior right to signals displayed for a following section. |
| (i) ——— o o | Approaching public crossings at grade.   |
| (m) ———     | Approaching stations, junctions and railroad crossings at grade.   |

A succession of short sounds of the whistle is an alarm for persons or cattle on the track.

Amended form, adopted November 17, 1915:

## 14. ENGINE AND MOTOR WHISTLE SIGNALS.

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

| SOUND.      | INDICATION.   |
|-------------|---|
| (a) o       | Apply brakes. Stop.   |
| (b) —       | Release brakes. Proceed.  |
| (c) — o o o | Flagman protect rear of train.  |
| (d) ———     | Flagman may return from west or south, as prescribed by Rule 99.  |
| (e) ————    | Flagman may return from east or north, as prescribed by Rule 99.  |
| (f) ———     | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (e). Answer to 12 (e).                                      |
| (g) o o     | Answer to any signal not otherwise provided for.  |
| (h) o o o   | When train is standing, back. Answer to 12 (d) and 16 (c). When train is running, answer to 16 (d).   |
| (j) o o o o | Call for signals.   |
| (k) — o o   | To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for following section. |

| SOUND.                          | INDICATION.   |
|---------------------------------|---|
|                                 | If not answered by a train, the train displaying signals must stop and ascertain the cause. |
| (l) ——— o o                     | Approaching public crossings at grade.  |
| (m) ———                         | Approaching stations, junctions, railroad crossings at grade and ———.                       |
| (n) ——— o                       | Approaching meeting points. See Rule 90.  |
| (o) o ———                       | Inspect train line for leak.  |
| (p) Succession of short sounds. | Alarm for persons or live stock on the track.   |

*Amended form, adopted May 15, 1924:*

(Indication of (n) made "Approaching meeting or waiting points. See Rule 90." Indication of (o) made "Inspect train line for leak or brakes sticking.")

*Amended form, adopted January 17, 1928:*

#### 14. ENGINE WHISTLE SIGNALS.

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

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) o       | Apply brakes. Stop.  |
| (b) ———     | Release brakes. Proceed.   |
| (c) — o o o | Flagman protect rear of train.   |
| (d) ————    | Flagman may return from west or south.‡  |
| (e) ————    | Flagman may return from east or north.‡  |
| (f) ———     | Train parted; to be repeated until answered by the signal prescribed by Rule 12 (e). Answer to 12 (e). |

‡ As prescribed by Rule 99.

| SOUND.                          | INDICATION.   |
|---------------------------------|---|
| (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                     | To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause. |
| (l) ——— o o                     | Approaching public crossings at grade. To be prolonged or repeated until crossing is reached.   |
| (m) ————                        | Approaching stations, junctions, railroad crossings at grade and ———, as may be required.   |
| (n) ——— o                       | Approaching meeting or waiting points. See Rule 8-90.‡  |
| (o) o ———                       | Inspect train line for leak or for brakes sticking.   |
| (p) Succession of short sounds. | Alarm for persons or live stock on the track.   |

NOTE TO RULES 14 (k) AND 14 (l).—Railroads may, where desirable, omit or modify these rules to meet their own requirements.



(q) — o

When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by Rules (d), (e), (r), (s), (t), (u), (v) and (w).

For additional tracks the following signals may be used:

| SOUND.        | INDICATION.  |
|---------------|--|
| (r) ————— o   | Flagman may return from east or north on _____ track.‡ |
| (s) ————— o   | Flagman may return from west or south on _____ track.‡ |
| (t) ————— oo  | Flagman may return from east or north on _____ track.‡ |
| (u) ————— oo  | Flagman may return from west or south on _____ track.‡ |
| (v) ————— ooo | Flagman may return from east or north on _____ track.‡ |
| (w) ————— ooo | Flagman may return from west or south on _____ track.‡ |

† For single track.

‡ As prescribed by Rule 99.

*Amended form, adopted November 15, 1938.*

(See page 26.)

## RULE D-14.

*Original reading adopted April 25, 1906:*

## AUDIBLE SIGNALS.

D-14. ENGINE WHISTLE SIGNALS.

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

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) o       | Stop. Apply brakes.  |
| (b) —       | Release brakes.  |
| (c) — o o o | Flagman go back and protect rear of train.   |
| (d) —————   | Flagman return from west or south.   |
| (e) —————   | Flagman return from east or north.   |
| (f) —————   | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d).           |
| (g) o o     | Answer to any signal not otherwise provided for.   |
| (h) o o o   | When train is standing, back. Answer to 12 (c) and 16 (c). When train is running, answer to 16 (d).                            |
| (j) o o o o | Call for signals.  |
| (k) — o o   | To call the attention of yard engines, or of trains moving in the same direction to signals displayed for a following section. |
| (l) — o o   | Approaching public crossings at grade.   |
| (m) —————   | Approaching stations, junctions and railroad crossings at grade.   |

A succession of short sounds of the whistle is an alarm for persons or cattle on the track.

*Amended form, adopted November 17, 1915:*

**D-14. ENGINE AND MOTOR WHISTLE SIGNALS.**

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

| SOUND.        | INDICATION.   |
|---------------|---|
| (a) o         | Apply brakes. Stop.   |
| (b) — — —     | Release brakes. Proceed.  |
| (c) — o o o   | Flagman protect rear of train.  |
| (d) — — — — — | Flagman may return from west or south, as prescribed by Rule 99.  |
| (e) — — — — — | Flagman may return from east or north, as prescribed by Rule 99.  |
| (f) — — — — — | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (e). Answer to 12 (e).  |
| (g) o o       | Answer to any signal not otherwise provided for.  |
| (h) o o o     | When train is standing, back. Answer to 12 (d) and 16 (c). When train is running, answer to 16 (d).   |
| (j) o o o o   | Call for signals.   |
| (k) — o o     | To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying sig- |

| SOUND.                          | INDICATION.  |
|---------------------------------|--|
| (l) — — — o o                   | nals must stop and ascertain the cause.                                    |
| (m) — — — — —                   | Approaching public crossings at grade.                                     |
| (o) o — — — —                   | Approaching stations, junctions, railroad crossings at grade and — — — —.  |
| (p) Succession of short sounds. | Inspect train line for leak. Alarm for persons or live stock on the track. |

*Amended form, adopted May 15, 1924:*

(Indication for (o) was changed to "Inspect train line for leak or for brakes sticking," and (q) to "When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains.")

*Eliminated January 17, 1928.*

(See Rule 14, page 26.)

**RULE 15.**

*Original reading of Rule 15 (old number 30), adopted April 14, 1887:*

15 (30). An explosive cap or torpedo placed on the top of the rail, is a signal to be used **in addition** to the regular signals.

The explosion of **one** torpedo is a signal to **stop** immediately; the explosion of **two** torpedoes is a signal to **reduce speed** immediately and look out for a danger signal.

*Amended form, adopted April 18, 1895:*

15 (30). A torpedo, placed on the top of the rail, is a signal to be used in addition to the regular signals.

The explosion of one torpedo is a signal to stop immediately; the explosion of two torpedoes not more than 200 feet apart is a signal to reduce speed immediately and look out for a danger signal.

*Amended form, adopted April 12, 1899:*

15. The explosion of one torpedo is a signal to stop; the explosion of two not more than 200 feet apart is a signal to reduce speed, and look out for a stop signal.

*Amended form, adopted November 17, 1915:*

15. The explosion of two torpedoes is a signal to reduce speed and look out for a train ahead or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

*Amended form, adopted January 17, 1928:*

15. The explosion of two torpedoes is a signal to proceed at restricted speed. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must not be placed at stations or on public crossings.

*Amended form, adopted November 15, 1938.*

(See page 28.)

#### RULE 16.

*Original reading of Rule 16 (old numbers 51-56),  
adopted April 14, 1887:*

#### BELL-CORD SIGNALS.

16 (51). One tap of the signal bell, when the train is **standing**, is the signal to start.

16 (52). Two taps of the signal bell, when the train is **running**, is the signal to stop at once.

16 (53). Two taps of the signal bell, when the train is **standing**, is the signal to call in the flagman.

16 (54). Three taps of the signal bell, when the train is **running**, is the signal to stop at the next station.

16 (55). Three taps of the signal bell, when the train is **standing**, is the signal to back the train.

16 (56). Four taps of the signal bell, when the train is **running**, is the signal to reduce speed.

[NOTE.—In the revision of these rules, adopted April 18, 1895, the words in bold-faced type were printed in the same type as the rest of the rule.]

*Amended form, adopted April 12, 1899:*

#### 16 (51-56) AIR WHISTLE OR BELL-CORD SIGNALS.

| SOUND.     | INDICATION.  |
|------------|--|
| (a) Two.   | When train is standing, start.                       |
| (b) Two.   | When train is running, stop at once.                 |
| (c) Three. | When train is standing, back the train.              |
| (d) Three. | When train is running, stop at next station.         |
| (e) Four.  | When train is standing, apply or release air brakes. |
| (f) Four.  | When train is running, reduce speed.                 |
| (g) Five.  | When train is standing, call in flagman.             |
| (h) Five.  | When train is running, increase speed.               |

*Amended form, adopted April 25, 1906:*

## 16. COMMUNICATING SIGNALS.

| SOUND.     | INDICATION.  |
|------------|--|
| (a) Two.   | When train is standing, start.                       |
| (b) Two.   | When train is running, stop at once.                 |
| (c) Three. | When train is standing, back the train.              |
| (d) Three. | When train is running, stop at next station.         |
| (e) Four.  | When train is standing, apply or release air brakes. |
| (f) Four.  | When train is running, reduce speed.                 |
| (g) Five.  | When train is standing, call in flagman.             |
| (h) Five.  | When train is running, increase speed.               |

*Amended form, adopted November 17, 1915:*

## 16. COMMUNICATING SIGNALS.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

| SOUND.     | INDICATION.                                  |
|------------|--|
| (a) oo     | When standing—start.                         |
| (b) oo     | When running—stop at once.                   |
| (c) ooo    | When standing—back the train.                |
| (d) oooo   | When running—stop at next passenger station. |
| (e) ooooo  | When standing—apply or release air brakes.   |
| (f) ooooo  | When running—reduce speed.                   |
| (g) oooooo | When standing—recall flagman.                |
| (h) oooooo | When running—increase speed.                 |
| (j) oooooo | When running—increase train heat.            |
| (k) —————  | When running—look back for hand signals.     |

*Amended form, adopted May 15, 1924:*

(Indication of (k) changed to "When running—brakes sticking; look back for hand signals.")

*Amended form, adopted January 17, 1928:*

## 16. COMMUNICATING SIGNALS.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

| SOUND.      | INDICATION.   |
|-------------|---|
| (a) oo      | When standing—start.                                      |
| (b) oo      | When running—stop at once.                                |
| (c) ooo     | When standing—back.                                       |
| (d) oooo    | When running—stop at next passenger station.              |
| (e) ooooo   | When standing—apply or release air brakes.                |
| (f) ooooo   | When running—reduce speed.                                |
| (g) oooooo  | When standing—recall flagman.                             |
| (h) oooooo  | When running—increase speed.                              |
| (j) oooooo  | When running—increase train heat.                         |
| (ja) oooooo | When standing—deplete train line pressure.                |
| (k) —————   | When running—brakes sticking; look back for hand signals. |

*Amended form, adopted November 15, 1938.*

(See page 28.)

## RULE 17.

*Original reading of Rule 17 (old number 34), adopted April 14, 1887:*

17. (34). Each train running after sunset, or when obscured by a fog or other cause, must display the head-light in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a headlight on both front and rear.

*Amended form, adopted April 18, 1895:*

17 (34). A train running after sunset, or when obscured by fog or other cause, must display the head-light in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a headlight on both front and rear.

*Amended form, adopted April 12, 1899:*

17 (34). The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junction points.

*Amended form, adopted April 23, 1902:*

17. The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions.

*Amended form, adopted November 17, 1915:*

17. The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

NOTE TO RULE 17.—Railroads which do not find it necessary to conceal headlights, as required in Rule 17, may omit that provision from the rule.

*Amended form, adopted May 15, 1924:*

17. The headlight will be displayed to the front of every train by night. It must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet a train at end of double track or junctions.

It must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

NOTE TO RULE 17.—Railroads which do not find it necessary to conceal or extinguish headlights may omit that provision from the rule.

Railroads may add such further regulations as may be necessary to suit local requirements.

*Amended form, adopted January 17, 1928:*

17. The headlight will be displayed to the front of every train by night. It must be concealed or extinguished when a train turns out to meet another and has stopped clear of main track, or is standing to meet a train at end of two or more tracks or a junction.

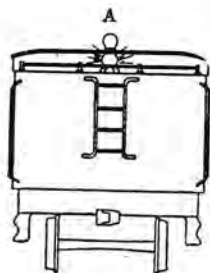
NOTE TO RULE 17.—Railroads which do not find it necessary to conceal or extinguish headlights may omit that provision from the rule.

Railroads may add such further regulations as may be necessary to suit local requirements.

It must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

FIG. 1.



**Engine running backward by night, without cars  
or at the front of a train pulling cars.**

White light at A.

*Amended form, adopted November 15, 1938.*

(See page 28.)

RULE D-17.

*Original reading of Rule D-17, adopted April 23, 1902:*

D-17. The head-light will be displayed to the front of every train by night, but must be concealed when a train is standing to meet trains at the end of double track or at junctions.

*Amended form, adopted November 17, 1915:*

D-17. The headlight will be displayed to the front of every train by night, but must be concealed when a train is standing to meet trains at the end of double track or at junctions.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

NOTE TO RULE D-17.—Railroads which do not find it necessary to conceal headlights, as required in Rule D-17, may omit that provision from the rule.

*Amended form, adopted May 15, 1924:*

D-17. The headlight will be displayed to the front of every train by night. It must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet a train at end of double track or junction.

It must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

When an engine is running backward a white light must be displayed by night on the rear of the tender.

NOTE TO RULE D-17.—Railroads which do not find it necessary to conceal headlights may omit that provision from the rule. Railroads may add such further regulations as may be necessary to suit local requirements.

*Eliminated January 17, 1928.*

(See Rule 17, page 28.)

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RULE 18.

*Original reading of Rule 18 (old number 33), adopted April 14, 1887:*

18 (33). Each train, while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as markers, to indicate the rear of the train. Yard engines will not display markers.

*Amended form, adopted April 18, 1895:*

18 (33). A train, while running, must display two green flags by day and two green lights by night, one on each side of the rear of the train, as markers, to indicate the rear of the train. Yard engines will not display markers.

*In the revision of April 12, 1889, rule 33 was amended and made Rules 18 and 19.*

*Amended form, adopted April 12, 1899:*

18. Yard engines will display the headlight to the front and rear by night. When not provided with a

headlight at the rear, two white lights must be displayed. Yard engines will not display markers.

*Amended form, adopted November 17, 1915:*

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed. Yard engines will not display markers.

*Amended form, adopted November 15, 1938.*

(See page 29.)

---

RULE 19.

(See Rule 18, page 29.)

*Original reading of Rule 19, adopted April 12, 1899:*

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: by day, a green flag; by night, a green light to the front and side and a red light to the rear, except when the train turns out to be passed by another and is clear of main track, when a green light must be displayed to the front, side and to rear.

*Amended form, adopted April 25, 1906:*

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: by day, green flags; By night, green lights to the front and side and red



lights to the rear; except when the train is clear of the main track, when green lights must be displayed to the front, side and rear.

*Amended form, adopted November 17, 1915:*

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

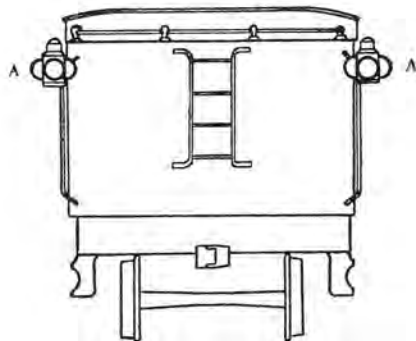
NOTE.—Where railroads desire to discontinue the use of markers by day on passenger trains it is permissible to do so.

*Amended form, adopted May 15, 1924:*

19. The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train:

19. (Continued.)

Fig. 2.



Engine running forward by day, without cars or at the rear of a train pushing cars.

Marker lamps not lighted, or yellow (or green) flags at A A as markers.

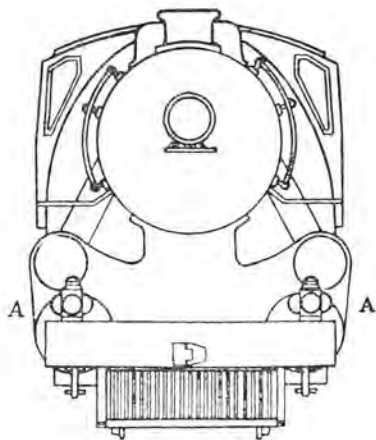
NOTE TO RULES 17, D-17, 19, D-19, 20, 21, 24 AND F-273.—The diagrams are intended to illustrate the general location of the train signals, not the exact manner in which they are to be attached.

Combination lamps with four illuminated colored faces are represented in the diagrams.



19. (Continued.)

FIG. 3.



Engine running backward by day, without cars  
or at the rear of a train pushing cars.

Marker lamps not lighted, or yellow (or green)  
flags at A A as markers.

19. (Continued.)

FIG. 4.

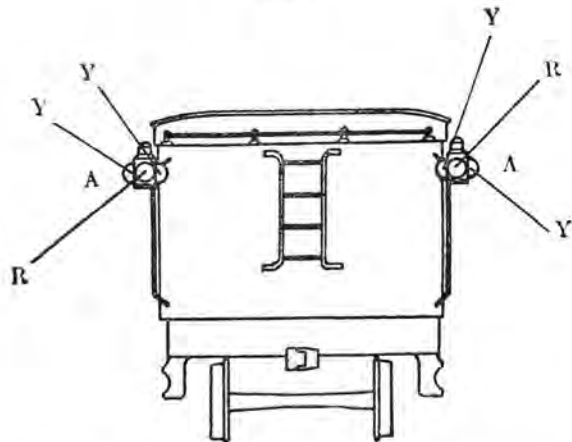


Rear of train by day.

Marker lamps not lighted, or yellow (or green)  
flags at A A as markers.

19. (Continued.)

FIG. 5.

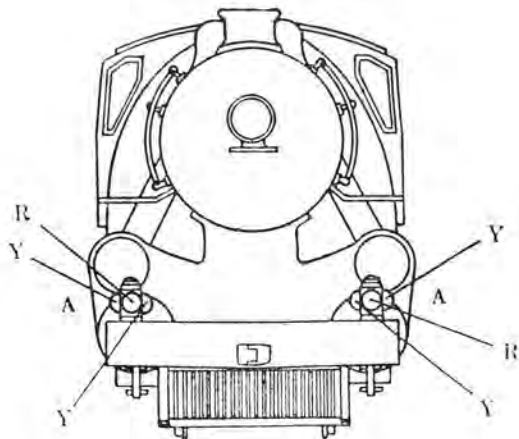


Engine running forward by night, without cars or at the rear of a train pushing cars on single track, with the current of traffic on double track and with the current of traffic on passenger tracks where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the front and side and red to the rear.

19. (Continued.)

FIG. 6.

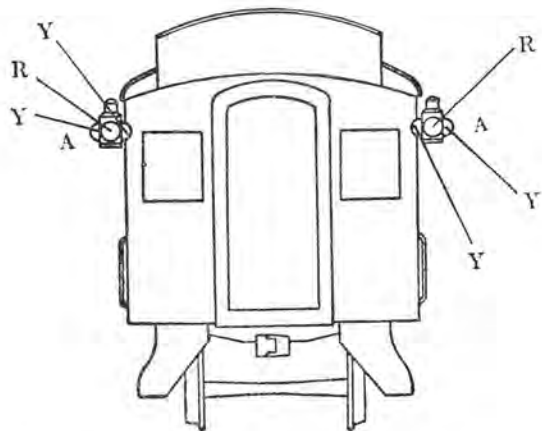


Engine running backward by night, without cars, or at the rear of a train pushing cars.

Lights at A A as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

19. (Continued.)

Fig. 7.

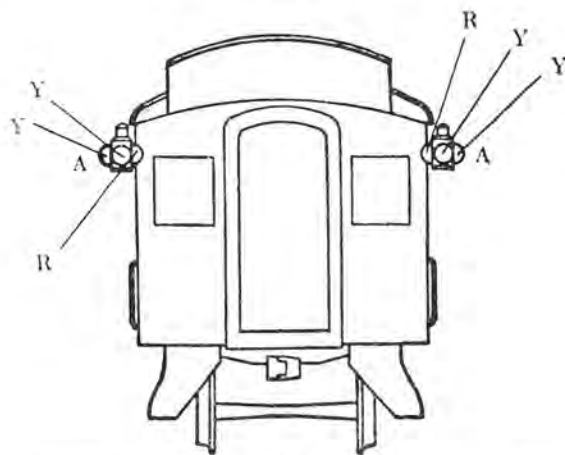


Rear of train by night while running on single track, with the current of traffic on double track and with the current of traffic on passenger tracks where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the front and side and red to the rear.

19. (Continued.)

Fig. 8.



Rear of train by night when on siding to be passed by another train.

Lights at A A as markers, showing yellow (or green) toward engine, side and to rear.

*Amended form, adopted January 17, 1928:*

(Only changes made consist of following:

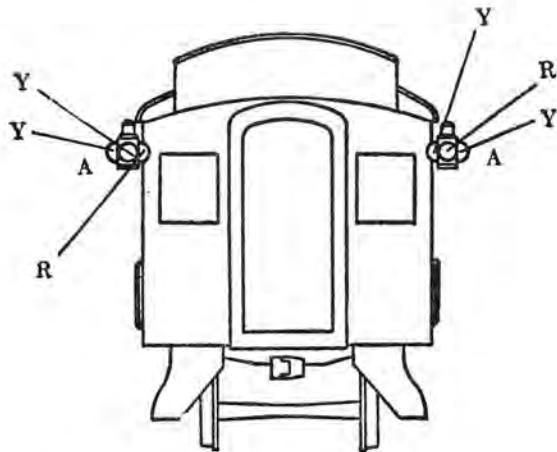
Omitted reference in Note, to Rules D-17 and F-273 and changed last paragraph of Note to read "Combination lamps with four illuminated colored faces are represented in the diagrams for markers and with two illuminated faces for classification".

In Figs. 5 and 7, in the explanation under illustrations, the words "double track" were changed to "two or more tracks".

(In addition Figs. 9 and 10 were added.)

19. (Continued.)

FIG. 9.

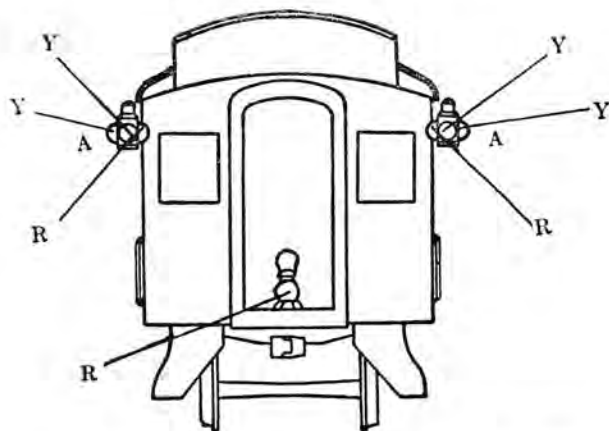


Rear of train by night running with the current of traffic on          track where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to rear on the side next to the          track in the direction of current of traffic and red on the opposite side.

19. (Continued.)

FIG. 10.



Rear of train by night running on any track against the current of traffic where there are three or more tracks.

Lights at A A as markers, showing yellow (or green) to the rear, with a red light on the platform or the cupola.

*Amended form, adopted November 15, 1938.*

(See page 30.)

## RULE D-19.

*Original reading of Rule D-19, adopted April 25, 1906:*

D-19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train; by day, green flags; By night, green lights to the front and side and red lights to the rear, except when the train is clear of the main track, when green lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.

*Amended form, adopted November 17, 1915:*

D-19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, green (or yellow) flags, or marker lamps (not lighted); By night, green (or yellow) lights to the front and side and red lights to the rear; except when the train is clear of the main track, when green (or yellow) lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when green (or yellow) lights must be displayed to the front and side, a green (or yellow) light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

NOTE.—Where railroads desire to discontinue the use of markers by day on passenger trains it is permissible to do so.

*Amended form, adopted May 15, 1924:*

D-19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, yellow (or green) flags, or marker lamps (not lighted); By night, yellow (or green) lights to the front and side and red lights to the rear; except when the train is clear of the main track, when yellow (or green) lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when yellow (or green) lights must be displayed to the front and side, a yellow (or green) light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

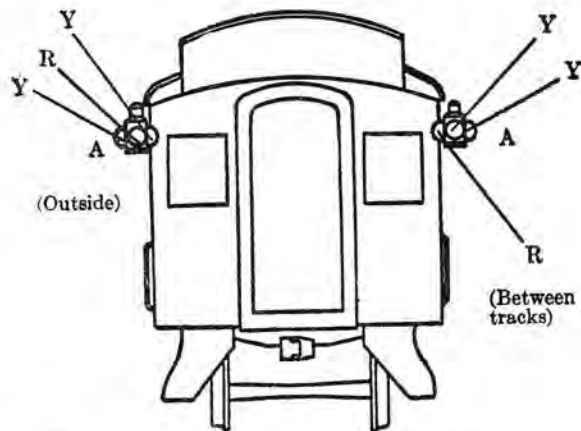
*Amended form, adopted January 17, 1928:*

D-19. The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train: By day, yellow (or green) flags, or marker lamps (not lighted); By night, yellow (or green) lights to the front and side and red lights to the rear; except when the train is clear of the main track, when yellow (or green) lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when yellow (or green) lights must be displayed to the front and side, a yellow (or green) light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

D-19. (Continued.)

FIG. 11.

(This illustration is for a road which uses the right hand track.)



Rear of train by night running against the current of traffic on two or more tracks.

Lights at A A as markers, showing yellow (or green) to front and side and yellow (or green) to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving and red to the rear on the opposite side.

Omitted in revision November 15, 1938.

(See Rule 19, page 30.)

## RULE 20.

*Original reading of Rule 20 (old number 36), adopted April 14, 1887:*

20 (36). Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same schedule and entitled to the same time-table rights as the train carrying the signals.

*Amended form, adopted April 8, 1891:*

20 (36). Two green flags by day and night and, in addition, two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same schedule and entitled to the same time-table rights as the train carrying the signals.

*Amended form, adopted April 12, 1899:*

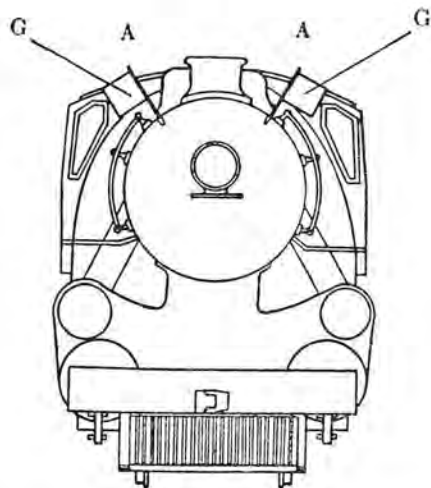
20 (36). All sections of a train, except the last, will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

*Amended form, adopted April 25, 1906:*

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

20. (Continued.)

FIG. 12.

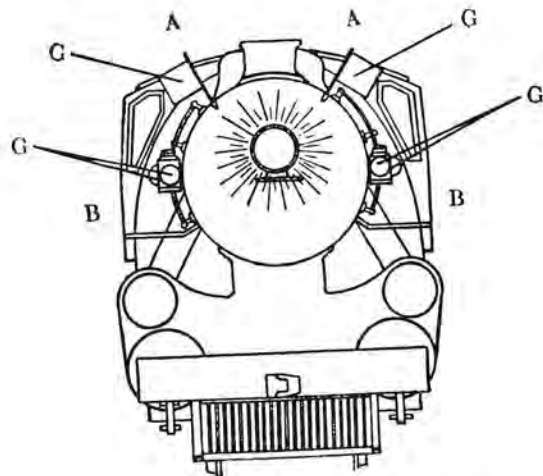


Engine running forward by day displaying signals for a following section.

Green flags at A A.

20 (Continued.)

FIG. 13.

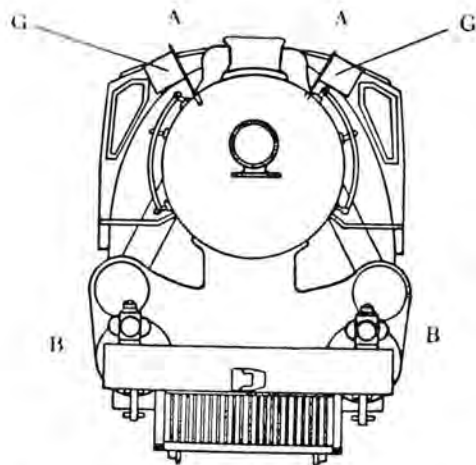


Engine running forward by night displaying signals for a following section.

Green flags at A A and green lights at B B.

20 (Continued.)

FIG. 14.



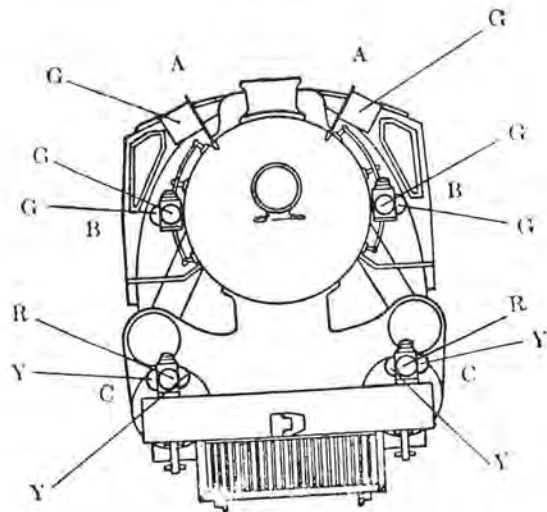
Engine running backward by day, without cars or at the rear of a train pushing cars, and displaying signals for a following section.

Green flags at A A.

Marker lamps not lighted, or yellow (or green) flags at B B as markers.

20 (Continued.)

FIG. 15.



Engine running backward by night, without cars or at the rear of a train pushing cars, and displaying signals for a following section.

Green flags at A A.

Green lights at B B.

Lights at C C as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

*Amended form, adopted November 15, 1938.*

(See page 40.)



## RULE 21.

*Original reading of Rule 21 (old number 37), adopted April 14, 1887:*

21 (37). Two white flags by day and two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

[NOTE.—The Committee finds on investigation that the combined green and white signal denoting an irregular train following, as suggested by the "Committee on Uniform Train Signals" in its report of October 11, 1883, and adopted by the Convention of October 9, 1884, is unsatisfactory and is used by a very limited number of roads. As your Committee has found it impracticable to suggest any combination of signals, sufficiently distinct from other signals, they do not recommend the carrying of any signals denoting an irregular train following, and have therefore omitted the signal from the Rules.]

*Amended form, adopted April 8, 1891:*

21 (37). Two white flags by day and night and, in addition, two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

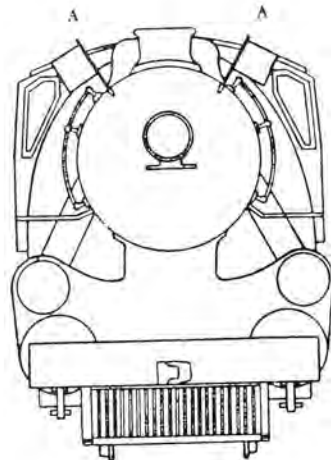
(The note was omitted in the revision of April 18, 1895.)

*Amended form, adopted April 12, 1899:*

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

21. (Continued.)

FIG. 16.

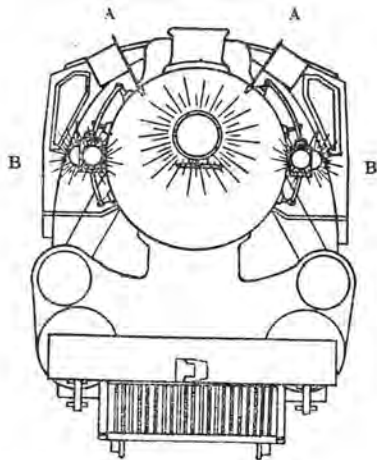


Engine running forward by day as an extra train.

White flags at A A.

21 (Continued.)

FIG. 17.

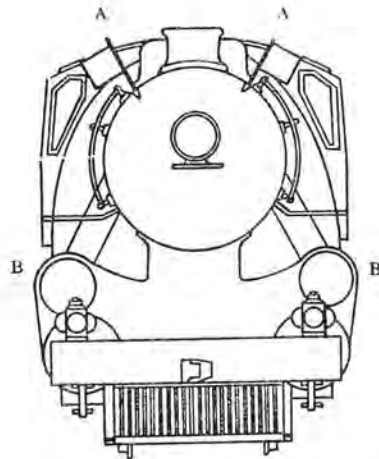


Engine running forward by night as an extra train.

White flags at A A and white lights at B B.

21 (Continued.)

FIG. 18.



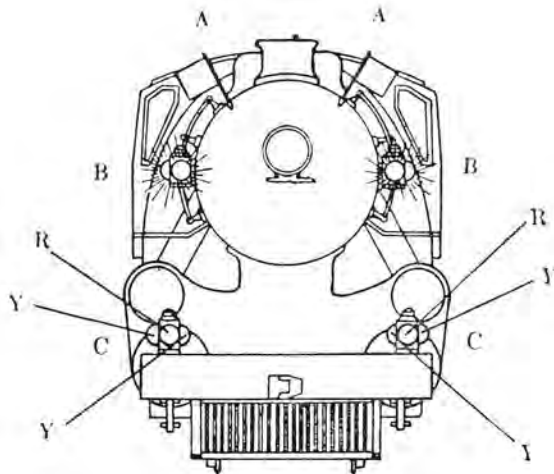
Engine running backward by day as an extra train, without cars or at the rear of a train pushing cars.

White flags at A A.

Marker lamps not lighted, or yellow (or green) flags at B B as markers.

21 (Continued.)

FIG. 19.



Engine running backward by night as an extra train, without cars or at the rear of a train pushing cars.

White flags at A A.

White lights at B B.

Lights at C C as markers, showing yellow (or green) to side and in direction engine is moving and red in opposite direction.

*Amended form, adopted November 15, 1938,*

(See page 44.)

*Original reading of Note to Rule 21, adopted November 17, 1915:*

NOTE TO RULE 21.—Where conditions make it desirable, railroads may omit Rule 21 on two or more tracks.

*Amended form, adopted January 17, 1928:*

NOTE TO RULE 21.—On two or more tracks where conditions make it desirable, or on single track on extra trains, except passenger extras, where schedules are of one class and are represented by not more than one train which can be positively identified, Rule 21 may be omitted.

*Omitted in revision November 15, 1938,*

(General Note, page 9 covers.)

#### RULE 22.

*Original reading of Rule 22 (old number 71), adopted April 14, 1887:*

22 (71). When two or more engines are coupled to the head of a train, the leading engine only shall display the signals as provided in Rules 36 and 37.

*Amended form, adopted April 12, 1899:*

22. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 20 and 21.

*Amended form, adopted April 23, 1902:*

22. When two or more engines are coupled to a train, the leading engine only shall display the signals as prescribed in Rules 20 and 21.

*Amended form, adopted April 25, 1906:*

22. When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20 and 21.

*Amended form, adopted November 17, 1915:*

22. When two or more engines are coupled, each engine shall display the signals as prescribed by Rules 20 and 21.

*Amended form, adopted November 15, 1938.*

(See page 47.)

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RULE 23.

*Original reading of Rule 23 (old number 72), adopted April 14, 1887:*

23 (72). One flag or light displayed as a classification signal will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

*Amended form, adopted April 18, 1895:*

23 (72). One flag or light displayed as provided in Rules 36 and 37 will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

*Amended form, adopted April 12, 1899:*

23. One flag or light displayed where in Rules 19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

*Amended form, adopted November 15, 1938.*

(See page 48.)

RULE D-23.

*Adopted November 17, 1915:*

D-23. One flag or light displayed where in Rules 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

*Eliminated January 17, 1928.*

(See Rule 23, page 48.)

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RULE 24.

*Original reading of Rule 24 (old number 73), adopted April 14, 1887:*

24 (73). When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

*Amended form, adopted April 12, 1899:*

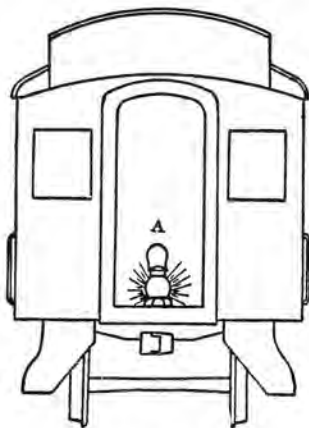
24. When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

*Amended form, adopted November 17, 1915:*

24. When cars are pushed by an engine except when shifting or making up trains in yards, a white light must be displayed on the front of the leading car by night.

24 (Continued.)

FIG. 20.

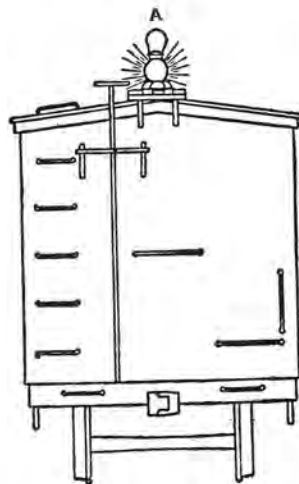


Passenger cars being pushed by an engine  
by night.

White light on front of leading car at A.

24 (Continued.)

FIG. 21.



Freight cars being pushed by an engine  
by night.

White light on front of leading car at A.

*Omitted in revision November 15, 1938.*

(See Rule 103, page 54.)

RULE 25.

*Original reading of Rule 25 (old number 35), adopted  
April 14, 1887:*

25 (35). Each car on a passenger train while running must be in communication with the engine. In

the absence of an equivalent appliance, a bell-cord must be attached to the signal bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

*Amended form, adopted April 18, 1895:*

25 (35). Each car on a passenger train while running must be in communication with the engine by a bell-cord or an equivalent appliance.

*Amended form, adopted April 12, 1899:*

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

*Amended form, adopted November 17, 1915:*

(See page 48.)

#### RULE 26.

*Original reading of Rule 26 (old number 38), adopted April 14, 1887:*

26 (38). A blue flag by day and a blue light by night, placed on the end of a car, denote that car inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the car inspectors.

When a car or train standing on a siding is protected by a blue signal, other cars must not be placed in front of it so that the blue signal will be obscured, without first notifying the car inspector, that he may protect himself.

*Amended form, adopted April 18, 1895:*

26 (38). A blue flag by day and a blue light by night, placed on or at the end of a car, engine or train, denote that workmen are at work under or about the car, engine or train. The car, engine or train thus protected must not be coupled to, or moved, until the blue signal is removed by the person who placed it.

When a car, engine or train is protected by a blue signal, other cars must not be placed in front of it, so the blue signal will be obscured, without first notifying the workman, that he may protect himself.

*Amended form, adopted April 12, 1899:*

26 (38). A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

*Amended form, adopted April 25, 1906:*

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

*Amended form, adopted November 17, 1915:*

26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

*Amended form, adopted May 15, 1924.*

(See page 48.)

#### RULE 27.

*Original reading of Rule 27 (old number 65) adopted April 14, 1887:*

27 (65). A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the superintendent.

*Amended form, adopted April 12, 1899:*

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the \_\_\_\_\_.

*Amended form, adopted November 17, 1915:*

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the \_\_\_\_\_. Conductors and enginemen

using a switch where the switch light is imperfectly displayed or absent, must also, if practicable, correct or replace the light.

*Amended form, adopted May 15, 1924:*

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that after a train has been stopped by an imperfectly displayed night signal from which a light is absent it will be governed by the day indication, when it is plainly seen.

When light failures in a position-light signal do not prevent correct reading of the signal, it will not be regarded as an imperfectly displayed signal.

Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

Imperfectly displayed signals must be reported to the \_\_\_\_\_.

*Amended form, adopted January 17, 1928:*

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

Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

Imperfectly displayed signals must be promptly reported to the \_\_\_\_\_.

*Amended form, adopted November 15, 1938.*  
(See page 48.)

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RULE 28.

*Original reading of Rule 28 (old number 75), adopted April 14, 1887:*

28 (75). The combined green and white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

*Amended form, adopted April 12, 1899:*

28 (75). The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

*Amended form, adopted April 25, 1906:*

28. A combined green and white signal is to be used to stop a train only at the flag stations indicated on its schedule. When it is necessary to stop a train at a point that is not a flag station on its schedule, a red signal must be used.

*Amended form, adopted November 17, 1915:*

28. A green and white signal will be used to stop a train only at the flag stations indicated on its schedule. When it is necessary to stop a train at a point that is not a flag station on its schedule, a red signal must be used.

*Amended form, adopted May 15, 1924.*  
(See page 49.)

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RULE 29.

*Original reading of Rule 29 (old number 68), adopted April 14, 1887:*

29 (68). When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule 42.

*Amended form, adopted April 12, 1899:*

29 (68). When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as provided in Rule 14 (g).

*Amended form, adopted April 23, 1902:*

29 (68). When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as prescribed by Rule 14 (g).

*Amended form, adopted April 25, 1906:*

29. When a signal (except a fixed signal) is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).

*Amended form, adopted November 17, 1915:*  
(See page 49.)

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RULE 30.

*Original reading of Rule 30 (old number 69), adopted April 14, 1887:*



30 (69). The engine bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities.

*Amended form, adopted April 18, 1895:*

30 (69). The engine bell must be rung before an engine is moved.

*Amended form, adopted April 12, 1899:*

30. The engine-bell must be rung when an engine is about to move.

*Amended form, adopted November 17, 1915:*

30. The engine-bell must be rung when an engine is about to move and while approaching and passing public crossings at grade.

*Amended form, adopted May 15, 1924.*

(See page 49.)

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RULE 31.

*Original reading of Rule 31 (old number 70), adopted April 14, 1887:*

31 (70). The engine-bell must be rung for a quarter of a mile before reaching every road crossing at grade and until it is passed; and the whistle must be sounded at all whistling-posts.

*Amended form, adopted April 18, 1895:*

31 (70). The engine bell must be rung for a quarter of a mile before reaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

*Amended form, adopted April 12, 1899:*

31. The engine-bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

*Amended form, adopted November 17, 1915:*

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

*Omitted in revision November 15, 1938.*

(Superfluous.)

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RULE 32.

*Original reading of Rule 32 (old number 66), adopted April 14, 1887:*

32 (66). The unnecessary use of the whistle is prohibited; when necessary in shifting at stations and in yards the engine bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

*Amended form, adopted April 18, 1895:*

32 (66). The unnecessary use of either the whistle or the bell is prohibited. They will be used only when required by rule or law, or when necessary to prevent accident.

*Amended form, adopted April 22, 1899:*

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

*Amended form, adopted November 17, 1915.*

(See page 49.)

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RULE 33.

*Original reading of Rule 33 (old number 76), adopted April 14, 1887:*

33 (76). White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

*Amended form, adopted April 12, 1899:*

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

*Amended form, adopted November 17, 1915:*

33. Watchmen stationed at highway crossings must use stop signals when necessary to stop trains. They will use ——— signals to stop highway traffic.

*Amended form, adopted January 17, 1928:*

33. Watchmen stationed at public crossings at grade must use stop signals when necessary to stop trains. They will use ——— signals to stop highway traffic.

*Amended form, adopted November 15, 1938.*

(See page 49.)

RULE 34.

*Original reading of Rule 34, adopted November 17, 1915:*

34. The engineman and fireman must, when practicable, communicate to each other by its name the indication of all signals affecting the movement of their train.

*Amended form, adopted May 15, 1924:*

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

*Amended form, adopted November 15, 1938.*

(See page 49.)

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RULE 35.

*Adopted November 17, 1915:*

35. The following signals will be used by flagmen:

Day signals—A red flag,  
Torpedoes and  
Fusees.

Night signals—A red light,  
A white light,  
Torpedoes and  
Fusees.

*Amended form, adopted November 15, 1938.*

(See page 49.)

[NOTE.—Numbers 36 to 70 have not been assigned to any Rules.]

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RULE 71.

*Adopted April 25, 1906.*

(See page 49. Number made S-71, January 17, 1928.)

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RULE D-71.

*Adopted April 25, 1906.*

(See page 50.)

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RULE 72.

*Original reading of Rule 72 (old numbers 80 and 82), adopted April 14, 1887:*

72 (80). All regular trains are classified on the time-table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive, and do not refer to class.

72 (82). All extra trains are of inferior class to all regular trains of whatever class.

*Old Rule 82 omitted in the revision, adopted April 12, 1899; included in Rule 72.*

*Amended form, adopted April 18, 1895:*

72 (80). All regular trains are classified on the time-table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely.

*Amended form, adopted April 12, 1899:*

72 (80). Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains of whatever class.

All trains in the direction specified in the time-table are superior to trains of the same class in the opposite direction.

*Amended form, adopted April 23, 1902:*

72 (80). Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains.

All trains in the direction specified in the time-table are superior to trains of the same class in the opposite direction.

*Amended form, adopted April 25, 1906:*

(See page 50. Number made S-72, January 17, 1928.)

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RULE D-72.

*Original reading of Rule D-72 (old number D-81), adopted April 23, 1902:*

D-72 (D-81). Trains of the first class are superior to those of the second, trains of the second class are superior to those of the third, and so on. Extra trains are inferior to regular trains.

*Amended form, adopted April 25, 1906:*

(See page 50.)

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NOTE TO RULES 71 AND 72.

*Adopted May 15, 1924.*

(Numbers made S-71 and S-72, January 17, 1928.)

NOTE TO RULES S-71 AND S-72.—Railroads may, if desired, modify their rules to require trains to wait indefinitely at schedule meeting points for trains of the same class, unless otherwise directed by train order.

*Omitted in revision November 15, 1938.*

(See note page 9.)

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RULE 73.

*Adopted April 25, 1906.*

(See page 50.)

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[NOTE.—Numbers 74 to 81 have not been assigned to any Rules.]

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RULE 82.

*Original reading of Rule 82 (old number 107), adopted April 14, 1887:*

82 (107). Regular trains twelve hours or more behind their schedule time lose all their rights.

*Amended form, adopted April 12, 1899:*

82 (107). Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

*Amended form, adopted April 25, 1906:*

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

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

*Amended form, adopted November 17, 1915:*

(See page 50.)

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RULE 83.

*Original reading of Rule 83 (old number 95), adopted April 14, 1887:*

83 (95). No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track against it, have arrived.

*Amended form, adopted October 12, 1892:*

83 (95). No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track over it, have arrived or left.

*Amended form, adopted April 18, 1895:*

83 (95). A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it is ascertained that all trains due, which have the right of track over it, have arrived or left.

*Amended form, adopted April 12, 1899:*

83 (95). A train must not leave its initial station on any division or a junction, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

*Amended form, adopted April 23, 1902:*

83. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

*Amended form, adopted April 25, 1906:*

83. A train must not leave its initial station on any division (or sub-division), or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

*Amended form, adopted November 17, 1915:*

83. A train must not leave its initial station on any division, or subdivision, or a junction, or pass from double to single track, until it has been ascertained

whether all trains due, which are superior, or of the same class, have arrived or left.

Stations at which train registers are located may be designated by time-table.

*Amended form, adopted January 17, 1928:*

(Number made S-83.)

S-83. A train must not leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

Stations at which train registers are located may be designated by time-table.

*Amended form, adopted November 15, 1938.*

(See page 50.)

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#### RULE D-83.

*Original reading of Rule D-83, adopted April 23, 1902:*

D-83. A train must not leave its initial station on any division, or a junction, until it has been ascertained whether all superior trains due have left.

*Amended form, adopted April 25, 1906:*

D-83. A train must not leave its initial station on any division (or sub-division), or a junction, until it has been ascertained whether all superior trains due have left.

*Amended form, adopted November 17, 1915.*

(See page 51.)

## RULE 84.

*Original reading of Rule 84 (old number 119), adopted April 14, 1887:*

84 (119). No train shall leave a station without a signal from its conductor.

*Amended reading, adopted April 18, 1895:*

84 (119). A train must not start without a signal from its conductor.

*Amended form, adopted April 12, 1899:*

(See page 51.)

## RULE 85.

*Original reading of Rule 85 (old numbers 105 and 106) adopted April 14, 1887:*

85 (105). A train starting from a station, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rule 88 or 89.

85 (106). A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

*Amended form, adopted April 18, 1895:*

85 (105). A train starting from its initial station on each division, or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rule 88 or 89.

85 (106). A train which is delayed, and falls back on the time of another train of the same class, does not thereby lose its rights.

*Amended form, adopted April 12, 1899:*

85 (105). A train leaving its initial station on each division, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in Rule 91.

85 (106). A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

*Amended form, adopted April 23, 1902:*

85 (105). A train leaving its initial station on each division, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as prescribed by Rule 91.

*Old Rule 106, omitted in the revision, adopted April 25, 1906; included in Rule 85.*

*Amended form, adopted April 25, 1906:*

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class, and extras may pass and run ahead of extras.

*Amended form, adopted November 17, 1915:*

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of \_\_\_\_\_ class trains and extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

*Amended form, adopted November 15, 1938:*

(See page 51.)

**RULE D-85.**

*Original reading of Rule D-85 (old numbers D-84 and D-93), adopted April 23, 1902:*

D-85 (D-84). A train leaving its initial station on each division, or leaving a junction, when a train of the same class is overdue, will proceed on its schedule, and the overdue train will run as prescribed by Rule D-91.

(D-93). A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

A regular train may pass and run ahead of a train of the same class or its sections.

A section may pass and run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.

An extra train may pass and run ahead of extra and \_\_\_\_\_ class trains or their sections.

*Amended form, adopted April 25, 1906:*

D-85. When a train of one schedule is on the time

of another schedule of the same class it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class.

A section may pass and run ahead of another section of the same schedule, first exchanging orders, signals and numbers with the section to be passed. Extras may pass and run ahead of extras.

*Amended form, adopted November 17, 1915:*

D-85. When a train of one schedule is on the time of another schedule of the same class it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of \_\_\_\_\_ class trains and extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

*Eliminated January 17, 1928.*

(See Rule 85, page 51.)

**RULE 86.**

*Original reading of Rule 86 (old number 91), adopted April 14, 1887:*

86 (91). A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule 99.



*Amended form, adopted April 12, 1899:*

86 (91). A train failing to clear the main track by the time required by rule must be protected as provided in Rule 99.

*Amended form, adopted April 23, 1902:*

86 (91). A train failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

*Amended form, adopted April 25, 1906:*

86. An inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown.

*Amended form, adopted November 17, 1915:*

86. Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train, in the same direction, is due to leave the next station in the rear where time is shown.

*Amended form, adopted November 15, 1938.*

(See page 51.)

**RULE D-86.**

*Original reading of Rule D-86, adopted April 23, 1902:*

D-86. An inferior train must keep out of the way of a superior train, and clear its time at least five minutes.

*Amended form, adopted April 25, 1906:*

D-86. An inferior train must clear the time of a superior train not less than five minutes; but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown.

Extra trains must clear the time of regular trains  
— minutes unless otherwise provided.

*Amended form, adopted November 17, 1915:*

D-86. Unless otherwise provided, an inferior train must clear the time of a superior train not less than five minutes; but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown.

Extra trains must clear the time of regular trains  
— minutes unless otherwise provided.

*Eliminated January 17, 1928.*

(See Rule 86, page 51.)

**RULE 87.**

*Original reading of Rule 87 (old number 83), adopted April 14, 1887:*

87 (83). A train of inferior class must in all cases keep out of the way of a train of superior class.

*Amended form, adopted April 12, 1899:*

87 (83). An inferior train must keep out of the way of a superior train.



*Amended form, adopted April 25, 1906:*

87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of regular trains — minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

*Amended form, adopted November 17, 1915:*

(See page 51, Number made S-87, January 17, 1928.)

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**RULE 88.**

*Original reading of Rule 88 (old number 85), adopted April 14, 1887:*

88 (85). When trains of the same class meet on single track, the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on the siding, before passing the switch, a flagman must be sent out in the direction of the opposing train as per Rule 99.

[See note under Rule 89 (86).]

*Amended form, adopted April 12, 1899:*

88 (85). At meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If neces-

sary to back in, the train must first be protected, as per Rule 99, unless otherwise provided.

[NOTE.—The Committee recommends that where greater clearance is necessary, Rule No. 88 should require a clearance of FIVE minutes.]

*Amended form, adopted April 23, 1902:*

88 (85). At meeting point between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as prescribed by Rule 99, unless otherwise provided.

*Amended form, adopted April 25, 1906:*

(Number made S-88 January 17, 1928.)

8-88. At meeting points between trains of the same class, the inferior train must clear the main track before the leaving time of the superior train.

At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

*Amended form, adopted November 15, 1938.*

(See page 51.)

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**RULE 89.**

*Original reading of Rule 89 (old number 86), adopted April 14, 1887:*

89 (86). When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class **five minutes**. A train of inferior class must keep **five minutes** off the time of a train of superior class following it.

[NOTE ON RULES NOS. 85 AND 86.—The Committee recommends, in case grades or other conditions are such that on any line or parts of line greater protection is necessary, Rule No. 85 should require a clearance of **FIVE** minutes, and Rule No. 86 of **TEN** minutes.]

*Amended form, adopted April 18, 1895:*

89 (86). When a train of inferior class meets a train of superior class on single track, the train of inferior class must take the siding and clear the train of superior class **five minutes**. A train of inferior class must keep **five minutes** off the time of a train of superior class following it.

A first-class train must not arrive at a station where only the leaving time is shown more than **—** minutes in advance of its schedule leaving time.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

89 (86). At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least **five minutes**, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as per Rule 99, unless otherwise provided.

An inferior train must keep at least **five minutes** off the time of a superior train in the same direction.

[NOTE.—The Committee recommends that where greater clearance is necessary, Rule 89 should require a clearance of **TEN** minutes.]

*Amended form, adopted April 23, 1902:*

89 (86). At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least **five minutes**, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

An inferior train must keep at least **five minutes** off the time of a superior train in the same direction.

*Amended form, adopted April 25, 1906:*

89. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least **five minutes**, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

*Amended form, adopted January 17, 1928:*

(Number made S-89 January 17, 1928.)

S-89. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train not less than **five minutes**, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

*Amended form, adopted November 15, 1938.*

(See page 52.)

*Original reading of Note to Rules 88 and 89, adopted April 25, 1906:*

NOTE TO RULES 88 AND 89.—The Committee recommends that where greater clearance is necessary, Rule 88 should require a clearance of **FIVE** minutes, and Rule 89 of **TEN** minutes.

*Amended form, adopted November 17, 1915:*

NOTE TO RULE 89.—Where greater clearance is necessary, Rule 89 should require a clearance of TEN minutes.

(Note was omitted in revision of January 17, 1928.)

RULE 90.

*Original reading of Rule 90 (old number 93), adopted April 14, 1887:*

90 (93). All trains must **stop** at schedule meeting or passing points on a single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right and the track clear. The point at which a train should **stop** is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

[NOTE.—In the revision of April 13, 1895, the words stop, printed above in bold-faced type, are printed in the same type as the rest of the rule.]

*Amended form, adopted April 12, 1899:*

90 (93). Trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the

superior train must approach all sidings prepared to stop, until the expected train is met or passed.

*Amended form, adopted April 23, 1902:*

90 (93). Trains must stop at schedule meeting or passing stations, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing station, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

*Amended form, adopted April 25, 1906:*

90. Trains must stop at schedule meeting stations, if the train to be met is of the same class, unless the switch is right and the track clear.

When the expected train of the same class is not found at the schedule meeting station, the superior train must approach all sidings prepared to stop, until the expected train is met.

Trains must stop clear of the switch used by the train to be met in going on the siding.

*Amended form, adopted November 17, 1915:*

90. Trains must stop at schedule meeting points, if the train to be met is of the same class unless the switch is right and the track clear.

When the expected train of the same class is not found at the schedule meeting point, the superior train must approach all sidings prepared to stop, until the expected train is met.

Trains must stop clear of the switch used by the train to be met in going on the siding.

The engineman will give signal 14 (n) at least one mile before reaching a schedule meeting point with a train of the same or superior class, or a point where by train order the train is to meet or wait for an opposing train. Should the engineman fail to give signal 14 (n) as herein prescribed, the conductor must take immediate action to stop the train.

*Amended form, adopted May 15, 1924:*

90. Trains must stop at schedule meeting points, if the train to be met is of the same class unless the switch is right and the track clear.

When the expected train of the same class is not found at the schedule meeting point, the superior train must approach all sidings prepared to stop, until the expected train is met.

Trains must stop clear of the switch used by the train to be met in going on the siding.

The engineman of each train will give signal 14 (n) at least one mile before reaching a meeting or waiting point. Should the engineman fail to give signal 14 (n) as herein prescribed, the conductor must take immediate action to stop the train.

*Amended form, adopted January 17, 1928:*

(Number made S-90 January 17, 1928.)

S-90. Trains must stop at schedule meeting points, if the train to be met is of the same class unless the switch is properly lined and the track clear.

Train must stop clear of the switch used by the train to be met in going on the siding.

When the expected train of the same class is not found at the schedule meeting point, the superior train must approach all sidings prepared to stop, until the expected train is met.

The engineman of each train will give signal 14 (n) at least one mile before reaching a meeting or waiting point. Should the engineman fail to give signal 14 (n) as herein prescribed, the conductor must take immediate action to stop the train.

*Amended form, adopted November 15, 1938.*

(See page 52.)

#### RULE 91.

*Original reading of Rule 91 (old numbers 87, 88 and 89), adopted April 14, 1887:*

91 (87). A train must not leave a station to follow a passenger train until five minutes after the departure of such passenger train, unless some form of block signal is used.

91 (88). Passenger trains following each other must keep not less than five minutes apart, unless some form of block signal is used.

91 (89). Freight trains following each other must keep not less than five minutes apart (except in closing up at stations or at meeting and passing points), unless some form of block signal is used.

[NOTE.—The Committee recommends, in case grades or other conditions are such that on any line or parts of a line greater protection is necessary, Rule No. 89 should allow a clearance of TEN minutes or more.]

*Rules (87) and (88) omitted in the revision, approved April 12, 1899; included in Rule 91.*

*Amended form, adopted April 12, 1899:*

91 (89). Trains in the same direction must keep at least five minutes apart, except in closing up at stations or at meeting and passing points.

*Amended form, adopted April 23, 1902:*

91. Unless some form of block signal is used, trains in the same direction must keep at least five minutes apart, except in closing up at stations.

NOTE TO RULE 91.—The Committee recommends, that where greater clearance is necessary, Rule 91 should allow a clearance of TEN minutes or more.

*Amended form, adopted November 17, 1915:*

91. Unless some form of block signals is used, trains in the same direction must keep at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep at least ten minutes behind it.

*Amended form, adopted January 17, 1928:*

91. Unless some form of block signals is used, trains in the same direction must keep not less than five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep not less than ten minutes behind it.

*Amended form, adopted November 15, 1938.*

(See page 52.)

**RULE D-91.**

*Original reading of Rule D-91, adopted April 23, 1902:*

D-91. Unless some form of block signals is used, trains must keep at least five minutes apart, except in closing up at stations.

NOTE TO RULE D-91.—The Committee recommends that where greater clearance is necessary, Rule D-91 should allow a clearance of TEN minutes or more.

*Amended form, adopted November 17, 1915:*

D-91. Unless some form of block signals is used, trains must keep at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep at least ten minutes behind it.

*Eliminated January 17, 1928.*

(See Rule 91, page 52.)

**RULE 92.**

*Original reading of Rule 92, adopted April 14, 1887:*

92. Except at meeting or passing points, as provided in Rules 85 to 91, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

*Amended form, adopted April 18, 1895:*

92 (92). Except at meeting or passing points, as provided in Rules 85 to 91, inclusive, a train must not arrive at a station in advance of its schedule arriving time when shown.

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

*Amended form, adopted April 12, 1899:*

92. A train must not arrive at a station in advance of its schedule arriving time.

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

*Amended form, adopted November 15, 1938.*

(See page 52.)

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RULE 93.

*Adopted April 25, 1906:*

93. Within yard limits the main track may be used, protecting against \_\_\_\_\_ class trains.

\_\_\_\_\_ class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

*Amended form, adopted November 15, 1938.*

(See page 52.)

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RULE D-93.

*Adopted April 25, 1906:*

D-93. Within yard limits the main tracks may be used, protecting against \_\_\_\_\_ class trains.

\_\_\_\_\_ class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

*Eliminated January 17, 1928.*

(See Rule 93, page 52.)

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RULE 94.

*Original reading of Rule 94 (old number 108), adopted April 14, 1887:*

94 (108). A train overtaking another train of the same or superior class, **disabled so that it cannot move**, will run around it, assuming the rights and taking the orders of the disabled train, to the next telegraph office which is open, where it will report to the superintendent. The disabled train will assume the rights of the last train passing it, till the next telegraph office is reached.

*Amended form, adopted April 8, 1891:*

94 (108). A train overtaking another train of the same or superior class, **disabled so that it cannot move**, will run around it, assuming the rights and taking the orders of the disabled train, to the next telegraph office which is open, where it will report to the superintendent. The disabled train will assume the rights of the last train passing it, with which it exchanged rights or orders, till the next telegraph office which is open is reached.

*Amended form, adopted April 18, 1895:*

94 (108). A train overtaking another train of the same or superior class, disabled so that it cannot move, will pass it, and, if, necessary to enable it to proceed, will take the rights and the orders of the disabled train, and proceed to the first open telegraph office, where it will report to the superintendent. The disabled train will take the rights and orders of the last train passing it, with which it exchanged rights or orders, and proceed until the first open telegraph office is reached.

*Amended form, adopted April 12, 1899:*

94 (108). A train which overtakes a superior train or a train of the same class, so disabled that it can-



not proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the ———. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and proceed to and report from the next open telegraph office.

*Amended form, adopted April 25, 1906:*

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the ———. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will when able proceed to and report from the next open telegraph office.

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between telegraph stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station, where it must report to ———. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

*Amended form, adopted November 17, 1915:*

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practi-

cable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the ———. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will when able proceed to and report from the next available point of communication.

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between communicating stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper understanding with the following train, precede it to the next available point of communication, where it must report to the ———. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

*Amended form, adopted January 17, 1928.*

(See page 53.)

§-94.

*Adopted January 17, 1928:*

§-94. When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between communicating stations by an inferior train or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper understanding with the following train, precede it to the next available point of communica-

tion, where it must report to the ————. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

*Omitted in revision November 15, 1938.*

(See Rule 94, page 53.)

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 RULE D-94.

*Original reading of Rule D-94, adopted April 23, 1902:*

D-94. A train which overtakes a superior train, so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the ——. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged and will, when able, proceed to and report from the next open telegraph office.

*Amended form, adopted November 17, 1915:*

D-94. A train which overtakes a superior train, so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the ——. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

*Eliminated January 17, 1928.*

(See Rule 94, page 53.)

RULE 95.

*Original reading of Rule 95 (old numbers 110 and 111), adopted April 14, 1887:*

95 (110). Passenger trains must not display signals for a following train without an order from the superintendent; nor freight trains without an order from the yard master.

95 (111). Extra trains must not be run on single track without an order from the superintendent.

*Rule (111) omitted in the revision, adopted April 12, 1899; included in Rule 95.*

*Amended form, adopted April 18, 1895:*

95 (110). Trains must not display signals for a following train without orders from the superintendent or other authority designated by the superintendent.

*Amended form, adopted April 12, 1899:*

95 (110). A train must not display signals for a following section, nor an extra train be run, without orders from the ————.

*Amended form, adopted April 25, 1906:*

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section without orders from the ————.

*Amended form, adopted November 17, 1915.*

(See page 53.)



## RULE D-95.

*Original reading of Rule D-95, adopted April 23, 1902:*

D-95. A train must not display signals for a following section, except as prescribed by Rule D-93, nor an extra train be run, without orders from the \_\_\_\_\_.

*Amended form, adopted April 25, 1906:*

D-95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule D-85, without orders from the \_\_\_\_\_.

*Eliminated January 17, 1928.*

(See Rule 95, page 53.)

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 RULE 96.

*Original reading of Rule 96 (old number 112), adopted April 14, 1887:*

96 (112). When signals displayed for a following train on single track are taken down at any point before the following train arrives, the conductor must inform the superintendent promptly by telegraph, and also the operator or switchtender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switchtender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the superintendent.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switchtender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

*Amended form, adopted April 12, 1899:*

96. (112). When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange with the operator, or, if there be no operator, with the switchtender, or, in the absence of both, with a flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point that the section for which the signals were displayed has not arrived.

*Amended form, adopted April 25, 1906:*

96. When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange in writing with the operator, or if there be no operator, with the switchtender, or in the absence of both, with a flagman left there for that purpose, to notify all opposing inferior trains or trains of the

same class leaving such point, that the section for which signals were displayed has not arrived.

NOTE TO RULE 96.—The Committee recommends, if a company desires to have all opposing trains notified, that the last sentence of Rule 96 be changed to read: "to notify all opposing trains that the section for which signals were displayed has not arrived."

*Amended form, adopted November 17, 1915:*

(Number made S-96 January 17, 1928:)

S-96. When signals displayed for a section are taken down at any point before that section arrives, the conductor, if there be no other provision, will arrange in writing with the operator, or if there be no operator, with the switchtender, or in the absence of both, with a flagman left there for that purpose, to notify all opposing trains that the section for which signals were displayed has not arrived, and, in addition, the conductor must notify all opposing inferior trains, or trains of the same class, until the fact that the signals were carried has been registered at the next register station.

*Amended form, adopted November 15, 1938.*

(See page 53.)

#### RULE 97.

*Original reading of Rule 97 (old number 113), adopted April 14, 1887:*

97 (113). Work trains will be run as extras under special orders, and will be assigned working limits.

*Amended form, adopted April 12, 1899:*

.97 (113). Work extras will be assigned working limits.

*Amended form, adopted April 25, 1906:*

97. Extra trains must not be run without orders from the \_\_\_\_\_.

*Amended form, adopted November 17, 1915:*

Extra trains must not be run without train orders.  
(Number made S-97 January 17, 1928:)

*Amended form, adopted and changed to 97, November 15, 1938.*

(See page 53.)

#### RULE D-97.

*Original reading of Rule D-97, adopted April 23, 1902:*

D-97. Work extras will be assigned working limits. Within these limits such trains must move with the current of traffic unless train orders otherwise direct.

*Amended form, adopted April 25, 1906:*

D-97. Extra trains must not be run without orders from the \_\_\_\_\_.

Work extras must move with the current of traffic unless otherwise directed.

*Amended form, adopted November 17, 1915:*

D-97. Unless otherwise provided, extra trains must not be run without train orders.

Work extras must move with the current of traffic unless otherwise directed.

*Omitted in revision November 15, 1938.*

(See Rule 97, page 53.)

## RULE 98.

*Original reading of Rule 98 (old number 94), adopted April 14, 1887:*

98 (94). All trains must approach the end of double track, junctions, railroad crossings at grade and drawbridges prepared to stop, and must not proceed until the switches or signals are seen to be right or the track is plainly seen to be clear. Where required by law, all trains must stop.

*Amended form, adopted April 12, 1899:*

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

*Amended form, adopted November 17, 1915:*

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, with caution. Where required by rule or by law, trains must stop.

Trains using a siding must proceed with caution, expecting to find it occupied by other trains.

*Amended form, adopted May 15, 1924:*

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

*Amended form, adopted January 17, 1928.*

(See page 53.)

## RULE 99.

*Original reading of Rule 99, adopted April 14, 1887:*

99. When a train is stopped by an accident or obstruction, the flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point — from the rear of his train he must place one torpedo on the rail; he must then continue to go back at least — from the rear of his train, and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to a point — from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the fireman must go forward and use the same precautions. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

[NOTE.—The Committee, finding that the distances and times necessary for flagman to go back differ so much on account of grades, amount of traffic and other local circumstances, have left blanks for each company to determine what distance and time is necessary, either for its road as a whole, or for each division.]

*Amended form, adopted April 18, 1895:*

99. When a train stops or is delayed, under circumstances in which it may be overtaken by a fol-

lowing train, the flagman must go back immediately with danger signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail when the conditions require it.

The front of a train must be protected in the same way, when necessary, by the fireman.

*Amended form, adopted April 12, 1899:*

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it.

The front of the train must be protected in the same way, when necessary, by the ———.

*Amended form, adopted November 17, 1915:*

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

When signal 14 (*d*), or 14 (*e*), has been given to the flagman and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the ———.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

Flagman's signals:

Day signals—A red flag,  
Torpedoes and  
Fusees.

Night signals—A red light,  
A white light,  
Torpedoes and  
Fusees.

*Amended form, adopted May 15, 1924:*

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

When signal 14 (*d*), 14 (*e*) or F-274 has been given to the flagman and safety to the train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the \_\_\_\_\_.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains.

**Flagman's signals:**

Day signals—A red flag,  
Torpedoes and  
Fuseses.

Night signals—A red light,  
A white light,  
Torpedoes and  
Fuseses.

*Amended form, adopted January 17, 1928.*  
(See page 53.)

**RULE 100.**

*Original reading of Rule 100 (old number 98), adopted April 14, 1887:*

100 (98). When it is necessary for the flagman to go back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the baggage

master must take the place of the front brakeman whenever necessary.

*Amended form, adopted April 12, 1899:*

100 (98). When the flagman goes back to protect the rear of his train, the \_\_\_\_\_ must, in the case of passenger trains and the next brakeman in the case of other trains, take his place on the train.

*Amended form, adopted April 25, 1906:*

100. When the flagman goes back to protect the rear of the train, the \_\_\_\_\_ must, in the case of passenger trains, and the next brakeman in the case of other trains, take his place on the train.

*Amended form, adopted January 17, 1928.*

(See page 54.)

**RULE 101.**

*Original reading of Rule 101 (old number 103), adopted April 14, 1887:*

101 (103). If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule 14 (f), and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals \_\_\_\_\_ in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track,

all the precautions required by the rules must also be taken to protect the train against opposing trains. **The detached portion must not be moved or passed around until the front portion comes back.** This rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the conductor and engineman may arrange for the recoupling, using the greatest caution.

[NOTE.—The Committee, finding that the distances and times necessary for flagmen to go back differ so much on account of grades, amount of traffic and other local circumstances, have left blanks for each company to determine what distance and time is necessary, either for its road as a whole, or for each division.]

*Amended form, adopted April 18, 1895:*

101 (103). If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals — in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track, all the precautions required by the rules must also be taken to protect the train against opposing trains. The detached portion must not be moved or passed

around until the front portion comes back. This rule applies to trains of every class.

When it is known that the detached portion has been stopped, and the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train the conductor and engineman may arrange for the recoupling, using the greatest caution

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

101 (103). If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (*d*) and 14 (*f*) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

*Amended form, adopted April 25, 1906:*

101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (*d*) and 14 (*f*) must be given.

The detached portion must not be moved or passed until the front portion comes back.

*Amended form, adopted November 17, 1915:*

101. Trains must be fully protected against any known condition which interferes with their safe passage at normal speed.



When conditions are found which may interfere with the safe passage of trains at normal speed and no protection has been provided, such action must be taken as will insure safety.

*Amended form, adopted November 15, 1938.*

(See page 54.) (Old Rule 101, New Rule 102.)

RULE 102.

*Original reading of Rule 102 (old number 104), adopted April 14, 1887:*

102 (104). When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

*Amended form, adopted April 18, 1895:*

102 (104). When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, to immediately signal the engineman in case of danger.

*Amended form, adopted April 12, 1899:*

102 (104). When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

*Amended form, adopted April 25, 1906:*

102. When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car.

RULE 102 (Old number 101).

*Adopted November 17, 1915.*

102. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (e) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

*Amended form, adopted January 17, 1928:*

102. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (e) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back, except under full protection.

The engineman and trainmen of the front portion must give the train parted signal to trains on an adjacent track. A train receiving this signal or being otherwise notified that a train on an adjacent track has parted, must immediately reduce speed and proceed at restricted speed until the separated train is passed.

When a train is disabled or stopped suddenly by an emergency application of the air brakes or other

causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

*Amended form, adopted November 15, 1938.*

(See page 54.)

#### RULE D-102.

*Original reading of Rule D-102 (old number D-101), adopted April 23, 1902:*

D-102 (D-101). If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules D-12 (d) and D-14 (f) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back.

The front portion must give the train parted signal to trains running in the opposite direction. A train receiving this signal from a train on the opposite track must stop, and then proceed with caution until the detached portion of the train has been passed. When a train breaks down so it may obstruct the opposite track, trains on the opposite track must be stopped.

*Amended form, adopted April 25, 1906:*

D-102 (D-101). If a train should part while in motion, trainmen must, if possible, prevent damage to

the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted, must immediately reduce speed and proceed with caution until the separated train is passed.

When a train is disabled so it may obstruct the opposite track, trains on that track must be stopped.

*Amended form, adopted November 17, 1915:*

D-102. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (e) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted, must immediately reduce speed and proceed with caution until the separated train is passed.

When a train is disabled so it may obstruct the opposite track, trains on that track must be stopped.

*Amended form, adopted May 15, 1924:*

D-102. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached



portions. The signals prescribed by Rules 12 (e) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on an adjacent track. A train receiving this signal or being otherwise notified that a train on an adjacent track has parted, must immediately reduce speed and proceed at restricted speed until the separated train is passed.

When a train is disabled so it may obstruct an adjacent track, trains on that track must be stopped.

*Eliminated January 17, 1928.*

(See Rule 102, page 54.)

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OLD RULE 103.

*Original reading of Rule 103 (old number 109), adopted April 14, 1887:*

103 (109). All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

*Amended form, adopted April 12, 1899:*

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

*Old Rule 103. Eliminated.*

(See Rule F, page 11.)

RULE 103 (Old Number 102).

*Adopted November 17, 1915:*

103. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car.

*Amended form, adopted May 15, 1924:*

103. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car and when shifting over public crossings at grade not protected by a watchman, a member of the crew must protect the crossing.

*Amended form, adopted November 15, 1938*

(See page 54.)

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NOTE TO RULE 103.

*Adopted January 17, 1928.*

NOTE TO RULE 103.—The exception covers the making and breaking up of trains only, and not extended movements within yards.

*Omitted in revision November 15, 1938.*

(See note page 9.)

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RULE 104.

*Original reading of Rule 104 (old number 117), adopted April 14, 1887:*

104 (117). Conductors will be held responsible for the proper adjustment of the switches used by them

and their trainmen, except where switchtenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe.

When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

*Amended form, adopted April 12, 1899:*

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

*Amended form, adopted November 17, 1915:*

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed, but, when practicable, the engineman must see that the switches nearest the engine are properly set.

A switch must not be left open for a following train unless in charge of a trainman of such train.

*Amended form, adopted May 15, 1924:*

104. Conductors are responsible for the position of switches used by them and their trainmen, except where switchtenders are stationed. Switches must be left in proper position after having been used.

A switch must not be left open for a following train unless in charge of a trainman of such train.

When practicable, the engineman must see that the switches nearest the engine are properly set.

When a train or engine is waiting to cross from one track to another and during the approach or passage of a train on tracks involved, all switches connected with the movement must be secured in the normal position. Before starting to make the movement, all switches involved must be set and not restored to normal until the movement is completed.

*Amended form, adopted January 17, 1928:*

104. Conductors are responsible for the position of switches used by them and their trainmen, except where switchtenders are stationed. Switches must be properly lined after having been used.

A switch must not be left open for a following train unless in charge of a trainman of such train.

When practicable, the engineman must see that the switches near the engine are properly lined.

When a train or engine is waiting to cross from one track to another and during the approach or passage of a train on tracks involved, all switches connected with the movement must be secured in the normal position. Before starting to make the movement, all switches involved must be properly lined and not restored to normal until the movement is completed.

Where trains are required to be reported in the clear at sidings with hand-operated switches, this report must not be made nor hand-signals given other trains until the switch has been properly lined and secured in its normal position.

*Amended form, adopted November 15, 1938.*

(See page 55.)

RULE 105. (Old.)

*Original reading of Rule 105 (old number 120),  
adopted April 14, 1887:*

105 (120). (106) Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

*In the revision, adopted April 18, 1895, the bold-faced type was omitted and the same type used as for the rest of the rules.*

*Amended form, adopted April 12, 1899:*

105. Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

*Amended form, adopted November 17, 1915.*

(Old Rule 105, Changed to Rule 106.)

(See page 56.)

RULE 105. (New.)

*Adopted January 17, 1928:*

105. Trains using a siding must proceed, expecting to find it occupied.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the \_\_\_\_\_ or in an emergency under flag protection.

*Amended form, adopted November 15, 1938.*

(See page 55.)

RULE 106 (New 108).

*Original reading of Rule 106 (old number 121),  
adopted April 14, 1887:*

106 (121). In all cases of doubt or uncertainty take the safe course and run no risks.

*In the revision, adopted April 18, 1895, the bold-faced type was omitted and the same type used as for the rest of the rules.*

*Amended form, adopted April 12, 1899:*

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

*Amended form, adopted November 17, 1915.*

(As Rule 107. Number changed to 108, May 15, 1924. See page 56.)

RULE 107 (Old 106).

*Adopted November 17, 1915:*

106 (107). Trains must use caution in passing a train receiving or discharging passengers at a station, and, except where proper safeguards are provided or the movement is otherwise protected, must not pass between it and the platform at which the passengers are being received or discharged.

*Amended form, adopted May 15, 1924:*

(Number changed to 107.)

106 (107). Trains must run at restricted speed in passing a train receiving or discharging passengers at a station, and, except where proper safeguards are provided or the movement is otherwise protected, must not pass between it and the platform at which the passengers are being received or discharged.

*Amended form, adopted January 17, 1928:*

107. Trains must run at restricted speed in passing a train receiving or discharging passengers at a station, except where proper safeguards are provided or the movement is otherwise protected. They must not pass between it and the platform at which the passengers are being received or discharged, unless the movement is properly protected.

*Amended form, adopted November 15, 1938.*

(See page 56.)

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RULE 108 (Old 107).

*Adopted May 15, 1924.*

(See page 56.)

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RULE D-151.

*Adopted April 23, 1902:*

D-151. Trains must keep to the \_\_\_\_\_, unless otherwise provided.

*Amended form, adopted January 17, 1928.*

(See page 56.)

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RULE D-152.

*Adopted April 23, 1902:*

D-152. When a train crosses over to, or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track.

*Amended form, adopted November 15, 1938.*

(See page 56.)

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RULE D-153.

*Original reading of Rule D-153, adopted April 23 1902:*

D-153. Trains must use caution in passing a train receiving or discharging passengers at a station, and must not pass between it and the platform at which the passengers are being received or discharged.

*Amended and changed to Rule 106 (Single Track),  
November 17, 1915.*

*Eliminated, May 15, 1924.*

(See Rule 107, page 56.)

**RULES FOR MOVEMENT BY TRAIN ORDERS.****RULE 201.**

*Original reading of Rule 201 (old number 500),  
adopted October 12, 1887:*

201 (500). Special orders, directing movements varying from or additional to the time-table, will be issued by the authority and over the signature of the superintendent. They are not to be used for movements that can be provided for by rule or time-table. They must not contain information or instructions not essentially a part of them.

They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

[NOTE.—On roads whose organization provides that any other officer than the superintendent shall direct train movements, the official title of such officer may be substituted in the above rule. The Committee considers it essential, however, that but one person's signature should be used in directing train movements on any dispatching division.]

*Amended form, adopted April 12, 1899:*

201. For movements not provided for by time-table, train orders will be issued by authority and over the signature of the ———. They must contain neither information nor instructions not essential to such movements.

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

*Amended form, adopted November 17, 1915:*

201. For movements not provided for by time-table, train orders will be issued by authority and over the

signature of the ———. They must contain neither information nor instructions not 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.

*Amended form, adopted January 17, 1928:*

(See page 59.)

**RULE 202.**

*Original reading of Rule 202 (old number 501),  
adopted October 12, 1887:*

202 (501). Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

*Amended reading, adopted October 16, 1895:*

202 (501). Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others.

*Amended form, adopted April 12, 1899:*

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

*Amended form, adopted November 17, 1915.*

(See page 59.)

## RULE 203.

*Original reading of Rule 203 (old number 502),  
adopted October 12, 1887:*

203 (502). Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

*Amended form, April 12, 1899:*

203. Train orders will be numbered consecutively each day, beginning with No. ——— at midnight.

*Amended form, adopted November 17, 1915.*

(See page 59.)

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 RULE 204.

*Original reading of Rule 204 (old number 503),  
adopted October 12, 1887:*

204 (503). 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 and engineman, and also to a person acting as pilot. A copy for each person addressed must be supplied by the operator.

*Amended form, adopted April 12, 1899:*

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 and engineman, and also to any one who acts as its pilot. A copy for each person addressed must be supplied by the operator.

*Amended form, adopted April 25, 1906:*

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 and engineman, and also to any one who acts as its pilot. A copy for each person addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

*Amended form, adopted November 17, 1915:*

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 and engineman, and also to any one who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

*Amended form, adopted November 15, 1938.*

(See page 59.)

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 RULE 205.

*Original reading of Rule 205 (old number 504),  
adopted October 12, 1887:*

205 (504). Each order must be written in full in a book provided for the purpose at the superintendent's office, and with it must be recorded the names of trainmen and others who have signed for the order. the time and signals, showing when and from what

offices the order and responses were transmitted, and the train dispatcher's initials. These records must be made at once on the original copy, and not afterward from memory or memoranda.

[See note under Rule 500.]

*Amended form, adopted April 12, 1899:*

(See page 59.)

RULE 206.

*Original reading of Rule 206 (old number 526),  
adopted October 12, 1887:*

206 (526). Regular trains will be designated in orders by their schedule numbers, as "No. 10" or "2d No. 10," adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," and all other numbers by figures. The direction of the movement of extras will be added when necessary, as "east" or "west." Time will be stated in figures only.

[NOTE.—In case any roads desire to state time in words as well as figures, the Committee sees no objection to their doing so.]

*Amended form, adopted October 16, 1895:*

206 (526). Regular trains will be designated in orders by their schedule numbers, as "No. 10" or "2d No. 10," adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," and all other numbers by figures. The direction of the movement of extras will be added when necessary, as "east" or "west." Time will be stated in figures only.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

206. Regular trains will be designated in train orders by their numbers, as "No. 10" or "2d No. 10,"

adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," with the direction when necessary, as "east" or "west." Other numbers and time will be stated in figures only.

[NOTE.—Omitted.]

*Amended form, adopted April 25, 1906:*

206. Regular trains will be designated in train orders by their numbers, as "No. 10" or "2d No. 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798 'East' or 'West.'" Other numbers and time will be stated in figures only.

*Amended form, adopted November 17, 1915:*

206. In train orders regular trains will be designated as "No. 10," and sections as "Second 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798 'East' or 'West.'"

In transmitting train orders by telegraph time may be stated in figures only or duplicated in words.

In transmitting train orders by telephone the names of stations must be plainly pronounced, and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; all numerals must first be pronounced, and then followed by spelling, thus: 1-0-5, O-n-e N-a-u-g-h-t F-i-v-e; the train dispatcher must write the order as he transmits it and underscore is as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

Even hours must not be used in stating time of day in train orders, such as 10 a.m.



*Amended form, adopted May 15, 1924:*

206. In train orders regular trains will be designated by numbers as "No. 10," and sections as "Second 10," adding engine numbers if desired. Extra trains will be designated by engine numbers, and the direction as "Extra 798, 'East' or 'West'." For the movement of an engine of another company the initials as well as the engine number will be used.

Even hours as "10 00 A.M." must not be used in stating time in train orders.

In transmitting train orders by telegraph time may be stated in figures only or duplicated in words.

In transmitting train orders by telephone, the numbers of trains and engines in the address may be spelled, letter by letter, and then plainly pronounced if so desired. All stations and numerals in the body of an order must first be spelled, letter by letter, and then plainly pronounced, thus: A-u-r-o-r-a, Aurora, and O-n-e O F-i-v-e, One O Five.

The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

When train orders are transmitted by telegraph, the train dispatcher must underscore each word and figure in the body of the order at the time it is repeated. When transmitted by telephone, he must write the order as he transmits it and underscore as prescribed above.

*Amended form, adopted November 15, 1938.*

(See page 60.)

RULE 207.

*Original reading of Rule 207 (old number 506),  
adopted October 12, 1887:*

207 (506). When an order is to be transmitted, the signal "31" (as provided in Rule 509), or the signal "19" (as provided in Rule 511), meaning "Train Order," will be given to each order addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three—thus, "31 copy 5," or "19 copy 5."

*Amended form, adopted April 12, 1899:*

207. To transmit a train order, the signal "31" or the signal "19" must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 copy 5," or "19 copy 2."

[NOTE.—Where forms "31" and "19" are not both in use the signal may be omitted.]

*Amended form, adopted April 25, 1906.*

(See page 61.)

NOTE TO RULE 207.

*Omitted in revision November 15, 1938.*

(General note, page 9 covers.)

RULES 208 (A) AND 208 (B).

*Original reading of Rules 208 (A) and 208 (B) (old  
number 507), adopted October 12, 1887:*

208 (A) AND 208 (B) (507). An order to be sent to two or more offices must be transmitted simultaneous-



ly to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

[NOTE.—On roads which desire the operator at a meeting point to have copies of the order, the several addresses will be first, the operator at whose station the trains are to meet, and next in the order of superiority of the rights of trains.]

*Amended form, adopted April 12, 1899:*

208 (A) AND 208 (B) (208) (507). A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

[NOTE.—Omitted.]

*Amended form, adopted April 25, 1906:*

208 (A). A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

208 (B). A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

The several addresses must be in the order of superiority of trains and when practicable must include the operator at the meeting or waiting point, each office taking its proper address.

When not sent simultaneously to all, the order must be sent first to the superior train.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to all trains affected until all have arrived from one direction.

*Amended form, adopted November 17, 1915. (208 (A) and 208 (B) combined as 208).*

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

The several addresses must be in the order of superiority of trains, each office taking its proper address, and when practicable must include the operator at the meeting or waiting point.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to the trains affected until all have arrived from one direction.

A train order must not be sent to a superior train at the meeting point if it can be avoided. When an order is so sent, the fact will be stated in the order and special precautions must be taken to insure safety.

*Amended form, adopted May 15, 1924.*

(See page 61. Number changed to S-208 January 17, 1928.)

**RULE D-208.**

*Original Rule D-208, adopted April 25, 1906:*

D-208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

*Revised form, adopted November 17, 1915.*

(See page 61.)

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RULE 209.

*Original reading of Rule 209 (old number 508),  
adopted October 12, 1887:*

458. Operators receiving orders must write them out in manifold during transmission and make the requisite number of copies at one writing, or trace others from one of the copies first made.

*Amended form, adopted April 12, 1899:*

209. Operators receiving train orders must write them in manifold during transmission and if they cannot at one writing make the requisite number of copies, must trace others from one of the copies first made.

NOTE TO RULE 209.—If the typewriter is used for copying train orders, when additional copies are made, the order must be repeated from such copies to the train dispatcher and "complete" given in the usual manner.

*Amended form, adopted November 17, 1915:*

209. Operators receiving train orders must write them in manifold during transmission. If they cannot at one writing make the requisite number of copies, they must make others from one of the copies

previously made, and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each train order.

*Amended form, adopted May 15, 1924,*

(See page 62.)

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RULE 210.

*Original reading of Rule 210 (old number 509),  
adopted October 12, 1887:*

210 (509). When an order has been transmitted, preceded by the signal "31," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the operators required at the time to repeat it, the response "O K," authorized by the train dispatcher, will be sent simultaneously to as many as practicable, naming each office. Each operator must write this on the order, with the time, and then reply "i j O K," with his office signal.

Those to whom the order is addressed, except enginemen, must then sign their names to the copy of the order to be retained by the operator, and he will send their signatures to the superintendent. The response "complete" with the superintendent's initials, will then be given, when authorized by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and will then deliver

a copy to each person included in the address, except enginemen, and each must read his copy aloud to the operator. The copy for each engineman must be delivered to him personally by —, and the engineman must read it aloud and understand it before acting upon it.

[NOTE.—The blank in the above rule may be filled for each road to suit its own requirements. On roads where the signature of the engineman is desired, the words "except enginemen," and the last sentence in the second paragraph may be omitted. See also note under Rule 500.]

[Individual operator's signals may be used when desired in addition to office signals, as here and elsewhere provided for.]

*Amended reading, adopted October 16, 1895:*

210 (509). When an order has been transmitted, preceded by the signal "31," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the operator required at the time to repeat it, the response "O K," authorized by the train dispatcher, will be sent simultaneously to as many as practicable, naming each office. Each operator must write this on the order, with the time, and then reply "i i O K," with his office signal.

Those to whom the order is addressed, except enginemen, must then sign their names to the copy of the order to be retained by the operator, and he will send their signatures to the superintendent. The response "complete" with the superintendent's initials, will then be given, when authorized by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the

time, and his last name in full, and will then deliver a copy to each person included in the address, except enginemen, and each must read his copy aloud to the operator. The copy for each engineman must be delivered to him personally by —, and the engineman must read it aloud to — and understand it before acting upon it.

[NOTE.—Same as for original reading.]

*Amended form, adopted April 12, 1899:*

210. When a "31" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the —. The response "complete," and the time, with the initials of the —, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by —.

NOTE TO RULE 210.—The blanks in the above rule may be filled by each road to suit its own requirements. On roads where the signature of the engineman is desired, the words "except enginemen," and the last sentence in the second paragraph may be omitted. If preferred, each person receiving an order may be required to read it aloud to the operator.

*Amended form, adopted November 17, 1915:*

210. When a "31" train order has been transmitted,

operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the \_\_\_\_\_. The response "complete," and the time, with the initials of the \_\_\_\_\_, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by \_\_\_\_\_.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

**NOTE TO RULE 210.**—On railroads where the signature of the engineman is desired, the words "except enginemen," and the last sentence in the second paragraph may be omitted. If preferred, each person receiving an order may be required to read it aloud to the operator.

*Amended form, adopted May 15, 1924:*

210. When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the \_\_\_\_\_. The response "complete," and the time, with the initials of the \_\_\_\_\_, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by the conductor; the engineman will then read the order to the conductor before proceeding.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

*Amended form, adopted November 15, 1938.*

(See page 62.)

**NOTE TO RULE 210.**

**NOTE TO RULE 210.**—On railroads where the signature of the engineman is desired, the words "except enginemen," and the last sentence in the second paragraph may be omitted.

*Omitted in revision, November 15, 1938.*

(General note, page 9 covers.)

**RULE 211.**

*Original reading of Rule 211 (old number 511),  
adopted October 12, 1887:*

211 (511). When an order has been transmitted, preceded by the signal "19," operators receiving it must (unless otherwise directed) repeat it back at

once from the manifold copy, and in the succession in which the several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly, the response "complete," with the superintendent's initials, will be given, when authorized by the train dispatcher. Each operator receiving this response must write on each copy the word "complete," the time, and his last name in full, and reply "i complete," with his office signal, and will personally deliver the order to the persons addressed without taking their signatures.

[NOTE.—On roads where it is desired the signature of the conductors (or conductors, enginemen and pilots) may be taken by the operator on the delivery of the order. See also note under Rule 500. The Committee has recommended two forms of train orders—the "31" order and the "19" order—leaving it discretionary with the roads to adopt one or both of these forms.]

*Amended form, adopted April 12, 1899:*

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the ———, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature.

[NOTE.—Omitted.]

*Amended form, adopted April 25, 1906.*

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the ———, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by ———.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

*Amended form, adopted November 17, 1915:*

211. When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the ———, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in

full, and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by \_\_\_\_\_.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

*Amended form, adopted November 15, 1938.*

(See page 62.)

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RULE 212.

*Original reading of Rule 212, adopted April 12, 1899:*

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X; Number of Train Order to Train Number," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

*Amended form, adopted November 17, 1915:*

212. When so directed by the train dispatcher, a train order may be acknowledged before repeating, by the operator responding: "X; Number of Train Order to Train Number," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

*Amended form, adopted January 17, 1928:*

(See page 63.)

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RULE 213.

*Adopted April 12, 1899.*

(See page 63.)

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RULE 214.

*Original reading of Rule 214, adopted April 12, 1899:*

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fail before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

*Amended form, adopted January 17, 1928.*

(See page 63.)

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RULE 215.

*Original reading of Rule 215 (old number 514),  
adopted October 12, 1887:*

215 (514). The operator who receives and delivers an order must preserve the lowest copy. On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it, the responses, the time when they are re-



ceived, his own name, the date and train number, for which places are provided in the blanks. These copies must be sent to the superintendent.

[See note under Rule 500.]

*Amended form, adopted April 12, 1899:*

215. The operator who receives and delivers a train order must preserve the lowest copy.

*Omitted in the revision, adopted November 17, 1915.*

(See Rule 209, page 62.)

#### RULE 216.

*Original reading of Rule 216 (old number 517),  
adopted October 12, 1887:*

216 (517). For orders delivered at the superintendent's office the requirements as to record and delivery will be the same as at other points.

[See note under Rule 500.]

*Amended form, adopted April 12, 1899:*

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other points.

Such orders shall be first written in manifold so as to leave an impression in the record book, from which transmission shall be made.

*Amended form, adopted April 23, 1902:*

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other offices.

Such orders shall be first written in manifold so as to leave an impression in the record book, from which transmission shall be made.

*Amended form, adopted April 25, 1906.*

(See page 64.)

#### RULE 217.

*Original reading of Rule 217 (old number 519),  
Adopted October 12, 1887:*

217 (519). An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to

"*C and E., No. — (at —), care of —,*" and forwarded and delivered by the conductor or other person in whose care it is addressed. "Complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engine-man addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once advise the train dispatcher of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the person delivering and acted on as if "complete" had been given in the ordinary way.

Orders must not be sent in the manner herein provided to trains the rights of which are thereby restricted.

[See note under Rule 510.]

*Amended form, adopted April 12, 1899:*

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to

"C. and E., \_\_\_\_\_ (at \_\_\_\_\_), care of \_\_\_\_\_," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent to the \_\_\_\_\_.

*Amended form, adopted November 17, 1915:*

217. A train order to be delivered to a train at a point not a train order office, or at one at which the office is closed, must be addressed to

"C and E. \_\_\_\_\_ at \_\_\_\_\_ care of \_\_\_\_\_," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used, "com-

plete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent to the \_\_\_\_\_.

*Amended form, adopted November 15, 1938.*

(See page 64.)

#### RULE 218.

*Original reading of Rule 218 (old number 520),  
adopted October 12, 1887:*

218 (520). When a train is named in an order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

*Amended form, adopted April 12, 1899:*

218. When a train is named in a train order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.



*Amended form, adopted April 25, 1906.*

(See page 64.)

RULE 219.

*Original reading of Rule 219, (old number 521),  
adopted October 12, 1887:*

219 (521). Meeting orders must not be sent for delivery to trains at the meeting point if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work until after the work is done.

*Amended form, adopted October 16, 1895:*

219 (521). Meeting orders must not be sent for delivery to trains at the meeting point if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

An operator must not acknowledge the receipt of an order for a train that is at his station, the engine of which has passed his train-order signal, until he

has personally notified the conductor and engineman that he has orders for them.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work until after the work is done.

*Amended form, adopted April 12, 1899:*

219. Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

*Amended form, adopted April 25, 1906:*

219. Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train which has been cleared or of which the engine has passed his train-order signal until he has obtained the signatures of the conductor and engineman to the order.

*Amended form, adopted November 17, 1915.*

(See page 65.)

RULE 220.

*Original reading of Rule 220 (old number 523),  
adopted October 12, 1887:*

220 (523). Orders once in effect continue so until fulfilled, superseded or annulled. Orders held by or

issued for a regular train which has lost its rights, as provided by Rule 107, are annulled and other trains will be governed accordingly.

*Amended form, adopted October 16, 1895:*

220 (523). Orders once in effect continue so until fulfilled, superseded or annulled.

Where more than one movement is included in an order, any part of the order specifying a particular movement may be superseded.

Orders held by or issued for a regular train are annulled when such train has lost its rights, as provided by Rules 20 and 107, and other trains will be governed accordingly.

*Amended form, adopted April 12, 1899:*

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

Orders held by or issued for a regular train become void when such train loses both right and class as provided by Rules 4 and 82, or is annulled.

*Amended form, adopted April 23, 1902:*

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

Orders held by or issued for a regular train become void when such train loses both right and class, as prescribed by Rules 4 and 82, or is annulled.

*Amended form, adopted April 25, 1906.*

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

Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or is annulled.

*Amended form, adopted November 17, 1915:*

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

Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or is annulled.

When a conductor or engineman, or both, is relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or engineman. Such orders or instructions must be compared by the conductor and engineman before proceeding.

*Amended form, adopted November 15, 1938.*

(See page 65.)

RULE 221 (A).

*Original reading of Rule 221 (A) (old number 524 (A) ), adopted October 12, 1887:*

221 (A) (524 (A) ). A fixed signal must be used at each train-order office, which shall display red at all

times when there is an operator on duty, except when changed to white to allow a train to pass after getting orders or for which there are no orders.

When red is displayed, all trains must come to a full stop, and not proceed as long as red is displayed. The signal must be returned to red as soon as a train has passed. It must only be fastened at white when no operator is on duty. This signal must also display red to hold trains running in the same direction the required time apart. Operators must be prepared with other signals to use promptly if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause, and report the facts to the superintendent from the next open telegraph office.

When a semaphore is used, the arm means red when horizontal and white when in an inclined position.

*Amended form, adopted April 12, 1899:*

221 (A). A fixed signal must be used at each train-order office, which shall indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass after getting train orders, or for which there are no orders. A train must not pass the signal while "stop" is indicated. The signal must be returned to "stop" as soon as a train has passed. It must be fastened at "proceed" only when no operator is on duty.

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been

notified must stop and ascertain the cause, and report the facts to the ——— from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in an inclined position.

NOTE TO RULE 221 (A).—The conditions which affect trains at stations vary so much that it is recommended each road adopt such regulations supplementary to this rule as may best suit its own requirements.

*Amended form, adopted November 17, 1915:*

221 (A). A fixed signal must be used at each train-order office, which shall indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass after getting train orders, or for which there are no orders. A train must not pass the signal while "stop" is indicated. The signal must be returned to "stop" as soon as a train has passed. It must be fastened at "proceed" only when no operator is on duty.

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the ——— from the next available point of communication.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in a vertical or diagonal<sup>1</sup> position.

NOTE TO RULE 221 (A).—The conditions which affect trains at stations vary so much that it is recommended each railroad adopt such regulations supplementary to this rule as may best suit its own requirements.

*Amended form, adopted May 15, 1924:*

221 (A). A fixed signal must be used at each train-order office, which shall indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass after getting train orders, or for which there are no orders. A train must not pass the signal while "stop" is indicated. The signal must be returned to "stop" as soon as a train has passed. It must be fastened at "proceed" only when no operator is on duty.

When a train order is to be delivered to a train, the fixed signal must be displayed at "stop" for the track and in the direction of the approaching train, and a flag or light must be displayed in the place provided for the purpose, a red flag or light indicating "31" orders or "19" orders that restrict the superiority of the train at that point, a yellow flag or light indicating other "19" orders.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle. In delivering "19" orders that restrict the superiority of train addressed at that point, the fixed signal must remain at "stop" until such orders have been delivered and in delivering "31" orders the fixed signals must remain at "stop" until the order is delivered as prescribed by Rule 210. In delivering "19" orders without stopping a train, the operator must, after the signal has been acknowledged, leave the "19" train order signal displayed until the orders have been delivered, place the fixed signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copy must be handed on cabin car.

When the "19" train order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the order. If the engineman fails to catch the order, the train must be stopped and not proceed without a proper train order. Operators must have the proper appliances for hand signaling ready for immediate use. If the fixed signal should fail to work properly, hand signals or Clearance Card ——— must be used.\* If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause and report the facts to the ——— from the most available point of communication.

NOTE TO RULE 221 (A).—The conditions which affect trains at stations vary so much that it is recommended each railroad adopt such regulations supplementary to this rule as may best suit its own requirements.

\* Railroads using either hand signals or clearance card ——— may omit reference to the method not used.

*Amended form, adopted January 17, 1928:*

221 (A). Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "stop" when there is an operator on duty, except when changed to proceed to allow a train to pass after getting train orders or for which there are no orders. A train must not pass the signal while "stop" is indicated. The signal must be returned to "stop" as soon as a train has passed. It must be fastened at "proceed" only when no operator is on duty.

When a train order is to be delivered to a train, the fixed signal must be displayed at "stop" for the track and in the direction of the approaching train, and a flag or light must be displayed in the place provided

for the purpose, a red flag or red light indicating "31" orders or "19" orders that restrict the superiority of the train at that point, a yellow flag or yellow light indicating other "19" orders.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle. In delivering "19" orders that restrict the superiority of train addressed at that point, the fixed signals must remain at "stop" until such orders have been delivered and in delivering "31" orders the fixed signals must remain at "stop" until the order is delivered as prescribed by Rule 210. In delivering "19" orders without stopping a train, the operator must, after the signal has been acknowledged, leave the "19" train order signal displayed until the orders have been delivered, place the fixed signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copy must be handed on cabin car.

When the "19" train order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the order. If the engineman fails to catch the order, the train must be stopped and not proceed without a proper train order. If the fixed signal should fail to work properly, hand signals or Clearance Form A must be used.\* If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the

\* Railroads using either hand signals or clearance Form A may omit reference to the method not used.

NOTE TO RULE 221 (A).—The conditions which affect trains at stations vary so much that it is recommended each railroad adopt such regulations supplementary to this rule as may best suit its own requirements.

cause and report the facts to the \_\_\_\_\_ from the next available point of communication.

Omitted in revision, November 15, 1938.

(See Rule 221, page 65.)

#### RULE 221 (B).

Original reading of Rule 221 (B) (old number 524 (B) ), adopted October 12, 1887:

221 (B) (524 (B) ). A fixed signal must be used at each train-order office, which shall display red when trains are to be stopped for orders. When there are no orders the signal must display white.

When an operator receives the signal "31" or "19," he must immediately display red, and then reply "red displayed." The signal must not be changed to white until the object for which red is displayed is accomplished.

While red is displayed, all trains must come to a full stop, and any train thus stopped must not proceed without receiving an order addressed to such train or a clearance card on a specified form stating over the operator's signature that he has no orders for it. Operators must be prepared with other signals to use promptly if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause, and report the facts to the superintendent from the next open telegraph office.

When a semaphore is used, the arm means red when horizontal and white when in an inclined position.

[NOTE.—The Committee has recommended two forms of Rule 524, leaving it discretionary with the roads to adopt one or both of these forms, according to the circumstances of their traffic.]

*Amended form, adopted April 12, 1899:*

221 (B). A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31" or "19," he must immediately display the "stop signal" and then reply "stop displayed;" and until the orders have been delivered or annulled, the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card (Form — (A) ).

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the — from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in an inclined position.

[NOTE TO RULES 221 (A) AND 221 (B).—The Committee has recommended two forms of Rule 221, leaving it discretionary to adopt one or both of these forms, according to the circumstances of the traffic.]

*Amended form, adopted April 25, 1906:*

221 (B). A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed," adding the direction; and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card (Form — (A) ).

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the — from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in an inclined position.

*Amended form, adopted November 17, 1915:*

221 (B). A fixed signal must be used at each train order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed," adding the direction; and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card (Form — (A) ).



Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the \_\_\_\_\_ from the next available point of communication.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in a vertical or diagonal\* position.

NOTE TO RULES 221 (A) AND 221 (B).—The Committee has recommended two forms of Rule 221, leaving it discretionary to adopt one or both of these forms, according to the circumstances of the traffic.

\* Angle above or below the horizontal.

*Amended form, adopted May 15, 1924:*

221 (B). A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed," adding the direction and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without Clearance Card A.

Operators must have the proper appliances for hand signaling ready for immediate use. If the fixed signal should fail to work properly, hand signals in addition to Clearance Card A must be used.\* If a sig-

\* Railroads using either hand signals or clearance card may omit reference to the method not used.

nal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the \_\_\_\_\_ from the next available point of communication.

NOTE TO RULES 221 (A) AND 221 (B).—The Committee has recommended two forms of Rule 221, leaving it discretionary to adopt one or both of these forms.

*Amended form, adopted January 17, 1928:*

221 (B). Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," followed by the direction, he must immediately display the "stop signal" for the direction indicated and then reply "stop displayed," adding the direction and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without Clearance Form A.

If the fixed signal should fail to work properly, hand signals or Clearance Form A must be used.\* If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause and report the facts to the \_\_\_\_\_ from the next available point of communication.

*Omitted in revision November 15, 1938.*

(See Rule 221, page 65.)

\* Railroads using either hand signals or Clearance Form A may omit reference to the method not used.

NOTE TO RULES 221 (A) AND 221 (B).—The Committee has recommended two forms of Rule 221, leaving it discretionary to adopt one or both of these forms.

## RULE 222.

*Original reading of Rule 222 (old number 525),  
adopted October 12, 1887:*

222 (525). Operators will promptly record and report to the superintendent the time of departure of all trains and the direction in which extra trains are moving. They will record the time of arrival of trains and report it when so directed.

[See note under Rule 500.]

*Amended form, adopted April 12, 1899:*

222. Operators will promptly record and report to the ——— the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report it when so directed.

*Amended form, adopted November 17, 1915:*

222. Operators must promptly record and report to the ——— the time of departure of all trains and the direction of extra trains. They must record the time of arrival of trains and report it when so directed.

*Amended form, adopted May 15, 1924:*

222. Operators must promptly record and report to the ————— the time of departure of all trains and the direction of extra trains. They must record the time of arrival of trains and report it when so directed.

They must observe trains and report at once to the ——— if the proper signals are not displayed.

*Amended form, adopted November 15, 1938.*

(See page 66.)

## RULE 223.

*Original reading of Rule 223 (old number 527),  
adopted October 12, 1887:*

223 (527). The following signs and abbreviations may be used:

Initials for superintendent's signature,  
Such office and other signals as are arranged  
by the superintendent.

[See note under Rule 500.]

C & E—for Conductor and Engineman.

O K—as provided in these rules.

Min—for Minutes.

Junc—for Junction.

Frt—for Freight.

No—for Number.

Eng—for Engine.

Sec—for Section.

Opr—for Operator.

9—to clear the line for train orders, and for operators to ask for train orders.

31 or 19—for train order as provided in the rules.

The usual abbreviations for the names of the months and stations.

*Amended form, adopted April 12, 1899:*

223. The following signs and abbreviations may be used:

Initials for signature of the ———.

Such office and other signals as are arranged  
by the ———.

C & E—for Conductor and Engineman.



*Original and Amended Forms—Rules for  
Movement by Train Orders*

- X—Train will be held until order is made  
“complete.”  
Com—for Complete.  
O S—Train Report.  
No—for Number.  
Eng—for Engine.  
Sec—for Section.  
Psgr—for Passenger.  
Frt—for Freight.  
Mins—for Minutes.  
Jet—for Junction.  
Dispr—for Train Dispatcher.  
Opr—for Operator.  
31 or 19—to clear the line for Train Orders,  
and for Operators to ask for Train Orders.  
S D—for “Stop Displayed.”  
The usual abbreviation for the names of the  
months and stations.

GENERAL NOTE.—Blanks in the rules may be filled by each road to suit its own organization or requirements.

*Amended form, adopted November 17, 1915:*

223. The following signals and abbreviations may be used:

- Initials for signature of the ———.  
Such office and other signals as are arranged  
by the ———.  
C & E—for Conductor and Engineman.  
C & M—for Conductor and Motorman.  
X—Train will be held until order is made  
“complete.”  
Com—for Complete.  
O S—Train Report.  
No—for Number.

*Original and Amended Forms—Rules for  
Movement by Train Orders*

- Eng—for Engine.  
Sec—for Section.  
Psgr—for Passenger.  
Frt—for Freight.  
Mins—for Minutes.  
Jet—for Junction.  
Dispr—for Train Dispatcher.  
Opr—for Operator.  
31 or 19—to clear the line for Train Orders,  
and for Operator to ask for Train Orders.  
S D—for “Stop Displayed.”  
The usual abbreviations for the names of the  
months and stations.

*Amended form, adopted May 15, 1924:*

223. The following signals and abbreviations may be used:

- Initials for signature of the ———.  
Such office and other signals as are arranged  
by the ———.  
C & E—for Conductor and Engineman.  
C & ——— for Conductor and ———.  
X—Train will be held until train order is  
made “complete.”  
Com—for Complete.  
O S—Train Report.  
No—for Number.  
Eng—for Engine.  
Sec—for Section.  
Psgr—for Passenger.  
Frt—for Freight.  
Mins—for Minutes.  
Jet—for Junction.

Dispr—for Train Dispatcher.

Opr—for Operator.

31 or 19—to clear the line for Train Orders,  
and for Operators to ask for Train Orders.

S D—for "stop displayed."

The usual abbreviations for the names of the  
months and stations.

*Amended form, adopted November 15, 1938.*

(See page 66.)

## FORMS OF TRAIN ORDERS

NOTE.—Forms with a prefix "S" are for single track, those with a prefix "D" are for two or more tracks; those without prefixes "S" or "D" are for single or two or more tracks. The prefixes "S" and "D" to be printed in italics. The words and figures in italics in the forms are examples, indicating the manner in which the orders are to be filled out.

**FORMS OF TRAIN ORDERS.**

*Original wording adopted November 17, 1915:*

NOTE.—In the forms of train orders the words and figures in italics are examples indicating the manner in which the orders are to be filled out.

*Amended form, adopted January 17, 1928.*

(See page 67.)

**FORM A.**

*Original reading of Form A, adopted October 12, 1887:*

**Form A. Fixing Meeting Point for Opposing Trains.**

\_\_\_\_\_ and \_\_\_\_\_ will meet at \_\_\_\_\_.

**EXAMPLES.**

*No 1 and No 2 will meet at Bombay.*

*No 3 and 2d No 4 will meet at Siam.*

*No 5 and Extra 95 will meet at Hong Kong.*

*Extra 652 north and Extra 231 south will meet at Yokohama.*

Trains receiving this order will, with respect to each other, run to the designated point, and, having arrived there, will pass in the manner provided by the rules.

*Amended form, adopted April 12, 1899:*

**Form A. Fixing Meeting Point for Opposing Trains.**

(1.) \_\_\_\_\_ will meet \_\_\_\_\_ at \_\_\_\_\_.

(2.) \_\_\_\_\_ will meet \_\_\_\_\_ at \_\_\_\_\_ \_\_\_\_\_ at

\_\_\_\_\_ (and so on).

**EXAMPLES.**

(1.) *No 1 will meet No 2 at Bombay.*

*Original and Amended Forms—  
Train Orders*

*No 3 will meet 2d No 4 at Siam.*

*No 5 will meet Extra 95 at Hong Kong.*

*Extra 652 north will meet Extra 231 south at  
Yokohama.*

(2.) *No 1 will meet No 2 at Bombay 2d No 4 at  
Siam and Extra 95 at Hong Kong.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the rules.

*Amended form, adopted April 25, 1906:*

**Form A. Fixing Meeting points for Opposing Trains.**

(1.) \_\_\_\_\_ meet \_\_\_\_\_ at \_\_\_\_\_.

(2.) \_\_\_\_\_ meet \_\_\_\_\_ at \_\_\_\_\_ at \_\_\_\_\_

(and so on).

**EXAMPLES.**

(1.) *No 1 meet No 2 at "B."*

*No 3 meet 2d No 4 at "B."*

*No 5 meet Extra 95 east at "B."*

*Extra 652 north meet Extra 231 south at "B."*

(2.) *No 2 and 2d No 4 meet Nos 1 and 3 at "C" and  
Extra 95 west at "D."*

*No 1 meet No 2 at "B" 2d No 4 at "C" and Extra  
95 east at "D."*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the rules.

*Original and Amended Forms—  
Train Orders*

*Amended form, adopted November 17, 1915:  
(Changed to S-A January 17, 1928:)*

S-A.

**FIXING MEETING POINTS FOR OPPOSING TRAINS.**

(1.) *No 1 meet No 2 at B.*

*No 3 meet Second 4 at B.*

*No 5 meet Extra 95 east at B.*

*Extra 652 north meet Extra 231 south at B.*

(2.) *No 2 and Second 4 meet Nos 1 and 3 at C and  
Extra 95 west at D (and so on).*

*No 1 meet No 2 at B Second 4 at C and Extra  
95 east at D.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner prescribed by the rules.

*Amended form, adopted November 15, 1938.*

(See page 69.)

FORM B.

*Original reading of Form B, adopted October 12, 1887:*

**Form B. Authorizing a Train to Run Ahead of or  
Pass Another Train Running in the Same Direction.**

(1.) \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_.

(2.) \_\_\_\_\_ will run ahead of \_\_\_\_\_, from \_\_\_\_\_  
to \_\_\_\_\_.

**EXAMPLES.**

(1.) *No 1 will pass No 3 at Khartoum.*

(2.) *No 4 will run ahead of No 6 from Bengal to  
Madras.*

When under this order a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

*Amended form, adopted October 16, 1895:*

**Form B. Authorizing a Train to Pass or Run Ahead of Another Train Running in the Same Direction.**

- (1.) \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_.  
 (2.) \_\_\_\_\_ will run ahead of \_\_\_\_\_, \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

- (1.) *No 1 will pass No 3 at Khartoum.*  
 (2.) *No 4 will run ahead of No 6 Bengal to Madras.*

When under this order a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

*Amended form, adopted April 12, 1899:*

**Form B. Directing a Train to Pass or Run Ahead of Another Train.**

- (1.) \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_.  
 (2.) \_\_\_\_\_ will pass \_\_\_\_\_ when overtaken.  
 (3.) \_\_\_\_\_ will run ahead of \_\_\_\_\_ to \_\_\_\_\_.  
 (4.) \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_ and run ahead of \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

- (1.) *No 1 will pass No 3 at Khartoum.*  
 (2.) *No 6 will pass No 4 when overtaken.*  
 (3.) *Extra 59½ will run ahead of No 6 Bengal to Madras.*

(4.) *No 1 will pass No 3 at Khartoum and run ahead of No 7 Madras to Bengal.*

When under (1) a train is to pass another both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (2), both trains will run according to rule until the second-named train is overtaken and then arrange for the rear train to pass promptly.

Under (3), the second-named train must not exceed the speed of the first-named train between the points designated.

*Amended form, adopted April 25, 1906:*

**Form B. Directing a Train to Pass or Run Ahead of Another Train.**

- (1.) \_\_\_\_\_ pass \_\_\_\_\_ at \_\_\_\_\_.  
 (2.) \_\_\_\_\_ pass \_\_\_\_\_ when overtaken.  
 (3.) \_\_\_\_\_ run ahead of \_\_\_\_\_ to \_\_\_\_\_.  
 (4.) \_\_\_\_\_ run ahead of \_\_\_\_\_ until overtaken.  
 (5.) \_\_\_\_\_ pass \_\_\_\_\_ at \_\_\_\_\_ and run ahead of \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

- (1.) *No 1 pass No 3 at "K."*  
 (2.) *No 6 pass No 4 when overtaken.*  
 (3.) *Extra 59½ east run ahead of No 6 "M" to "B."*  
 (4.) *Extra 95 west run ahead of No 3 "B" until overtaken.*  
 (5.) *No 1 pass No 3 at "K" and run ahead of No 7 "M" to "Z."*

When under (1) a train is to pass another both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (2), both trains will run according to rule until the second-named train is overtaken and then arrange for the rear train to pass promptly.

Under (3), the second-named train must not exceed the speed of the first-named train between the points designated.

Under (4), the first named train will run ahead of the second-named train from the designated station until overtaken, and then arrange for the rear train to pass promptly.

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point.

*Amended form, adopted November 17, 1915:*

### B.

#### Directing a Train to Pass or Run Ahead of Another Train.

- (1.) *No 1* pass *No 3* at *K*.

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

- (2.) *No 6* pass *No 4* when overtaken.

Both trains will run according to rule until the second-named train is overtaken and then arrange for the rear train to pass promptly.

- (3.) *Extra 594 east* run ahead of *No 6 M* to *B*.

The first-named train will run ahead of the second-named train between the points designated.

- (4.) *Extra 95 west* run ahead of *No 3 B* until overtaken.

The first-named train will run ahead of the second-named train from the designated point until overtaken, and then arrange for the rear train to pass promptly.

- (5.) *No 1* pass *No 3* at *K* and run ahead of *No 7 M* to *Z*.

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. Unless some form of block signals is used, the following train will run with caution, looking out for the designated train ahead until the order is fulfilled.

*Amended form, adopted May 15, 1924:*

### B.

#### DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

- (1.) *No 1* pass *No 3* at *K*.

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

- (2.) *No 6* pass *No 4* when overtaken.

Both trains will run according to rule until the

second-named train is overtaken and then arrange for the rear train to pass promptly.

(3.) *Extra 59½ east* run ahead of *No 6 M to B*.

The first-named train will run ahead of the second-named train between the points designated.

(4.) *Extra 95 west* run ahead of *No 3 B* until overtaken.

The first-named train will run ahead of the second-named train from the designated point until overtaken, and then arrange for the rear train to pass promptly.

(5.) *No 1* pass *No 3* at *K* and run ahead of *No 7 M to Z*.

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. Unless some form of block signals is used, the following train will look out for the designated train ahead until the order is fulfilled.

*Amended form, adopted November 15, 1938.*

(See page 69.)

FORM C.

*Original reading of Form C, adopted October 12, 1887:*

**Form C. Giving a Train of Inferior Right the Right of Track Against an Opposing Train of Superior Right.**

[NOTE.—This form of order must not be used when Form A can be used.]  
\_\_\_\_\_ has right of track against \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

(1.) *No 2* has right of track against *No 1 Mecca* to *Mirbat*.

(2.) *Extra 37* has right of track against *No 3 Natal* to *Rattlam*.

[NOTE.—The terms "superior right" and "inferior right" here and elsewhere in these rules refer to the rights of trains under the time-table and Train Rules, and not to rights under special orders.]

This order gives a train of inferior right the right of track against one of superior right to a designated point.

If the trains meet at the designated point, the train of inferior right must take the siding, unless the rules or orders otherwise indicate.

Under this order, as illustrated by example (1), if the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of the schedule time of the train of inferior right as many minutes as the inferior train was before required by the train rules to keep clear of the superior train.

If the train of superior right, before meeting, reaches a point beyond that named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under example (2), the train of superior right cannot go beyond the designated point until the extra train arrives.

When the train of inferior right has reached the designated point, the order is fulfilled, and the train must then be governed by time-table and train rules or further orders.

The following modification of this form of order will be applicable for giving a work train the right of track over all other trains, in case of a wreck or break in the track.

## EXAMPLE.

*Work Train Extra 275 has right of track over all trains between Stockholm and Edinburgh from 7 p m*

This gives the work train the exclusive right of the track between the points designated.

*Amended form, adopted October 16, 1895:*

**Form C. Giving a Train of Inferior Right the Right of Track Over an Opposing Train of Superior Right.**

— has right of track over — to —.

## EXAMPLES.

(1) *No 2 has right of track over No 1 Mecca to Mirbat.*

(2) *Extra 37 has right of track over No 3 Natal to Ratlam.*

This order gives a train of inferior right the right of track over one of superior right, to a designated point.

If the trains meet at the designated point, the train of inferior right must take the siding, unless the rules or orders otherwise indicate.

Under this order, as illustrated by example (1), if the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of the schedule time of the train of inferior right as many minutes as the inferior train was before required by the train rules to keep clear of the superior train.

If the train of superior right, before meeting, reaches a point beyond that named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under example (2), the train of superior right cannot go beyond the designated point until the extra train arrives.

When the train of inferior right has reached the designated point, the order is fulfilled, and the train must then be governed by time-table and train rules or further orders.

The following modification of this form of order will be applicable for giving a work train the right of track over all other trains, in case of a wreck or break in the track.

## EXAMPLE.

*Work Train Extra 275 has right of track over all trains between Stockholm and Edinburgh from 7 p m*

This gives the work train the exclusive right of the track between the points designated

*Amended form, adopted April 12, 1899:*

**Form C. Giving a Train the Right Over an Opposing Train.**

— has right over — to —.



## EXAMPLES.

- (1.) *No 1 has right over No 2 Mecca to Mirbat.*  
 (2.) *Extra 37 has right over No 3 Natal to Rattlam.*

This order gives the train first named the right over the other train between the points named.

If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second-named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the rules.

If the second-named train, before meeting, reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived.

When the extra train has reached the point last named the order is fulfilled.

The following modification of this form of order will be applicable for giving a work extra the right over all trains in case of emergency.

- (3.) *Work Extra ——— has right over all trains between ——— and ——— from ———m to ———m.*

## EXAMPLE.

*Work Extra 275 has right over all trains between Stockholm and Edinburgh from 7 p m to 12 midnight.*

This gives the work extra the exclusive right between the points designated between the times named.

*Amended form, adopted April 25, 1906:*

**Form C. Giving Right to a Train Over an Opposing Train.**

———— has right over ——— to ———.

## EXAMPLES.

- (1.) *No 1 has right over No 2 "G" to "X."*  
 (2.) *Extra 37 east has right over No 3 "F" to "A."*

This order gives right to the train first-named over the other train between the points named.

If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the Rules.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived, unless directed by train order to do so.

*Amended form, adopted November 17, 1915:*

(Changed to S-C January 17, 1928:)

## S-C.

## GIVING RIGHT OVER AN OPPOSING TRAIN.

- (1.) *No 1 has right over No 2 G to X.*

If the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the

rules. If the first-named train is met between the designated points, the conductor of the second-named train must inform it of his arrival.

(2.) *Extra 37 east* has right over *No 3 F to A*.

The regular train must not go beyond the point last named until the extra train has arrived, unless directed by train order to do so.

These orders give right to the train first named over the other train between the points named. If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

*Amended form, adopted November 15, 1938.*

(See page 70.)

FORM D.

*Original reading of Form D, adopted October 12, 1887:*

**Form D. Giving all Regular Trains the Right of Track Over a Given Train.**

All regular trains have right of track against \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

EXAMPLE.

*All regular trains have right of track against No 1 between Moscow and Berlin.*

This order gives to any regular train of inferior right receiving it the right of track over the train named in the order, and the latter must clear the

schedule times of all regular trains, the same as if it were an extra.

*Amended form, adopted October 16, 1895:*

**Form D. Giving all Regular Trains the Right of Track Over a Given Train.**

All regular trains have right of track over \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

EXAMPLE.

*All regular trains have right of track over No 1 between Moscow and Berlin.*

This order gives to any regular train of inferior right receiving it the right of track over the train named in the order, and the latter must clear the schedule times of all regular trains, the same as if it were an extra.

*Amended form, adopted April 12, 1899:*

**Form D. Giving Regular Trains the Right Over a Given Train.**

Regular trains have right over \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

EXAMPLE.

*Regular trains have right over No 1 between Moscow and Berlin.*

This order gives to regular trains receiving it the right over the train named in the order, and the latter must clear the schedule times of all regular trains, as if it were an extra.

*Omitted in the revision, adopted April 25, 1906, as the form was not used.*

## FORM E.

Original reading of Form E, adopted October 12, 1887:

## Form E. Time Orders.

[NOTE.—This form of order must not be used when Form A can be used.]

(1.) \_\_\_\_\_ will run \_\_\_\_\_ late from \_\_\_\_\_ to \_\_\_\_\_.

(2.) \_\_\_\_\_ will wait at \_\_\_\_\_ until \_\_\_\_\_ for \_\_\_\_\_.

## EXAMPLES.

(1.) No 1 will run 20 min late Joppa to Mainz.

(2.) No 1 will wait at Muscat until 10 a m for No 2.

Form (1) makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under Form (2), the train of superior right must not pass the designated point before the time given, unless the other train has arrived. The train of inferior right is required to run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

Amended form, adopted October 16, 1895:

## Form E. Time Orders.

(1.) \_\_\_\_\_ will run \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_.

(2.) \_\_\_\_\_ will wait at \_\_\_\_\_ until \_\_\_\_\_ for \_\_\_\_\_.

## EXAMPLES.

(1.) No 1 will run 20 min late Joppa to Mainz.

(2.) No 1 will wait at Muscat until 10 a m for No 2.

Form (1) makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under Form (2), the train of superior right must not pass the designated point before the time given, unless the other train has arrived. The train of inferior right is required to run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

Amended form, adopted April 12, 1899:

## Form E. Time Orders.

(1.) \_\_\_\_\_ will run \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_.

(2.) \_\_\_\_\_ will run \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_ and \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_, etc.

(3.) \_\_\_\_\_ will wait at \_\_\_\_\_ until \_\_\_\_\_ for \_\_\_\_\_.

## EXAMPLES.

(1.) No 1 will run 20 min late Joppa to Mainz.

(2.) No 1 will run 20 min late Joppa to Mainz and 15 min late Mainz to Muscat etc.

(3.) No 1 will wait at Muscat until 10 a m for No 2.

(1) and (2) make the schedule time of the train named, between the points mentioned, as much later



other train has arrived. The train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named.

Under (4), the train (or trains) named must not pass the designated points before the times given.

Other trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order as before required to run with respect to the schedule time of the train (or trains) named.

All of these examples may be used in connection with an extra train created by example (3) of Form G and the times at each point stated in that example have the same meaning as schedule times in the foregoing examples.

*Amended form, adopted November 17, 1915:*

### E.

#### Time Orders.

- (1.) *No 1 run 50 mins late A to G.*

This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

- (2.) *No 1 run 50 mins late A to G and 20 mins late G to K, etc.*

This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

- (3.) *No 1 wait at H until 9 59 a m for No 2.*

The train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named.

- (4.) *Nos 1 and 3 wait at N until 9 59 a m  
P until 10 30 a m  
R until 10 55 a m etc.*

The train, or trains, named must not pass the designated points before the times given. Other trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified

*Original and Amended Forms—  
Train Orders*

in the order as before required to run with respect to the schedule time of the train, or trains, named.

*Amended form, adopted January 17, 1928:*

(See page 71 and S-E, page 72.)

E.

TIME ORDERS.

(1.) *No 1* run 50 mins late A to G.

This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

(2.) *No 1* run 50 mins late A to G and 20 mins late G to K, etc.

This makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

(3.) *Nos 1* and 3 wait at N until 9 59 a m

P      10 30 a m

R      10 55 a m etc.

The train, or trains, named must not pass the designated points before the times given. Other trains receiving the order are required to run with respect to

*Original and Amended Forms—  
Train Orders*

the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train, or trains, named.

*Amended form, adopted November 15, 1938.*

(See page 71.)

S-E.

*Adopted January 17, 1928.*

(See page 72.)

D-FORM E.

*Original reading of D-Form E, adopted April 23, 1902:*

**D-Form E. Time Orders.**

(1.) \_\_\_\_\_ will run \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_.

(2.) \_\_\_\_\_ will run \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_  
and \_\_\_\_\_ late \_\_\_\_\_ to \_\_\_\_\_ etc.

EXAMPLES.

(1.) *No 1* will run 20 min late Joppa to Mainz.

(2.) *No 1* will run 20 min late Joppa to Mainz and 15 min late Mainz to Muscat, etc.

(1) and (2) make the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.





- (3.) Nos 1 and 3 wait at N until 9 59 a m  
P until 10 30 a m  
R until 10 55 a m etc

The train, or trains, named must not pass the designated points before the times given. Other trains receiving the order are required to run with respect to the time specified at the designated points or any intermediate station where schedule time is earlier than the time specified in the order as before required to run with respect to the schedule time of the train, or trains, named.

Eliminated January 17, 1928.

(See Form E, page 71.)

FORM F.

Original reading of Form F, adopted October 12, 1887:

**Form F. For Sections of Regular Trains.**

\_\_\_\_\_ will carry signals \_\_\_\_\_ to \_\_\_\_\_ for \_\_\_\_\_.

EXAMPLES.

*No 1 will carry signals Astrakhan to Cabul for Eng. 85.*

*2d No 1 will carry signals London to Dover for Eng. 90.*

This may be modified as follows:

*Engines 70, 85 and 90 will run as 1st, 2nd and 3d sections of No 1, London to Dover.*

For annulling a section:

*Eng. 85 is annulled as second section of No 1 from Dover.*

If there are other sections following add:

*Following sections will change numbers accordingly.*

The character of a train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

Amended form, adopted October 16, 1895:

**Form F. For Sections of Regular Trains.**

\_\_\_\_\_ will carry signals \_\_\_\_\_ to \_\_\_\_\_ for \_\_\_\_\_.

EXAMPLES.

*No 1 will carry signals Astrakhan to Cabul for Eng. 85.*

*2d No 1 will carry signals London to Dover for Eng. 90.*

This may be modified as follows:

*Engines 70, 85 and 90 will run as 1st, 2nd and 3d sections of No 1, London to Dover.*

For annulling a section:

*Eng. 85 is annulled as 2d section of No 1 from Chatham.*

If there are other sections following add:

*Following sections will change numbers accordingly.*

The character of a train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.



Amended form, adopted April 12, 1899:

**Form F. For Sections**

\_\_\_\_\_ will display signals \_\_\_\_\_ to \_\_\_\_\_ for \_\_\_\_\_.

EXAMPLES.

*Eng 20 will display signals and run as 1st No 1 London to Paris.*

\_\_\_\_\_

*No 1 will display signals London to Dover for Eng 85.*

*2d No 1 will display signals London to Dover for Eng 90.*

This form may be modified as follows:

*Engs 70 85 and 90 will run as 1st 2nd and 3d No 1.*

\_\_\_\_\_

*Engs 70 85 and 90 will run as 1st 2nd and 3d No 1 London to Dover.*

Under these examples the engine last named will not display signals.

For annulling a section:

*Eng 85 is annulled as 2d No 1 from Chatham.*

If there are other sections following add:

*Following sections will change numbers accordingly.*

The character of a train for which signals are displayed may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

Amended form, adopted April 25, 1906:

**Form F. For Sections**

(1.) \_\_\_\_\_ display signals and run as \_\_\_\_\_ to \_\_\_\_\_.

(2.) \_\_\_\_\_ run as \_\_\_\_\_ to \_\_\_\_\_.

(3.) \_\_\_\_\_ display signals \_\_\_\_\_ to \_\_\_\_\_ for \_\_\_\_\_.

(6.) \_\_\_\_\_ is withdrawn as \_\_\_\_\_ at \_\_\_\_\_.

(7.) \_\_\_\_\_ instead of \_\_\_\_\_ display signals and run as \_\_\_\_\_ to \_\_\_\_\_.

(8.) \_\_\_\_\_ take down signals at \_\_\_\_\_.

(9.) \_\_\_\_\_ and \_\_\_\_\_ reverse positions as \_\_\_\_\_ and \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

(1.) *Eng 20 display signals and run as 1st No 1 "A" to "Z."*

(2.) *Eng 25 run as 2d No 1 "A" to "Z."*

(3.) *No 1 display signals "A" to "G" for Eng 65. 2d No 1 display signals "B" to "E" for Eng 99.*

These examples may be modified as follows:

(4.) *Engs 20 25 and 99 run as 1st 2d and 3d No 1 "A" to "Z."*

Example (1) is to be used when the number of the engine for which signals are displayed is unknown and is to be followed by example (2), both being single order examples.

Under examples (2) and (3) the engine named will not display signals.

Under example (4) the engine last named will not display signals.

For changing sections:

To add an intermediate section the following modification of example (1) will be used:

(5.) *Eng 85 display signals and run as 2d No 1 "N" to "Z." Following sections change numbers accordingly.*

Under (5) Engine 85 will display signals and run as directed and following sections will take the next higher number.

To drop an intermediate section the following example will be used:

(6.) *Eng 85 is withdrawn as Second No 1 at "H." Following sections change numbers accordingly.*

Under (6) Engine 85 will drop out at "H" and following sections will take the next lower number.

To substitute one engine for another on a section, the following will be used:

(7.) *Eng 18 instead of Eng 85 display signals and run as Second No 1 "R" to "Z."*

Under (7) Engine 85 will drop out at "R" and Engine 18 will run as directed.

If Engine 85 is last section the words "display signals and" will be omitted. Following sections need not be addressed.

To discontinue the display of signals the following example will be used:

(8.) *2d No 1 take down signals at "D."*

Under example (8) 2d No. 1 will take down signals as directed and a following section must not proceed beyond the point named.

To pass one section by another, the following will be used:

(9.) *Engs 99 and 25 reverse positions as Second and Third No 1 "H" to "Z."*

Under (9) Engine 99 will run ahead of Engine 25 "H" to "Z," and, if necessary, both engines will arrange signals accordingly. Following sections, if any, need not be addressed.

The character of a train for which signals are displayed may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

To annul a section for which signals have been displayed over a division or any part thereof, when no train is to follow the signals, Form K must be used.

*Amended form, adopted November 17, 1915:*

#### F.

##### For Sections.

- (1.) *Eng 20 display signals and run as First 1 A to Z.*

To be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2), both being single-order examples.

- (2.) *Eng 25 run as Second 1 A to Z.*

- (3.) *No 1 display signals A to G for Eng 65.  
Second 1 display signals B to E for Eng 99.*

- (4.) *Engs 20 25 and 99* run as *First Second* and *Third 1 A* to *Z*.

To add an intermediate section, (5) will be used.

- (5.) *Eng 85* display signals and run as *Second 1 A* to *Z*. Following sections change numbers accordingly.

The engine named will display signals and run as directed, and following sections will take the next higher number.

To drop an intermediate section, (6) will be used.

- (6.) *Eng 85* is withdrawn as *Second 1* at *H*. Following sections change numbers accordingly.

The engine named will drop out at *H*, and following sections will take the next lower number.

To substitute one engine for another on a section, (7) will be used.

- (7.) *Eng 18* instead of *Eng 85* display signals and run as *Second 1 R* to *Z*.

The second-named engine will drop out at *R*, and be replaced by the first-named engine.

If the second-named engine is the last section, the words "display signals and" will be omitted. Following sections need not be addressed.

To discontinue the display of signals, (8) will be used.

- (8.) *Second 1* take down signals at *D*.

The train named will take down signals as directed, and a following section must not proceed beyond the designated point.

To pass one section by another, (9) will be used.

- (9.) *Engs 99* and *25* reverse positions as *Second* and *Third 1 H* to *Z*.

Conductors and enginemen of the trains addressed will exchange orders and signals. Following sections, if any, need not be addressed.

Each section affected by these orders must have copies, and must arrange signals accordingly.

To annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used.

When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point.

*Amended form, adopted May 15, 1924:*

F.

FOR SECTIONS.

- (1.) *Eng 20* display signals and run as *First 1 A* to *Z*.

To be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2), both being single-order examples.

(2.) *Eng 25* run as *Second 1 A* to *Z*.

---

(3.) *No 1* display signals *A* to *G* for *Eng 25*.  
*Second 1* display signals *B* to *E* for *Eng 99*.

---

(4.) *Engs 20 25* and *99* run as *First Second* and  
*Third 1 A* to *Z*.

---

To add an intermediate section, (5) will be used.

(5.) *Eng 85* display signals and run as *Second 1 A* to *Z*. Following sections change numbers accordingly.

The engine named will display signals and run as directed and following sections will take the next higher number.

---

To drop an intermediate section, (6) will be used.

(6.) *Eng 85* is withdrawn as *Second 1* at *H*. Following sections change numbers accordingly.

The engine named will drop out at *H*, and following sections will take the next lower number.

---

To substitute one engine for another on a section, (7) will be used.

(7.) *Eng 18* instead of *Eng 85* display signals and run as *Second 1 R* to *Z*.

The second-named engine will drop out at *R*, and be replaced by the first-named engine.

Following sections need not be addressed.

If the second-named engine is the last section, the words "display signals and" will be omitted.

To discontinue the display of signals, (8) will be used.

(8.) *Second 1* take down signals at *D*.

The train named will take down signals as directed, and a following section must not proceed beyond the designated point.

---

To pass one section by another, (9) will be used.

(9.) *Engs 99* and *25* reverse positions as *Second* and *Third 1 H* to *Z*.

Conductors and enginemen of the trains addressed will exchange orders and signals. Following sections, if any, need not be addressed.

---

Each section affected by these orders must have copies and must arrange signals accordingly.

To annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used.

When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point.

*Amended form, adopted November 15, 1938.*

(See page 72.)

## D-FORM F.

Adopted April 25, 1906:

**D-Form F. For Sections.**

- (1.) \_\_\_\_\_ display signals and run as \_\_\_\_\_ to \_\_\_\_\_.
- (2.) \_\_\_\_\_ run as \_\_\_\_\_ to \_\_\_\_\_.
- (3.) \_\_\_\_\_ display signals \_\_\_\_\_ to \_\_\_\_\_ for \_\_\_\_\_.
- (6.) \_\_\_\_\_ is withdrawn as \_\_\_\_\_ at \_\_\_\_\_.
- (7.) \_\_\_\_\_ instead of \_\_\_\_\_ display signals and run as \_\_\_\_\_ to \_\_\_\_\_.
- (8.) \_\_\_\_\_ take down signals at \_\_\_\_\_.

## EXAMPLES.

- (1.) *Eng 20 display signals and run as 1st No 1 "A" to "Z."*
- (2.) *Eng 25 run as 2d No 1 "A" to "Z."*
- (3.) *No 1 display signals "A" to "G" for Eng 65. 2d No 1 display signals "B" to "E" for Eng 99.*
- These examples may be modified as follows:
- (4.) *Engs 20 25 and 99 run as 1st 2nd and 3d No 1 "A" to "Z."*

Example (1) is to be used when the number of the engine for which signals are displayed is unknown and is to be followed by example (2), both being single order examples.

Under example (2) and (3) the engine named will not display signals.

Under example (4) the engine last named will not display signals.

For changing sections:

To add an intermediate section the following modification of example (1) will be used:

(5.) *Eng 85 display signals and run as 2d No 1 "N" to "Z." Following sections change numbers accordingly.*

Under (5) Engine 85 will display signals and run as directed and following sections will take the next higher number.

To drop an intermediate section the following example will be used:

(6.) *Eng 85 is withdrawn as 2d No 1 at "H." Following sections change numbers accordingly.*

Under (6) Engine 85 will drop out at "H" and following sections will take the next lower number.

To substitute one engine for another on a section, the following will be used:

(7.) *Eng 18 instead of Eng 85 display signals and run as 2d No 1 "R" to "Z."*

Under (7) Engine 85 will drop out at "R" and Engine 18 will run as directed.

If Engine 85 is last section the words "display signals and" will be omitted. Following sections need not be addressed.

To discontinue the display of signals the following example will be used:

(8.) *2d No 1 take down signals at "D."*

Under example (8) 2d No. 1 will take down signals as directed and a following section must not proceed beyond the point named.

The character of a train for which signals are displayed may be stated. Each section affected by the

order must have copies, and must arrange signals accordingly.

To annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used.

*In the revision, adopted November 17, 1915, the reading of Form F was made the same for both single and double tracks.*

(See page 72.)

FORM G.

*Original reading of Form G, adopted October 12, 1887:*

**Form G. For Arranging a Schedule for a Special Train.**

(1.) Eng. \_\_\_\_\_ will run as special \_\_\_\_\_ train, leaving \_\_\_\_\_ on \_\_\_\_\_ on the following schedule, and will have the right of track over all trains:

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

EXAMPLE.

*(1.) Eng. 77 will run as special passenger train leaving Turin on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains:*

*Leave Turin 11 30 p m*

*" Pekin 12 25 a m*

*" Canton 1 47 a m*

*Arrive Rome 2 22 a m*

Example (1) may be varied by specifying particular trains over which the special shall or shall not

have right of track, and any train over which the special train is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

(2.) Eng. \_\_\_\_\_ will run as special \_\_\_\_\_ train, leaving \_\_\_\_\_ on \_\_\_\_\_ with the rights of a \_\_\_\_\_ class train, \_\_\_\_\_, on the following schedule, which is a supplement to time-table No. \_\_\_\_\_.

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

EXAMPLE.

*(2.) Eng. 75 will run as special passenger train leaving Geneva, Thursday, Feb. 17th, with the rights of a first-class train east, on the following schedule, which is a time-table to supplement No. 10:*

*Leave Geneva 10 a m*

*" Pekin 10 30 a m, passing No 12*

*" Canton 11 a m, meeting No 7*

*Arrive Athens 11 30 a m*

Example (2) creates a regular train, and the specified meeting and passing points are to be regarded as if designated in the same manner as on the time-table. Such trains will be governed by all rules which affect regular trains.

*Amended form, adopted October 12, 1892:*

**Form G. For Arranging a Schedule for an Extra Train.**

(1.) Eng. \_\_\_\_\_ will run extra, leaving \_\_\_\_\_ on \_\_\_\_\_ on the following schedule, and will have the right of track over all trains:

Leave ———.  
 " ———.  
 Arrive ———.

## EXAMPLE.

(1.) Eng. 77 will run extra, leaving Turin on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains:

Leave Turin 11 30 p m  
 " Pekin 12 25 a m  
 " Canton 1 47 a m  
 Arrive Rome 2 22 a m

Example (1) may be varied by specifying particular trains over which the extra shall or shall not have right of track, and any train over which the extra is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

(2.) Eng. ——— will run as special ——— train, leaving ——— on ——— with the rights of a ——— class train, ———, on the following schedule, which is a supplement to time-table No. ———.

Leave ———.  
 " ———.  
 Arrive ———.

## EXAMPLE.

(2.) Eng. 75 will run as special passenger train leaving Geneva, Thursday, Feb. 17, with the rights of a first-class train east, on the following schedule which is a supplement to time-table No 10:

Leave Geneva 10 a m  
 " Pekin 10 30 a m, passing No 12  
 " Canton 11 a m, meeting No 7  
 Arrive Athens 11 30 a m

Example (2) creates a regular train, and the specified meeting and passing points are to be regarded as if designated in the same manner as on the timetable. Such trains will be governed by all rules which affect regular trains.

Amended form, adopted October 16, 1895:

**Form G. For Arranging a Schedule for an Extra Train.**

(1.) Eng. ——— will run extra, leaving ——— on ——— on the following schedule, and will have the right of track over all trains:

Leave ———.  
 " ———.  
 Arrive ———.

## EXAMPLE.

(1.) Eng. 77 will run extra, leaving Turin on Thursday, Feb 17th, on the following schedule, and will have the right of track over all trains:

Leave Turin 11 30 p m  
 " Pekin 12 25 a m  
 " Canton 1 47 a m  
 Arrive Rome 2 22 a m

Example (1) may be varied by specifying particular trains over which the extra shall or shall not have right of track, and any train over which the extra is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

Amended form, adopted April 12, 1899:

**Form G. Extra Trains.**

(1.) Eng ——— will run extra ——— to ———.  
 (2.) Eng ——— will run extra ——— to ——— and return to ———.



## EXAMPLE.

- (1.) Eng 99 will run extra Berber to Gaza.  
 (2.) Eng 99 will run extra Berber to Gaza and return to Cabul.

A train receiving this order is not required to protect itself against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

- (3.) Eng \_\_\_\_\_ will run extra leaving \_\_\_\_\_ on \_\_\_\_\_ as follows with right over all trains:

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

## EXAMPLE.

- (3.) Engine 77 will run extra leaving Turin on Thursday Feb 17th as follows with right over all trains:

Leave Turin 11 30 p m

" Pekin 12 25 a m

" Canton 1 47 a m

Arrive Rome 2 22 a m

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra \_\_\_\_\_ minutes.

Amended form, adopted April 23, 1902:

**Form G. Extra Trains.**

- (1.) Eng \_\_\_\_\_ will run extra \_\_\_\_\_ to \_\_\_\_\_.  
 (2.) Eng \_\_\_\_\_ will run extra \_\_\_\_\_ to \_\_\_\_\_ and return to \_\_\_\_\_.

## EXAMPLE.

- (1.) Eng 99 will run extra Berber to Gaza.  
 (2.) Eng 99 will run extra Berber to Gaza and return to Cabul.

A train receiving this order is not required to protect itself against opposing extra trains, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

- (3.) Eng \_\_\_\_\_ will run extra leaving \_\_\_\_\_ on \_\_\_\_\_ as follows with right over all trains:

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

## EXAMPLE.

- (3.) Engine 77 will run extra leaving Turin on Thursday Feb 17th as follows with right over all trains:

Leave Turin 11 30 p m

" Pekin 12 25 a m

" Canton 1 47 a m

Arrive Rome 2 22 a m

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra \_\_\_\_\_ minutes.

Amended form, adopted April 25, 1906:

**Form G. Extra Trains.**

- (1.) Eng \_\_\_\_\_ run extra \_\_\_\_\_ to \_\_\_\_\_.  
 (2.) Eng \_\_\_\_\_ run extra \_\_\_\_\_ to \_\_\_\_\_ and return to \_\_\_\_\_.



Original and Amended Forms—  
Train Orders

## EXAMPLES.

(1.) Eng 99 run extra "A" to "F."

(2.) Eng 99 run extra "A" to "F" and return to "C."

Under (2) the extra must go to "F" before returning to "C."

(3.) Eng \_\_\_\_\_ run extra leaving \_\_\_\_\_ on \_\_\_\_\_ as follows with right over all trains:

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

## EXAMPLE.

(3.) Eng 77 run extra leaving "A" on Thursday Feb 17th as follows with right over all trains:

Leave "A" 11 30 p m

" "C" 12 25 a m

" "E" 1 47 a m

Arrive "F" 2 22 a m

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have right. Trains over which the extra is thus given right must clear the time of the extra \_\_\_\_\_ minutes.

Amended form, adopted November 17, 1915:

G.

## EXTRA TRAINS.

(1.) Eng 99 run extra A to F.

(2.) Eng 99 run extra A to F and return to C.  
The extra must go to F before returning to C.

Original and Amended Forms—  
Train Orders

Amended form, adopted November 15, 1938.

(See page 74.)

## D-FORM G.

Original reading of D-Form G, adopted April 23, 1902:

## (D-Form G.) Extra Trains.

(1.) Eng \_\_\_\_\_ will run extra \_\_\_\_\_ to \_\_\_\_\_.

(2.) Eng \_\_\_\_\_ will run extra \_\_\_\_\_ to \_\_\_\_\_ and return to \_\_\_\_\_.

## EXAMPLES.

(1.) Eng 99 will run extra Berber to Gaza.

(2.) Eng 99 will run extra Berber to Gaza and return to Cabul.

A train receiving this order must keep clear of all regular trains and of extra trains having right over it, as required by rule.

(3.) Eng. \_\_\_\_\_ will run extra leaving \_\_\_\_\_ on \_\_\_\_\_ as follows with right over all trains.

Leave \_\_\_\_\_.

" \_\_\_\_\_.

Arrive \_\_\_\_\_.

## EXAMPLE.

(3.) Eng 77 will run extra leaving Turin on Thursday Feb 17th as follows with right over all trains:

Leave Turin 11 30 p m

" Pekin 12 25 a m

" Canton 1 47 a m

Arrive Rome 2 22 a m

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which

the extra is thus given the right must clear the time of the extra ——— minutes.

*In the revision, adopted April 25, 1906, the reading of Form G was made the same for both single and double tracks.*

(See page 74.)

FORM H.

*Original reading of Form H, adopted October 12, 1887:*

**Form H. Extra Trains.**

——— will run extra from ——— to ———.

EXAMPLE.

(a.) *Eng. 99 will run extra from Berber to Gaza.*

A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

A "work train" is an extra, for which the above form will be used for a direct run in one direction. The authority to occupy a specified portion of the track, as an extra while working, will be given in the following form:

(b.) *Eng. 292 will work as an extra from 7 a m until 6 p m between Berne and Turin.*

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(c.) *Eng. 292 will run extra from Berne to Turin and work as an extra from 7 a m until 6 p m between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra must be authorized to run over that part of the track without provision for passing the work train.

When it is anticipated that a work train may be where it cannot be reached for meeting or passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for a designated extra, in the following form:

(d.) *Work Train 292 will keep clear of Extra 223, south, between Antwerp and Brussels after 2 10 p m.*

In this case, Extra 223 must not pass either of the points named before 2 10 p.m., at which time the work train must be out of the way between those points.

When the movement of an extra train over the working limits cannot be anticipated by these or other orders to the work train, an order must be given to such extra to protect itself against the work train, in the following form:

(e.) *Extra 76 will protect itself against work train Extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work train when met or overtaken by an extra must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that work trains shall at all times protect themselves while on working limits, this may be done under the following arrangements. To example (b) add the following words:

(f.) *protecting itself against all trains.*

A train receiving this order must, whether standing or moving, protect itself within the working limits (and in both directions on single track) against all trains, in the manner provided in Rule 99.

When an extra receives orders to run over working limits it must be advised that the work train is within those limits by adding to example (a) the words:

(g.) *Eng. 292 is working as an extra between Berne and Turin.*

A train receiving this order must run expecting to find the work train within the limits named.

[NOTE.—The Committee has recommended two forms of orders for work train extras, leaving it discretionary with the roads to adopt one or both of the forms, according to the circumstances of the traffic on the different roads or different divisions of the same road.]

Amended form, adopted October 16, 1895:

**Form H. Extra Trains.**

\_\_\_\_\_ will run extra \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

(a.) *Eng. 99 will run extra Berber to Gaza.*

A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

A "work train" is an extra, for which the above form will be used for a direct run in one direction. The authority to occupy a specified portion of the track, as an extra while working, will be given in the following form:

(b.) *Eng. 292 will work as an extra from 7 a m until 6 p m between Berne and Turin.*

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(c.) *Eng. 292 will run extra Berne to Turin and work extra from 7 a m until 6 p m between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra must be authorized to run over that part of the track without provision for passing the work train.

When it is anticipated that a work train may be where it cannot be reached for meeting or passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to example (b) the following words:

(d.) *And will keep clear of (or protect itself against) Extra 223, south, between Antwerp and Brussels after 2 10 p m.*

In this case, Extra 223 must not pass the northernmost station before 2 10 p.m., at which time the work train must be out of the way, or protecting itself (as the order may require) between those points.

When the movement of an extra train over the working limits cannot be anticipated by these or other orders to the work train, an order must be given to such extra to protect itself against the work train, in the following form:

(e.) *Extra 76 will protect itself against work train Extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work train when met or overtaken by an extra must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that work trains shall at all times protect themselves while on working limits, this may be done under the following arrangements. To example (b) add the following words:

(f.) *protecting itself against all trains.*

A train receiving this order must, whether standing or moving, protect itself within the working limits (and in both directions on single track) against all trains, in the manner provided in Rule 99.

When an extra receives orders to run over working limits it must be advised that the work train is within those limits by adding to example (a) the words:

(g.) *Eng. 292 is working extra between Berne and Turin.*

A train receiving this order must run expecting to find the work train protecting itself within the limits named.

*Amended form, adopted April 12, 1899:*

**Form H. Work Extra.**

(1.) Work extra \_\_\_\_\_ will work \_\_\_\_\_ until \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

EXAMPLES.

(1.) *Work Extra 292 will work 7 a m until 6 p m between Berne and Turin.*

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

(a.) *Work Extra 292 will run Berne to Turin and work 7 a m until 6 p m between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra shall be authorized to run over that part of the track without provision for passing the work extra.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

(b.) *And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2 10 p m.*

In this case, Extra 223 must not pass the northernmost station before 2 10 p.m., at which time the work extra must be out of the way, or protected (as the order may require) between those points.

When the movement of an extra over the working limits cannot be anticipated by these or other orders to the work extra, an order must be given to such extra, to protect itself against the work extra, in the following form:

(c.) *Extra 76 will protect against Work Extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words:

(d.) *protecting itself.*

A train receiving this order must, whether standing or moving, protect itself within the working limits in both directions in the manner provided in Rule 99.

Whenever an extra is given orders to run over working limits it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

*(e.) Work Extra 292 will protect against No 55 between Berne and Turin.*

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it, as provided in Rule 99.

The regular train receiving this order must run expecting to find the work extra protecting itself within the limits named.

*Amended form, adopted April 23, 1902:*

**Form H. Work Extra.**

(1.) Work extra \_\_\_\_\_ will work \_\_\_\_\_ until \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

**EXAMPLES.**

*(1.) Work Extra 292 will work 7 a m until 6 p m between Berne and Turin.*

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

*(a.) Work Extra 292 will run Berne to Turin and work 7 a m until 6 p m between Turin and Rome.*

When an order has been given to "work" between designated points, no other extra shall be authorized

to run over that part of the track without provision for passing the work extra.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

*(b.) And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2 10 p m.*

In this case, Extra 223 must not pass the northernmost point before 2 10 p.m., at which time the work extra must be out of the way, or protected (as the order may require) between these points.

When the movement of an extra over the working limits cannot be anticipated by these or other orders to the work extra, an order must be given to such extra, to protect itself against the work extra, in the following form:

*(c.) Extra 76 will protect against Work Extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words:

*(d.) protecting itself.*

A train receiving this order must, whether standing or moving, protect itself within the working limits

in both directions in the manner prescribed by Rule 99.

Whenever an extra is given orders to run over working limits it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(e.) *Work Extra 292 will protect against No 55 between Berne and Turin.*

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it as prescribed by Rule 99.

The regular train receiving this order must run expecting to find the work extra protecting itself within the limits named.

*Amended form, adopted April 25, 1906:*

**Form H. Work Extra.**

(1.) — works — until — between — and —.

**EXAMPLES.**

(1.) *Eng 292 works 7 a m to 6 p m between "D" and "E."*

Under (1), the work extra must, whether standing or moving, protect itself against extras within the working limits in both directions as prescribed by rule. The time of regular trains must be cleared.

This may be modified by adding:

(2.) *Not protecting against (eastward) extras.*

(3.) *Not protecting against extras.*

Under (2), the work extra will protect only against (westward) extras. The time of regular trains must be cleared.

Under (3), protection against extras is not required. The time of regular trains must be cleared.

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for (or protect itself after a certain hour against) a designated extra, an order may be given in the following form:

(4.) *Work Extra 292 clears (or protects against) Extra 76 east between "D" and "E" after 2 10 p m.*

Under (4) extra 76 east must not enter the working limits before 2 10 p.m., and will then run expecting to find the work extra clear of the main track (or protecting itself) as the order may require.

To enable a work extra to work upon the time of a regular train, the following form will be used:

(5.) *Work Extra 292 protects against No 55 (or — class trains) between "D" and "E."*

Under (5), the work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains, as prescribed by Rule 99. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

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

(6.) *Work Extra 292 has right over all trains between "D" and "E" 7 p m to 12 night.*

This gives the work extra the exclusive right between the points designated between the times named.

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

Whenever extra trains are run over working limits, they must be given a copy of the order sent to the



work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect, as prescribed by Rule 99, against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

The working limits should be as short as practicable; to be changed as the progress of the work may require.

*Amended form, adopted November 17, 1915:*

#### H.

##### Work Extra.

- (1.) *Eng 292 works extra 6 45 a m until 5 45 p m between D and E.*

The work extra must, whether standing or moving, protect itself against extras within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

- (2.) *Not protecting against eastward extra trains.*  
The work extra will protect only against westward extra trains. The time of regular trains must be cleared.

- (3.) *Not protecting against extra trains.*  
Protection against extra trains is not required. The time of regular trains must be cleared.

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for, or protect itself after a certain hour against, a designated extra, an order may be given in the following form:

- (4.) *Work Extra 292 clears, or protects against, Extra 76 east between D and E after 2 10 p m.*

Extra 76 east must not enter the working limits before 2 10 p.m., and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form will be used:

- (5.) *Work Extra 292 protects against No 55, or \_\_\_\_\_ class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

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

- (6.) *Work Extra 292 has right over all trains between D and E 7 15 p m until 1 15 a m.*

This gives the work extra the exclusive right between the points designated between the times named. Work extras must give way to all trains as promptly as practicable.

Whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

The working limits should be as short as practicable; to be changed as the progress of the work may require.

*Amended form, adopted May 15, 1924:*

#### H.

##### Work Extra.

- (1.) Eng 292 works extra 6 45 a m until 5 45 p m between D and E.

The work extra must, whether standing or moving, protect itself against extras within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

- (2.) Not protecting against eastward extra trains.

The work extra will protect only against westward extra trains. The time of regular trains must be cleared.

- (3.) Not protecting against extra trains.

Protection against extra trains is not required. The time of regular trains must be cleared.

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for, or protect itself after a certain hour against, a designated extra, an order may be given in the following form:

- (4.) Work Extra 292 clears, or protects against, Extra 76 east between D and E after 2 10 p m.

Extra 76 east must not enter the working limits before 2 10 p.m., and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form will be used:

- (5.) Work Extra 292 protects against No 55, or \_\_\_\_\_ class trains, between D and E.

The work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

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

- (6.) Work Extra 292 has right over all trains between D and E 7 15 p m until 1 15 a m.

This gives the work extra the exclusive right between the points designated between the times named.



The working limits should be as short as practicable, to be changed as the progress of the work may require.

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

Whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

*Amended form, adopted January 17, 1928:*

(Changed to S-H January 17, 1928:)

S-H.

WORK EXTRA.

- (1.) *Eng 292 works extra 6 45 a m until 5 45 p m between D and E.*

The work extra must, whether standing or moving, protect itself against extra trains within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

- (2.) *Not protecting against eastward extra trains.*

The work extra will protect only against westward extra trains. The time of regular trains must be cleared.

- (3.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for, or protect itself after a certain hour against, a designated extra, an order may be given in the following form:

- (4.) *Work Extra 292 clears, or protects against, Extra 76 east between D and E after 2 10 p m.*

Extra 76 east must not enter the working limits before 2 10 p.m., and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form will be used:

- (5.) *Work Extra 292 protects against No 55, or \_\_\_\_\_ class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

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

- (6.) *Work Extra 292 has right over all trains between D and E 7 15 p m until 1 15 a m.*

This gives the work extra the exclusive right between the points designated between the times named.

The working limits should be as short as practicable, to be changed as the progress of the work may require.

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

Whenever extra trains are run over working limits they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

*Amended form, adopted November 15, 1938.*

(See page 74.)

D-FORM H.

*Original reading of D-Form H, adopted April 23, 1902:*

**D-Form H. Work Extra.**

Eng — will work extra — until — between — and —.

EXAMPLE.

*Eng 292 will work extra 7 a m until 6 p m between Berne and Turin.*

This form of order must be combined with one of the following additions:

- (1.) "On (eastward) track."
- "On (westward) track."
- "On (eastward and westward) track."

Under (1), the work extra will protect on the track or tracks named as prescribed by Rule D-99. The time of regular trains must be cleared.

(2.) "On (eastward) track without protecting against extra trains."

"On (westward) track without protecting against extra trains."

"On (eastward and westward) tracks without protecting against extra trains."

Under (2), protection against extra trains will not be required. The time of regular trains must be cleared.

(3.) *Protecting against (No 1) or all regular trains.*

Under (3), the work extra can work upon the time of the train or trains named in the order, and must protect against such train or trains as prescribed by Rule D-99.

(4.) "Protecting against trains moving against the current of traffic on — track."

Under (4), protection must be given against trains which may be moving against the current of traffic on the track or tracks named.

*Amended form, adopted April 25, 1906:*

**D-Form H. Work Extra.**

Eng. — works on — track — to — between — and —.

EXAMPLE.

*Eng 292 works on eastward track (or both tracks) 7 a m to 6 p m between "D" and "E."*

Under (1), the work extra must, whether standing or moving, protect itself within the working limits

against extras moving with the current of traffic on the track or tracks named, as prescribed by Rule 99. The time of regular trains must be cleared.

This form may be modified by adding:

(2.) *Not protecting against extras.*

Under (2), protection against extra trains is not required. The time of regular trains must be cleared.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(3.) *Work extra 292 protects against No 55 (or ——— class trains) between "D" and "E."*

Under (3), the work extra may work upon the time of the train (or trains) mentioned in the order and must protect against such train (or trains) as prescribed by Rule 99.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

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

(4) Work extra ——— has right over all trains on ——— track between ——— and ——— m to ——— m.

EXAMPLE.

(4.) *Work extra 275 has right over all trains on eastward and westward tracks between "G" and "H" 7 p m to 12 night.*

This gives the work extra the exclusive right to the track (or tracks) mentioned between the points designated between the times named.

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

The working limits should be as short as practicable; to be changed as the progress of the work may require.

*Amended form, adopted November 17, 1915:*

D-H.

Work Extra.

(1.) *Eng 292 works extra on eastward track, or both tracks, 6 45 a m until 5 45 p m between D and E.*

The work extra must, whether standing or moving, protect itself within the working limits against extras moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

This form may be modified by adding:

(2.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(3.) *Work extra 292 protects against No 55, or ——— class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order and must protect against such train or trains.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When it is desired to move a train against the current or traffic over the working limits, provision must be made for the protection of such movement.

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

- (4.) *Work extra 292 has right over all trains on eastward and westward tracks between G and H 7 01 p m until 1 01 a m.*

This gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named.

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

The working limits should be as short as practicable; to be changed as the progress of the work may require.

*Amended form, adopted May 15, 1924:*

**D-H.**

**Work Extra.**

- (1.) *Eng 292 works extra on eastward track, or both tracks, 6 45 a m until 5 45 p m between D and E.*

The work extra must, whether standing or moving, protect itself within the working limits against extras

moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

This form may be modified by adding:

- (2.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

To enable a work extra to work upon the time of a regular train, the following form may be used:

- (3.) *Work extra 292 protects against No 55, or \_\_\_\_\_class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order and must protect against such train or trains.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

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

- (4.) *Work extra 292 has right over all trains on eastward and westward tracks between G and H 7 01 p m until 1 01 a m.*

This gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named.

The working limits should be as short as practicable; to be changed as the progress of the work may require.

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

*Amended form, adopted January 17, 1928:*

D-H.

WORK EXTRA.

- (1.) *Eng 292* works extra on \_\_\_\_\_ track, or \_\_\_\_\_ tracks, 6 45 a m until 5 45 p m between D and E.

The work extra must, whether standing or moving, protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

This form may be modified by adding:

- (2.) *Not protecting against extra trains.*

Protection against extra trains is not required. The time of regular trains must be cleared.

To enable a work extra to work upon the time of a regular train, the following form may be used:

- (3.) *Work extra 292 protects against No 55, or \_\_\_\_\_-class trains, between D and E.*

The work extra may work upon the time of the train or trains mentioned in the order and must protect against such train or trains.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

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

- (4.) *Work extra 292 has right over all trains on \_\_\_\_\_ and \_\_\_\_\_ tracks between G and H 7 01 p m until 1 01 a m.*

This gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named.

The working limits should be as short as practicable; to be changed as the progress of the work may require.

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

*Amended form, adopted November 15, 1938.*

(See page 76.)

FORM J.

*Original reading of Form J, adopted October 12, 1887:*

**Form J. Holding Order.**

Hold \_\_\_\_\_.

EXAMPLES.

- (1) *Hold No 2.*  
(2) *Hold all trains east.*

As any order for which "O K" has been given and acknowledged operates as a holding order for the train to which it is addressed, this form will only be used in special cases, to hold trains until orders can be given or for some other emergency. The reason for holding may be added, as "for orders."

This order is not to be used for holding a train while orders are given to other trains against it, which are not at the same time given to it in dupli-

cate. It must be respected by conductors and engineers of trains thereby directed to be held as if addressed to them. Conductors, when informed of the order, must sign for it, and their signatures must be sent and "complete" obtained.

When a train has been so held it must not go until the order to hold is annulled, or an order is given in the form:

"——— may go."

This must be addressed to the person or persons to whom the order to hold was addressed, and must be delivered in the same manner.

*Amended form, adopted October 12, 1892:*

**Form J. Holding Order.**

Hold —— at ——.

EXAMPLES.

- (1.) *Hold No 2 at Berlin.*
- (2.) *Hold all trains east at Berlin.*

As any order for which "O K" has been given and acknowledged operates as a holding order for the train to which it is addressed, this form will only be used in special cases, to hold trains until orders can be given or for some other emergency. The reason for holding may be added, as "for orders."

This order is not to be used for holding a train while orders are given to other trains against it, which are not at the same time given to it in duplicate. It must be respected by conductors and engineers of trains thereby directed to be held as if addressed to them. Conductors, when informed of the order, must sign for it, and their signatures must be sent and "complete" obtained.

When a train has been so held it must not go until the order to hold is annulled, or an order is given in the form:

"——— may go."

This must be addressed to the person or persons to whom the order to hold was addressed, and must be delivered in the same manner.

*Amended form, adopted April 12, 1899:*

**Form J. Holding Order.**

Hold —— at ——.

EXAMPLES.

- (1.) *Hold No 2 at Berlin.*
- (2.) *Hold all eastbound trains at Berlin.*

This order will be addressed to the operator, and acknowledged in the usual manner. It must be respected by conductors and engineers of trains thereby directed to be held as if addressed to them.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

"——— may go."

Form J will only be used when necessary to hold trains until orders can be given, or in case of emergency.

*Amended form, adopted April 25, 1906:*

**Form J. Holding Order.**

Hold ——.

EXAMPLES.

- Hold No 2.*
- Hold all (or ——ward) trains.*

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

"—— may go."

These orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to conductors and enginemen of all trains affected.

Form J will only be used when necessary to hold trains until orders can be given, or in case of emergency.

*Amended form, adopted November 17, 1915:*

(See page 78.)

FORM K.

*Original reading of Form K, adopted October 12, 1887:*

**Form K. Annuling a Scheduled Train.**

—— of —— is annulled.

EXAMPLES.

- (1.) *No 1 of Feb. 29th is annulled.*
- (2.) *No 3 due to leave Naples, Saturday, Feb. 29th, is annulled.*

Adding "from Alaska," or "between Alaska and Halifax," when appropriate.

This order takes away all rights of the train annulled and authorizes any train or person receiving it to use the track as if the train annulled were not on the time-table.

If the train is annulled to a point named, its rights beyond that point remain unaffected.

The train dispatcher may direct any operator to omit repeating back an order annulling a train until he has occasion to deliver it.

When a train has been annulled it must not be again restored under its original number by special order.

*Amended form, adopted April 12, 1899:*

**Form K. Annuling a Regular Train.**

- (1.) —— of —— is annulled —— to ——.
- (2.) —— due to leave —— —— is annulled —— to ——.

EXAMPLES.

- (1.) *No 1 of Feb 29th is annulled Alaska to Halifax.*
- (2.) *No 3 due to leave Naples Saturday Feb 29th is annulled Alaska to Halifax.*

The train annulled loses both right and class between the points named and must not be restored under its original number between those points.

*Amended form, adopted April 23, 1902:*

**Form K. Annuling a Regular Train.**

- (1.) —— of —— is annulled —— to ——.
- (2.) —— due to leave —— —— is annulled —— to ——.

EXAMPLES.

- (1.) *No 1 of Feb 29th is annulled Alaska to Halifax.*
- (2.) *No 3 due to leave Naples Saturday Feb 29th is annulled Alaska to Halifax.*



The train annulled loses both right and class between the stations named and must not be restored under its original number between those stations.

*Amended form, adopted April 25, 1906:*

**Form K. Annulling a Schedule or a Section.**

\_\_\_\_\_ of \_\_\_\_\_ is annulled \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLES.

*No 1 of Feb 29th is annulled "A" to "Z."*

*2d No 5 of Feb 29th is annulled "E" to "G."*

The schedule or section annulled becomes void between the points named and cannot be restored.

*Amended form, adopted November 17, 1915:*

**K.**

**Annulling a Schedule or a Section.**

*No 1 due to leave A Feb 29th is annulled A to Z.*

*Second 5 due to leave E Feb 29th is annulled E to G.*

The schedule or section annulled becomes void between the points named and cannot be restored.

*Amended form, adopted May 15, 1924:*

**K.**

**ANNULLING A SCHEDULE OR A SECTION.**

(1.) *No 1 due to leave A Feb 29th is annulled A to Z.*

(2.) *Second 5 due to leave E Feb 29th is annulled E to G.*

The schedule or section annulled becomes void between the points named and cannot be restored.

Form K will not be combined with other forms of train orders.

*Amended form, adopted November 15, 1938.*

(See page 78.)

FORM L.

*Original reading of Form L, adopted October 12, 1887:*

**Form L. Annulling or Superseding an Order.**

"Order No. \_\_\_\_\_ is annulled."

This will be numbered, transmitted and signed for as other orders.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No \_\_\_\_\_.*

An order superseding another may be given, adding "*this supersedes order No. \_\_\_\_\_,*" or adding "*instead of \_\_\_\_\_.*"

EXAMPLE.

*No 1 and No 2 will meet at Sparta, instead of at Thebes.*

An order which includes more than one specified movement must not be superseded.

An order that has been annulled or superseded must not be again restored by special order under its original number.

In the address of an order annulling or superseding another order, the train first named must be that to which rights were given by the order annulled or

superseded, and when the order is not transmitted simultaneously to all concerned, it must be sent to the point at which that train is to receive it, and the required response first given before the order is sent for other trains.

*Amended form, adopted October 16, 1895:*

**Form L. Annuling or Superseding an Order.**

"Order No. ——— is annulled."

This will be numbered, transmitted and signed for as other orders.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No ———.*

An order superseding another may be given, adding "*this supersedes order No. ———,*" or adding "*instead of ———.*"

EXAMPLE.

*No 1 and No 2 will meet at Sparta, instead of at Thebes.*

An order that has been annulled or superseded must not be again restored by special order under its original number.

In the address of an order annulling or superseding another order, the train first named must be that to which rights were given by the order annulled or superseded, and when the order is not transmitted simultaneously to all concerned, it must be sent to the point at which that train is to receive it, and the required response first given before the order is sent for other trains.

*Amended form, adopted April 12, 1899:*

**Form L. Annuling an Order.**

"Order No. ——— is annulled."

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No ———.*

EXAMPLE.

*Order No 10 is annulled.*

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

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made before the order is sent for other trains.

*Amended form, adopted April 23, 1902:*

**Form L. Annuling an Order.**

"Order No. ——— is annulled."

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No ———.*

EXAMPLE.

*Order No 10 is annulled.*

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

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made before the order is sent for other trains.

*Amended form, adopted April 25, 1906:*

**Form L. Annuling an Order.**

Order No ——— is annulled.

EXAMPLE.

*Order No 10 is annulled.*

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

*Annulled by Order No ———.*

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

*Amended form, adopted November 17, 1915.*

(See page 79.)

FORM M.

*Original reading of Form M, adopted April 12, 1899:*

**Form M. Annuling Part of an Order.**

That part of Order No ——— reading ——— is annulled.

EXAMPLE.

*That part of Order No 10 reading No 1 will meet No 2 at Sparta is annulled.*

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made before the order is sent for other trains.

*Amended form, adopted April 25, 1906:*

**Form M. Annuling Part of an Order.**

That part of Order No ——— reading ——— is annulled.

EXAMPLE.

*That part of Order No 10 reading No 1 meet No 2 at "S" is annulled.*

*Amended form, adopted November 17, 1915:*

M.

**Annuling Part of an Order.**

That part of Order No 10 reading No 1 meet No 2 at S is annulled.

That part of Order No 12 reading No 3 pass No 1 at S is annulled.

*Amended form, adopted May 15, 1924.*

(See page 79. Changed to S-M January 17, 1928.)

D-FORM M.

*Original reading of D-Form M, adopted April 23, 1902:*

**D-Form M. Annuling Part of an Order.**

That part of Order No. ——— reading ——— is annulled.

## EXAMPLE.

*That part of Order No 10 reading Extra 263 will pass No 1 at Sparta is annulled.*

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

*Amended form, adopted April 25, 1906:*

**D-Form M. Annuling Part of an Order.**

That part of Order No. \_\_\_\_\_ reading \_\_\_\_\_ is annulled.

## EXAMPLE.

*That part of Order No 10 reading Extra 263 west pass No 1 at "S" is annulled.*

*Amended form, adopted November 17, 1915:*

**D-M.****Annuling Part of an Order.**

That part of Order No 10 reading *Extra 263 west pass No 1 at S* is annulled.

That part of Order No 12 reading *No 3 pass No 1 at S* is annulled.

*Amended form, adopted May 15, 1924.*

(See page 79.)

## FORM P.

*Original reading of Form P, adopted April 12, 1899:*

**Form P. Superseding an Order or a Part of an Order.**

This order will be given by adding to prescribed forms the words "instead of \_\_\_\_\_."

- (1.) \_\_\_\_\_ will meet \_\_\_\_\_ at \_\_\_\_\_ instead of \_\_\_\_\_.
- (2.) \_\_\_\_\_ has right over \_\_\_\_\_ to \_\_\_\_\_ instead of \_\_\_\_\_.
- (3.) \_\_\_\_\_ will display signals for \_\_\_\_\_ to \_\_\_\_\_ instead of \_\_\_\_\_.

## EXAMPLES.

(1.) *No 1 will meet No 2 at Hong Kong instead of Bombay.*

(2.) *No 1 has right over No 2 Mecca to Medina instead of Mirbat.*

(3.) *No 1 will display signals for Eng 85 Astrakhan to Teheran instead of Cabul.*

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

In the address of a superseding order, the train first named must be that to which right was given by the order superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made before the order is sent for other trains.

*Amended form, adopted April 23, 1902:*

**Form P. Superseding an Order or a Part of an Order.**

This order will be given by adding to prescribed forms the words "instead of \_\_\_\_\_."

- (1.) ——— will meet ——— at ——— instead of ———.
- (2.) ——— has right over ——— ——— to ——— instead of ———.
- (3.) ——— will display signals for ——— ——— to ——— instead of ———.

## EXAMPLES.

(1.) *No 1 will meet No 2 at Hong Kong instead of Bombay.*

(2.) *No 1 has right over No 2 Mecca to Medina instead of Mirbat.*

(3.) *No 1 will display signals for Eng 85 Astrakhan to Teheran instead of Cabul.*

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

*Amended form, adopted April 25, 1906:*

**Form P. Superseding an Order or a Part of an Order.**

This order will be given by adding to prescribed forms the words "instead of ———."

- (1.) ——— meet ——— at ——— instead of ———.
- (2.) ——— has right over ——— ——— to ——— instead of ———.
- (3.) ——— display signals for ——— ——— to ——— instead of ———.

## EXAMPLES.

- (1.) *No 1 meet No 2 at "C" instead of "B."*
- (2.) *No 1 has right over No 2 "G" to "R" instead of "X."*
- (3.) *No 1 display signals for Eng 85 "A" to "Z" instead of "G."*

An order that has been superseded must not be reissued under its original number.

*Amended form, adopted November 17, 1915:*

(Changed to S-P January 17, 1928.)

## S-P.

## SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms the words "instead of ———."

- (1.) *No 1 meet No 2 at U instead of B.*

- (2.) *No 3 pass No 1 at D instead of C.*

- (3.) *No 1 has right over No 2 G to R instead of X.*

(4.) *No 1 display signals for Eng 85 A to Z instead of G.*

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

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

*Amended form, adopted November 15, 1938.*

(See page 80.)

## D-FORM P.

*Original reading of D-Form P, adopted April 23, 1902:*

**D-Form P. Superseding an Order or a Part of an Order.**

This order will be given by adding to prescribed forms the words "instead of \_\_\_\_\_."

- (1.) \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_ instead of \_\_\_\_\_.
- (2.) \_\_\_\_\_ will display signals for \_\_\_\_\_ \_\_\_\_\_ to \_\_\_\_\_ instead of \_\_\_\_\_.

## EXAMPLES.

(1.) *No 1 will pass No 3 at Medina instead of Khartoum.*

(2.) *No 1 will display signals for Eng 85 Astrakhan to Teheran instead of Cabul.*

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

*Amended form, adopted April 25, 1906:*

**D-Form P. Superseding an Order or a Part of an Order.**

This order will be given by adding to prescribed forms, the words "instead of \_\_\_\_\_."

- (1.) \_\_\_\_\_ pass \_\_\_\_\_ at \_\_\_\_\_ instead of \_\_\_\_\_.
- (2.) \_\_\_\_\_ display signals for \_\_\_\_\_ \_\_\_\_\_ to \_\_\_\_\_ instead of \_\_\_\_\_.

## EXAMPLES.

(1.) *No 1 pass No 3 at "C" instead of "B."*

(2.) *No 1 display signals for Eng 85 "A" to "Z" instead of "G."*

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

*Amended form, adopted November 17, 1915:*

## D-P.

SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms, the words "instead of \_\_\_\_\_."

- (1.) *No 1 pass No 3 at C instead of B.*

(2.) *No 1 display signals for Eng 85 A to Z instead of G.*

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

*Omitted in revision, November 15, 1938.*

(See P, page 80.)

## D-FORM R.

*Original reading of D-Form R, adopted April 23, 1902:*

**D-Form R. Providing for a Movement Against the Current of Traffic.**

\_\_\_\_\_ has right over opposing trains on \_\_\_\_\_ track \_\_\_\_\_ to \_\_\_\_\_.

## EXAMPLE.

(1.) *No 1 has right over opposing trains on No 2 (or eastward) track Mecca to Mirbat.*

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

Under this order the first-named train must use the track specified between the two points named and has the right over opposing trains on that track

between those points. Opposing trains must not leave the point last named until the first-named train arrives.

An inferior train between the points named moving with the current of traffic in the same direction as the first-named train must receive a copy of the order, and may then proceed on its schedule or right.

This order may be modified as follows:

(2.) After \_\_\_\_\_ arrives at \_\_\_\_\_ has right over opposing trains on \_\_\_\_\_ track \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLE.

*After No 4 arrives at Mecca No 1 has right over opposing trains on No 2 (or eastward) track Mecca to Mirbat.*

Under (2), the train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

*Amended form, adopted April 25, 1906:*

**D-Form R. Providing for a Movement Against the Current of Traffic.**

\_\_\_\_\_ has right over opposing trains on \_\_\_\_\_ track \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLE.

*(1.) No 1 has right over opposing trains on No 2 (or eastward) track "C" to "F."*

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

Under this order the designated train must use the track specified between the points named and has

right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives.

An inferior train between the points named moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule, or right.

This order may be modified as follows:

(2.) After \_\_\_\_\_ arrives at \_\_\_\_\_ has right over opposing trains on \_\_\_\_\_ track \_\_\_\_\_ to \_\_\_\_\_.

EXAMPLE.

*After No 4 arrives at "C" No 1 has right over opposing trains on No 2 (or eastward) track "C" to "F."*

Under (2), the train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

*Amended form, adopted November 17, 1915:*

**D-R.**

**PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC.**

(1.) *No 1 has right over opposing trains on \_\_\_\_\_ track C to F.*

The designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives.

An inferior train between the points named moving with the current of traffic in the same direction as



the designated train must receive a copy of the order, and may then proceed on its schedule, or right.

This order may be modified as follows:

(2.) After *No 4* arrives at *C*, *No 1* has right over opposing trains on \_\_\_\_\_ track *C* to *F*.

The train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains.

*Amended form, adopted November 15, 1938.*

(See page 81.)

\_\_\_\_\_

**D-FORM S.**

*Original reading of D-Form S, adopted April 23, 1902:*

**D-Form S. Providing for the Use of a Section of  
Double Track as Single Track.**

\_\_\_\_\_ track will be used as single track between  
\_\_\_\_\_ and \_\_\_\_\_.

If it is desired to limit the time for such use add  
(from \_\_\_\_\_ until \_\_\_\_\_).

**EXAMPLE.**

*No 1 (or westward) track will be used as single  
track between Mecca and Mirbat.*

Adding, if desired,

*from 1 p m until 3 p m*

Under this order all trains must use the track specified between the stations named and will be governed by rules for single track.

Trains running against the current of traffic on the track named must be clear of the track at the expiration of the time named, or protected as prescribed by Rule 99.

*Amended form, adopted April 25, 1906:*

**D-Form S. Providing for the Use of a Section of  
Double Track as Single Track.**

\_\_\_\_\_ track will be used as single track between  
\_\_\_\_\_ and \_\_\_\_\_.

If it is desired to limit the time for such use add  
(from \_\_\_\_\_ until \_\_\_\_\_).

**EXAMPLE.**

*No 1 (or westward) track will be used as single  
track between "F" and "G."*

Adding, if desired,

*from 1 p m to 3 p m*

Under this order all trains must use the track specified between the stations named and will be governed by rules for single track.

Trains running against the current of traffic on the track named must be clear of the track at the expiration of the time named, or protected as prescribed by Rule 99.

*Amended form, adopted November 17, 1915:*

**D-S.**

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

*No 1, or westward, track will be used as single  
track between F and G.*

If it is desired to limit the time for such use,  
add *from 1 01 p m to 3 01 p m*

All trains must use the track specified between the  
stations named and will be governed by rules for  
single track.

Trains running against the current of traffic on the  
track named must be clear of the track at the expira-  
tion of the time named, or protected as prescribed by  
Rule 99.

*Amended form, adopted January 17, 1928:*

*D-S.*

PROVIDING FOR THE USE OF A SECTION OF TWO OR MORE  
TRACKS AS SINGLE TRACK.

(1.) \_\_\_\_\_ track will be used as single track  
between *F* and *G*.

If it is desired to limit the time for such use, add  
*from 1 01 p m to 3 01 p m.*

All trains must use the track specified between the  
stations named and will be governed by rules for  
single track.

Trains running against the current of traffic on the  
track named must be clear of the track at the expira-  
tion of the time named, or protected as prescribed by  
Rule 99.

*Omitted in revision, November 15, 1938.*

(See D-R, page 81.)

## ORIGINAL AND AMENDED FORMS

OF

## Blanks For Operating Rules

**Clearance Card.**

Original reading, adopted April 14, 1887:

**LONDON AND PARIS RAILWAY COMPANY**

**CLEARANCE CARD**

Dover, 9:15 A.M. March 25, 1887.

Conductor and Engineman No. 12.

I have no orders for your train. Signal is out for No. 16 :

John Jones, Operator

This does not interfere with or countermand any orders you may have received.

Conductor **MUST SEE** that the number of **HIS TRAIN** is entered in the above form correctly.

Conductor and Engineman must each have a copy.

Amended form, adopted April 12, 1899:

FORM \_\_\_\_\_ (A).  
(Name.) \_\_\_\_\_ COMPANY.

**CLEARANCE CARD.**

Dover 9 15 A M March 25 18 99

Conductor and Engineman No. 12 \_\_\_\_\_

I have no \_\_\_\_\_ (further) \_\_\_\_\_ orders for your train.

Signal is out for \_\_\_\_\_ Extra 452 \_\_\_\_\_

This does not interfere with or countermand any orders you may have received.

\_\_\_\_\_ John Jones \_\_\_\_\_ Operator.

Conductor and Engineman must both have a copy, and see that their train is correctly designated in the above form.

(To be printed on yellow paper.)

Amended form, adopted April 25, 1906:

FORM \_\_\_\_\_ (A).  
(Name) \_\_\_\_\_ COMPANY.

**CLEARANCE CARD.**

Dover 9 15 A M March 21 19 06

Conductor and Engineman No. 12 \_\_\_\_\_

I have \_\_\_\_\_ (3) \_\_\_\_\_ (No further) \_\_\_\_\_ orders for your train.

Signal is displayed for \_\_\_\_\_ Extra 452 \_\_\_\_\_

\_\_\_\_\_ John Jones \_\_\_\_\_ Operator.

This does not affect any orders you may have received.

Conductor and Engineman must each have a copy, and see that their train is correctly designated in the above form.

(To be printed on yellow paper.)

Amended form, adopted November 17, 1915:

**FORM — A**

Name. \_\_\_\_\_ **COMPANY.**

**CLEARANCE CARD.**

Dover 9 15 A M November 17 19 15

Conductor and Engineman No. 12 \_\_\_\_\_

I have 3 No No further \_\_\_\_\_ orders for your train.

Stop signal is displayed For Extra 452 \_\_\_\_\_ Cannot be cleared.

\*Block \_\_\_\_\_ Clear \_\_\_\_\_

John Jones \_\_\_\_\_ Operator.

This does not affect any orders you may have received.  
Conductor and Engineman must each have a copy, and see that their train is correctly designated in the above form.

\* Where Clearance Card, Form A, is used when the block is not clear, the line giving block indication will be left blank, and Permissive Card, Form C, used in addition to Form A.

\* Railroads which do not use Form A in connection with block signals may omit reference thereto in this Form.

(To be printed on white paper.)

Amended form, adopted May 15, 1924:

**FORM — A**

Name. \_\_\_\_\_ **COMPANY.**

**CLEARANCE CARD A.**

Dover 9 15 A M May 15 19 24

Conductor and Engineman No. 12 \_\_\_\_\_

I have (3) 6, 7, 8 \_\_\_\_\_ orders for your train.

Order No \_\_\_\_\_ have been delivered and  
there are no further orders for your train.

Stop-signal is displayed for Extra 452 \_\_\_\_\_

This card is authority to pass Stop-signal for \_\_\_\_\_ track.

\*Block \_\_\_\_\_ Clear \_\_\_\_\_

John Jones \_\_\_\_\_ Operator.

This does not affect any orders you may have received.  
Manifold copies will be made for each Conductor, Engineman and Operator, the latter retaining a copy.  
Conductor and Engineman will see that their train number is correctly designated and the order numbers in the above form correspond with the order numbers as delivered.

\* Where Clearance Card A is used when the block is not clear, the line giving block indication will be left blank, and Clearance Card C used in addition to Clearance Card A.

Railroads which do not use Clearance Card A in connection with block signals may omit reference thereto in this Clearance Card A.

(To be printed on white paper.)



**Train Order Form 31.**

Original reading, adopted April 14, 1887:

|   |  |                          |          |      |             |
|---|--|--------------------------|----------|------|-------------|
| BOUND HERE.<br>Perforated Line.   |  |                          |          |      |             |
| <p><b>London and Paris Railway Company.</b><br/> <b>TELEGRAPHIC TRAIN ORDER NO.</b> _____<br/>         Superintendent's Office, March 27 18 85.</p> |  |                          |          |      |             |
| <b>FORM</b><br><b>31</b>  | For Station to C.&E. of No. 13   | <b>FORM</b><br><b>31</b> |          |      |             |
| Conductor and Engineman must each have a copy<br>of this order.   |  |                          |          |      |             |
| Time received <u>2:15 AM</u> O.K. given at <u>2:16 AM</u>   |  |                          |          |      |             |
| Conductor   | Engineman  | Train                    | Made     | At   | Received by |
| Jones   | Brown  | 13                       | Complete | 2 20 | Dennison    |
|   | (Omit this<br>column where<br>Engineman is<br>not required<br>to sign) |                          |          |      |             |
|   |  |                          |          |      |             |
|   |  |                          |          |      |             |
|   |  |                          |          |      |             |
|   |  |                          |          |      |             |

**SPECIFICATIONS FOR TRAIN ORDER FORM AND  
BOOKS FOR OPERATORS.**

Form as here shown. Blank space for order (4) inches with no lines. The mode of filling the blanks is indicated by small type.

Names of Divisions and office to be varied to suit each Division.

Form (6¾ x 10) inches below perforated line. Book (6¾ x 11) inches.

(300) leaves. Stitched. Bound at top. Paper cover on face and top. Very stiff back on lower side.

Paper opaque, white, sized, and of such thickness as to admit of making (7) good copies with (No. 4 Faber pencil).

To be used with Carbon Paper, (6¾ x 10) inches, and a stiff tin, same size, corners rounded.

**Train Order Form 31.**

Amended form, adopted October 17, 1895:

(Only change made was adding "FOR 31 ORDERS" to Specifications heading; decreasing length of form ¼ inches and length of book ½ inch and carbon paper by 1 inch.)



Amended form, adopted April 12, 1899:

## Standard Train Order Blank for 31 Order.

|   |  |              |             |             |             |
|---|--|--------------|-------------|-------------|-------------|
| <b>FORM</b><br><b>31</b>  | <b>FORM</b><br><b>31</b>   |              |             |             |             |
| Name. _____ COMPANY.  |  |              |             |             |             |
| <b>TRAIN ORDER No.</b> <u>10</u>  |  |              |             |             |             |
| March 27 18 99  |  |              |             |             |             |
| To _____  | At _____   |              |             |             |             |
| Station   |  |              |             |             |             |
| X (Initials.) _____ Opr.; _____ 1 45 A M                                |  |              |             |             |             |
| <p>Conductor and Engineman must both have a copy<br/>of this order.</p> |  |              |             |             |             |
| Repeated at <u>2 20</u> A M.  |  |              |             |             |             |
| <b>Conductor</b>  | <b>Engineman</b>   | <b>Train</b> | <b>Made</b> | <b>Time</b> | <b>Opr.</b> |
| Jones   | Brown  | 45           | Complete    | 2 20a.m.    | Black       |
|   | (Omit this<br>column where<br>Engineman is<br>not required<br>to sign) |              |             |             |             |
|   |  |              |             |             |             |
|   |  |              |             |             |             |
|   |  |              |             |             |             |
|   |  |              |             |             |             |
|   |  |              |             |             |             |

**SPECIFICATIONS FOR TRAIN ORDER FORM AND  
BOOKS FOR OPERATORS FOR 31 ORDERS.**

Form as here shown. Blank space for order (4) inches with no lines. The mode of filling the blanks is indicated by small type.

Form (6¾ x 9¼) inches beyond perforated line. Book (6¾ x 10½) inches.

300 leaves. Stitched. Bound at side. Paper cover on face and top. Very stiff back on lower side.

Paper opaque, \_\_\_\_\_, sized, and of such thickness as to admit of making (7) good copies with No. 4 Faber pencil.

To be used with Carbon Paper (6¾ x 9) inches, and a stiff tin, same size, corners rounded.

Amended form, adopted April 23, 1902:

(Only change is filling in the blank in the Specifications with the word "yellow" and that the paper will be of such thickness as to permit making 9 good manifold copies with stylus and double carbons.)

Amended form, adopted November 17, 1915:

## Standard Train Order Blank for 31 Order.

|  |  |              |             |             |             |
|--|--|--------------|-------------|-------------|-------------|
| <b>FORM</b><br><b>31</b>   | <b>FORM</b><br><b>31</b>                                   |              |             |             |             |
| (Name) _____ COMPANY,  |  |              |             |             |             |
| <b>TRAIN ORDER No.</b> <u>10</u>   |  |              |             |             |             |
| November 17, 19 <u>15</u>  |  |              |             |             |             |
| To _____   | At _____   |              |             |             |             |
| X _____ Initials.  | Opr.; <u>1 45</u> A M                                      |              |             |             |             |
| <p>Conductor and Engineman must each have a copy of this order.</p> <p style="text-align: center;"><b>Repeated at <u>2 20</u> A M.</b></p> |  |              |             |             |             |
| <b>Conductor</b>   | <b>Engineman</b>   | <b>Train</b> | <b>Made</b> | <b>Time</b> | <b>Opr.</b> |
| Jones  | Brown  | 45           | Complete    | 2 20 a.m.   | Black       |
|  | (Omit this column where Engineman is not required to sign) |              |             |             |             |
|  |  |              |             |             |             |
|  |  |              |             |             |             |
|  |  |              |             |             |             |
|  |  |              |             |             |             |
|  |  |              |             |             |             |
|  |  |              |             |             |             |

**SPECIFICATIONS FOR TRAIN ORDER FORM AND BOOKS FOR OPERATORS FOR 31 ORDERS.**

Form as here shown. Blank space for order (4) inches with no lines. The mode of filling the blanks is indicated by small type.

Form (6¾ x 9¼) inches beyond perforated line. Book (6¾ x 10½) inches.

300 leaves. Glued at top or side. Manilla cover on face and stiff back.

Paper opaque, yellow, sized, and of such thickness as to admit of making (9) good manifold copies with stylus and double carbons.

To be used with double Carbon Paper (6¾ x 9) inches, and a stiff tin, same size, corners rounded.

Amended form, adopted January 17, 1928:

## Standard Train Order Blank for 31 Order.

|  |  |              |             |             |                 |
|--|--|--------------|-------------|-------------|-----------------|
| <b>FORM</b><br><b>31</b>   | <b>FORM</b><br><b>31</b>   |              |             |             |                 |
| Name. _____ COMPANY.   |  |              |             |             |                 |
| <b>TRAIN ORDER No.</b> <u>10</u>   |  |              |             |             |                 |
| January 17 19 <u>28</u>  |  |              |             |             |                 |
| To _____   | At _____   |              |             |             |                 |
| X Initials. _____ Opr.; <u>1 45 A M</u>  |  |              |             |             |                 |
| <p>Each employe addressed must have a copy<br/>of this order.</p> <p><b>Repeated at</b> <u>2 20 A.M.</u></p> |  |              |             |             |                 |
| <b>Conductor</b>   | <b>Engineman</b>   | <b>Train</b> | <b>Made</b> | <b>Time</b> | <b>Operator</b> |
| Jones  | Brown  | 45           | Complete    | 2 20a.m.    | Black           |
|  | (Omit this<br>column where<br>Engineman is<br>not required<br>to sign) |              |             |             |                 |

**SPECIFICATIONS FOR TRAIN ORDER FORM AND  
BOOKS FOR 31 ORDERS.**

Form as here shown. Blank space for order (4) inches. The mode of filling the blanks is indicated by small type.

Form (6¾ x 9¼) inches beyond perforated line. Book (6¾ x 10½) inches.

300 leaves. Glued at top or side. Manila cover on face and stiff back.

Paper opaque, yellow, sized, and of such thickness as to admit of making (9) good manifold copies with stylus and double carbons.

To be used with double Carbon Paper (6¾ x 9) inches, and a stiff tin, same size, corners rounded.

Amended form, adopted November 15, 1938.

(See page 86.)

**Train Order Form 19.**

Original reading, adopted April 14, 1887:

|  |                                |
|--|--------------------------------|
| BOUND HERE.  |                                |
| Perforated Line.   |                                |
| -----  |                                |
| <b>London and Paris Railway Company.</b>   |                                |
| <b>TELEGRAPHIC TRAIN ORDER NO.</b> _____   |                                |
| Superintendent's Office, <u>March 27th, 18 85.</u>   |                                |
| FORM<br><b>19</b>  | For Station to C.&E. of No. 13 |
|  | FORM<br><b>19</b>              |
| <p>Conductor and Engineman must each have a copy<br/>of this order.</p>                                |                                |
| <hr/> <p>Rec'd <u>2:45 P</u> M Made <u>Complete</u> at <u>2:16 P</u> M Rec'd by <u>Jones</u> Op'r.</p> |                                |

**SPECIFICATIONS FOR TRAIN ORDER FORM AND  
BOOKS FOR OPERATORS.**

Form as here shown. Blank space for order (4) inches with no lines. The mode of filling the blanks is indicated by small type.

Names of Divisions and office to be varied to suit each Division.

Form (6  $\frac{3}{4}$  x 6) inches below perforated line. Book (6  $\frac{3}{4}$  x 11) inches.

(300) leaves. Stitched. Bound at top. Paper cover on face and top. Very stiff back on lower side.

Paper opaque, green, sized, and of such thickness as to admit of making (7) good copies with (No. 4 Faber pencil).

To be used with Carbon Paper, (6  $\frac{3}{4}$  x 10) inches, and a stiff tin, same size, corners rounded.

**Train Order Form 19.**

Amended form, adopted October 17, 1895:

(Only change made was adding "for 19 ORDERS" to Specifications heading; Decrease in length of book and carbon paper to 7 inches.)



Original and Amended Forms—  
Clearance Card and Train Order Blanks

Amended form, adopted November 17, 1915:

Standard Train Order Blank for 19 Order.

|   |                   |
|---|-------------------|
| FORM<br><b>19</b>   | FORM<br><b>19</b> |
| (Name) _____ COMPANY.   |                   |
| TRAIN ORDER No. <u>10</u>   |                   |
| November 17 19 <u>15</u>  |                   |
| To _____  | At _____          |
| X Initials. _____ Opr.; 1 45 A M                                      |                   |
|   |                   |
| <hr/> Conductor and Engineman must each have a copy<br>of this order. |                   |
| <hr/> Made Complete time <u>2 16 P M</u> Black Opr.                   |                   |

Original and Amended Forms—  
Clearance Card and Train Order Blanks

SPECIFICATIONS FOR TRAIN ORDER FORM AND  
BOOKS FOR OPERATORS FOR 19 ORDERS.

Form as here shown. Blank space for order (4) inches with no lines. The mode of filling the blanks is indicated by small type.

Form (6¾ x 6) inches beyond perforated line. Book (6¾ x 7½) inches.

300 leaves. Glued at top or side. Manilla cover on face and stiff back.

Paper opaque, green, sized, and of such thickness as to admit of making (9) good manifold copies with stylus and double carbons.

To be used with double Carbon Paper (6¾ x 7) inches, and a stiff tin, same size, corners rounded.

Amended form, adopted January 17, 1928.

(See page 88.)

## QUESTIONS

### Affecting Practice Under the Standard Code of Operating Rules and Replies made thereto by the Committee to and including May 24, 1940

*NOTE:—It should be borne in mind each answer to questions passed upon by the committee shows the date and was based on the wording of the rule then in effect unless specifically stated to the contrary.*

#### DEFINITION OF "YARD."

**QUESTION.**—The interpretation of the definition of "yard" as set forth in the standard rules, and the matter of proper regulations covering movements within defined yard limits are questions now being fiercely discussed and agitated on the rail lines of this vicinity.

It is contended that the definition of "yard" provides, broadly speaking, that the Time-Table, Rules Governing Movement of Trains and Rules for Movement by Train Orders have no jurisdiction or authority in yards. In other words, a yard is a fenced-up baseball park, and all movements made within the same by trains, yard engines, light engines, etc., shall be made subject to the regulations governing this particular yard, and that the Time-Table, Rules Governing Movement of Trains and Rules for Movement of Trains by Train Orders shall absolutely cease the instant a train arrives at the "baseball park" fence—or, rather, the "Main Line" ceases at this point.

On the other hand, it is contended that the Time-Table, Rules for Movement of Trains and Rules for Movement by Train Orders govern in yards as well as at other stations, except to the extent that they might be modified, restricted, superseded or annulled by special instructions relating to all or individual yards.

The circumstances in question are as follows: Our special instructions governing Movements in Yards provide that all trains, yard engines, etc., must proceed under control within yards. Another special instruction defines "under control" as being able to stop within the distance the track is seen to be clear. Under these instructions yardmen maintain they have as much right within this Mystic Circle as a passenger train, or any other train or engine, and without flag protection, etc., notwithstanding the rules for movement of trains provide that inferior trains, etc., shall clear the time of superior trains, etc.

The yard crew also objects to being referred to as a "train" in any shape, manner or form, and give this as another reason why rules for movement of trains and for movements by train orders are not applicable to yard engines—and for no other reason than because a yard engine is not a train. The crew state, however, that they expect to keep out of the way of all



important trains as much as possible, and endeavor to give them a clear track at all times, avoiding delay, etc. On the other hand, they expect all these trains to be under control, thus avoiding the necessity of flag protection on the part of the yard crews, and also as a matter of protection to the trains themselves in case they should find their progress obstructed by switch engines, cars or otherwise in yards.

Another question is put up about as follows: The Time-Table, Rules for Movement of Trains and Rules for Movement by Train Orders have authority in any yard, and in this particular yard we find the customary regulation providing that all trains shall proceed under control within the same, etc. Now, we will assume that this yard is located in Buffalo, and we find a special train running from Chicago to New York through Buffalo, and with a train order giving it right over all trains. Does this order give it a right to proceed through Buffalo yard regardless of other trains, yard engines, etc.? If so, then it necessarily follows that the Train Dispatcher must receive an acknowledgment from all yard engines, etc., at Buffalo before he can permit the special train to pass through that place.

Of course you understand I am referring to single track yards, because we have practically no double track.

Personally, I am decidedly of the opinion that a "yard" should be operated entirely independent of the "main track," and there should be rules for this independent operation in the same manner that we have independent rules for operating double track, block signals, etc.

I am also of the opinion that under the definition of "yard" it is intended that the Time-Table, Rules for Movement of Trains and Rules for Movement by Train Orders should not govern, and that each railroad company is to provide its own regulations for movements within yards. The language of the definition, however, is not exactly plain in this respect, and on this account there is room for much good argument pro and con.

Of course, you understand in this country it is not always possible to lay out yards to the best advantage in the way of obscured views, etc. On the other hand, nearly all our yards contain many curves, and the view is often obstructed by rock bluffs, mountain sides, etc.

Will you kindly set us right in the premises?

ANSWER.—The Standard Code definition of a yard is:

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

Nothing in this definition contemplates the abrogation if the authority of trains to move on a main track.

Special instructions authorized by or in force upon any railroad are matters of detail for that railroad, and are not intended to be covered by Standard Code Rules.

The difficulty here appears to be caused by incomplete special instructions governing movement in yards; the definition for a yard being interpreted to include a main track.

A yard engine is not a train within the meaning of the Standard Code, it having no authority to move upon a main track unless specially authorized.

The hypothetical case of a special train running from Chicago to New York, passing through Buffalo yard and holding a train order giving it right over all trains, can be best answered by quoting a new rule which the Committee on Train Rules has recommended to the Association for adoption, as follows:

93. Within yard limits the main track may be used, protecting against ——— class trains.

————— class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

With this rule in force, there can be no question about the movement of the special train through Buffalo yard.

The adoption of new Rule 93, in connection with the definition of a yard, will answer the various questions and clear the situation.—*March 21, 1906.*

#### DEFINITION OF A PILOT.

The Committee reported, respecting the duties and authority of a pilot, as follows:

The responsibility of a pilot is the same as the responsibility of the engineman or conductor, or both, whom he pilots.—*October 12, 1887.* (See Definition of "Pilot.")

## RULE 3.

QUESTION.—“We have seven branches on which one or more of the crews start in the morning from the end of the road, come to the junction point with the main line, and return to the end of the road in the afternoon. It is our intention to have standard clocks at the junction points, and I would be pleased to know if we would be conforming to the rule by having the men regulate their watches when they arrive at the junction point, or whether we should have a standard clock at the end of each of these branches. It strikes me it would be just as well to have the clocks at the junction points. The main line men would then have the benefit of them. We cannot afford to have the standard clocks at both places. We propose to have all standard clocks regulated by the clock in the train dispatcher's office.”

ANSWER.—The Committee decided that it would be entirely in conformity with the spirit of the rule to put standard clocks at the junction points, covering the same by special instructions.—*April 8, 1890.*

## RULES 4, 83 AND FORM H.

The following question and example was submitted to the Committee:

QUESTION.—“*Example:* Train No. 1 under the old time-table leaves B at 10:00 a.m. The new time-table takes effect at 10:00 a.m., June 1st. On the new time-table No. 1 leaves B at 9:00 a.m. and C at 10:00 a.m. Does the new time-table provide for No. 1 between B and C on June 1st, or is the train annulled? If annulled, is it annulled only between B and C, or is it annulled from B to the end of the division? If not annulled, should No. 1 consider itself one hour late at B and govern itself accordingly?”

ANSWER.—The Committee decided that, in such an instance, the plain duty of the Superintendent is to conform to Rule 2 (original number)\*, and issue special instructions to provide for such a contingency, as it can only affect the train for one day.—*October 13, 1891.*

QUESTION.—“‘A’ contends that under Standard Rule 4 (b)† a train on the old time-table due at a division terminal prior to the time new time-table takes effect and failing to make such division terminal by the time new card becomes effective loses its right and class and cannot assume the rights of corresponding number on new time-table.

\* See last paragraph of Form of Order Putting Rules in Effect.

‘B’ contends that its time at division terminal has no bearing on the rule and that such train can assume the rights and time of corresponding number on new card.

“A ruling on the above would be appreciated.”

ANSWER.—Under Rule 4 (b)\* the train in question would retain its train orders and take the schedule of the train of the same number on the new time-table.—*March 8, 1901.*

QUESTION.—Referring to Rule 4 (B)†—Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table shall retain its train orders and take the schedule of the train of the same number on the new time-table, etc.

No. 1 runs daily, except Sunday, on both the old and new time-tables. The new card takes effect 12:01 a.m. Sunday. No. 1 leaves A 7:00 a.m., arrives at terminal F 7:00 p.m. At 12:00 o'clock Saturday night No. 1 is at D. Has No. 1 any right to complete their schedule on Sunday—they not being represented to run until Monday—or is it your opinion train should be given orders to proceed as an extra?

ANSWER.—Yes. Rule 4 (B)† authorizes a train to retain its train orders, and take the schedule of the train of the same number on the new time-table. Rule 82 permits No. 1 to be on the road until it is twelve hours behind its schedule time.—*March 19, 1902.*

QUESTION.—At the last change of time on one of our divisions the time card went into effect at 12:30 a.m., Sunday, September 25th.

On the old card train No. 1 left “A” at 6:30 p.m., arriving at “B”—the end of the run—at 10:00 p.m.

On the new card this train (No. 1) was scheduled to leave “A” at 6:20 p.m., and to run through to “D,” leaving “B” at 9:50 p.m. and arriving at “D” at 11:40 p.m. No. 1 was daily, except Sunday, on both cards.

The question is, would No. 1, leaving “A” Saturday, the 24th, have a right to proceed north of “B” after 12:30 a.m. of the 25th?

The query was raised by conductor of southbound second-class train en route from “E” to “B,” who, on arrival at “C,” a point between “B” and “D,” asked for orders against train No. 1.

† As numbered in 1902.

\* As numbered in 1901.

ANSWER.—In answer to the question:—Would No. 1, leaving "A" Saturday, the 24th, have a right to proceed north of "B" after 12:30 a.m. of the 25th?—It is the opinion of the Committee that it would not.—*February 23, 1905.*

QUESTION.—On Time-table No. 1 Train 88 is due to leave "A" at 1:00 o'clock a.m. Time-table No. 2 becomes effective at 1:00 a.m. June 10th, and it shows No. 88 due to leave "A" at 12:01 a.m. Train 88 on Time-table No. 2 corresponds in number, class, date of leaving, direction, initial and terminal stations with the same train on Time-table No. 1. The question is: Is Train 88 authorized to run on the date that the new time card becomes effective?

ANSWER.—While schedule 88 on Time-table 2 corresponds in number, class, day of leaving, direction initial and terminal stations with Schedule 88 on Time-table 1, the schedule was not in effect at the time of change, so that no train could be authorized to assume it. Therefore No. 88 was not authorized to run on the date the new time-table became effective, and cannot start from its initial station until 12:01 a.m. the following day.—*May 15, 1912.*

QUESTION.—"What is the meaning of the words 'day of leaving' in Standard Rule No. 4?"

ANSWER.—The words "day of leaving" refer to the heading of the column where, under the number of the train usually appears the wording "daily" or "daily, except Sunday," etc. Unless a schedule on the preceding time-table corresponds, so far as this heading is concerned, with a schedule on the new time-table it cannot retain its train orders and assume the schedule of the corresponding number on the new time-table.—*May 20, 1914.*

QUESTION.—No. 1 of preceding time-table, "Daily."

No. 1 of new time-table, "Daily, except Sunday."

New time-table takes effect 12:00 noon, Wednesday.

May No. 1 of Wednesday of preceding time-table assume Wednesday's schedule on the new time-table provided they are alike in all other requirements?

ANSWER.—No. 1 of Wednesday on preceding time-table can assume the new schedule of the new time-table.—*November 18, 1915.*

QUESTION.—The third paragraph of Rule 4, Standard Code, reads as follows:

"Not more than one schedule of the same number and day shall be in effect on any division or sub-division."

Suppose you have a division A to Z, which is known and appears upon the time-table as the Mecca Division, and it has a sub-division leaving M and going to a terminal, and another sub-division leaving R going to another terminal—would it be proper under the intent of the Rule to schedule a westward train as No. 39 from A to Z on the Mecca Division—a 39 on the sub-division that leaves the main line at M, and a 39 on the sub-division that leaves the main line at R; or, would it be necessary to have numbers for the trains on the sub-division differing from each other and that on the main line?

ANSWER.—Referring to your inquiry of January 31st concerning the third paragraph of Rule 4 of the Standard Code of Train Rules:

The Committee on Transportation has authorized the following reply:

"Inasmuch as Train 39 is scheduled from A to Z, connecting trains leaving M and R and running to other terminals, should have numbers differing from each other and that of the train on the main line."—*May 4, 1917.*

QUESTION.—I would like very much to secure opinion of the Committee on Operating Rules, American Railway Association, on following time-table example.

NEW TIME-TABLE EFFECTIVE 1:30 A.M., SUNDAY

| Old      |            | New      |            |
|----------|------------|----------|------------|
| Westward | 1st Class  | Westward | 1st Class  |
|          | 7          |          | 7          |
|          | Daily      |          | Daily      |
| A L      | 10:00 P.M. | A L      | 2:00 A.M.  |
| B        | 11:00 P.M. | B        | 3:00 A.M.  |
| C        | 12:15 A.M. | C        | 4:15 A.M.  |
| D        | 1:30 A.M.  | D        | 5:30 A.M.  |
| E        | 2:35 A.M.  | E        | 6:35 A.M.  |
| F        | 3:45 A.M.  | F        | 7:45 A.M.  |
| G        | 4:50 A.M.  | G        | 8:50 A.M.  |
| H A      | 6:00 A.M.  | H A      | 10:00 A.M. |

What becomes of train No. 7 of Saturday when the new time-table takes effect at 1:30 A.M., Sunday? If the schedule ceases to exist, please explain reasons why.

ANSWER.—In the opinion of the Committee, the ruling made *October 13, 1891*, shown on Page 150 in the *December, 1920*, edition of the Standard Code, and quoted below, for ready reference, covers this case.—*December 2, 1924.*

QUESTION.—EXAMPLE: Train No. 1 under the old time-table leaves B at 10:00 a.m., June 1st. On the new time-table No. 1 leaves B at 9:00 a.m. and C at 10:00 a.m. Does the new time-table provide for No. 1 between B and C on June 1st, or is the train annulled? If annulled, is it annulled only between B and C, or is it annulled from B to the end of the division? If not annulled, should No. 1 consider itself one hour late at B and govern itself accordingly?

ANSWER.—The Committee decided that, in such an instance, the plain duty of the Superintendent is to conform to Rule 2 (original number), and issue special instructions to provide for such a contingency, as it can only affect the train for one day.—*December 2, 1924.*

QUESTION.—Would it be considered permissible to place a note at the head of the schedule of Train 149 reading "No. 149 loses both right and schedule after 7 p.m." and a similar note at the head of the schedule for Train 150?

ANSWER.—Inasmuch as the notation proposed is not in accordance with the Standard Code, the Committee cannot undertake to render a decision on the question submitted.—*October 7, 1924.*

QUESTION.—Under ruling of December 20, 1922, relative to annulling a schedule from a point not its initial station, where the A.R.A. ruled as follows:

"To annul a schedule between two given points the leaving time and date at the initial point of annulment should be given."

New time-table No. 103, effective 12:01 a.m. July 4th. On time-table No. 102, No. 11 is due to leave A at 10:55 p.m., C at 11:17 p.m., and due to arrive at Z 4:30 a.m. On time-table No. 103, No. 11 is due to leave A at 2:55 p.m., C at 3:14 p.m., and due to arrive Z 8:15 p.m.

The two schedules correspond in number, class, day of leaving, direction, initial and terminal stations.

The following order is issued in accordance with A.R.A. ruling of December 20, 1922.

"No. 11 due to leave C 11:17 p.m. July 3rd is annulled C to Z."

Does not the annulment of No. 11, due to leave C at 11:17 p.m. July 3rd under time-table No. 102, apply to No. 11, due to leave C at 3:14 p.m. July 3rd, under time-table No. 103?

No. 11 due to leave C at 11:17 p.m. July 3rd under time-table No. 102, and No. 11 due to leave C at 3:14 p.m. July 3rd, under time-table No. 103 are one and the same schedule, or No. 11 of July 3rd, of time-table No. 102 could not proceed as No. 11 of July 3rd, approximately 8 hours late under time-table No. 103. How may we reconcile the annulment of No. 11 due to leave C at 11:17 p.m. July 3rd, issued under time-table No. 102, with No. 11 due to leave C at 3:14 p.m. July 3rd, under time-table No. 103?

ANSWER.—No.—*February 14, 1924.*

QUESTION.—Referring to your answer to Question 1 of February 15th, 1924, wherein you say that the annulment of No. 11 due to leave C at 11:17 p.m. July 3rd under time-table 102 does not apply to No. 11 due to leave C at 3:14 p.m. July 3rd under time-table No. 103. Viewing this, would an order given No. 11 due out of C at 11:17 p.m. under time-table No. 102 to meet No. 12 at H, apply to No. 11 due out of C at 3:14 p.m.? Schedules alike, as required by Rule 4, it seems that if the meet would apply to No. 11 under the new time-table after having been issued under the old, that the annulment of No. 11 under the old should likewise apply to No. 11 of the new regardless of the time due out of the initial point of annulment provided they are of the same day of leaving.

ANSWER.—The members of the Committee are not clear in their understanding of this inquiry and cannot undertake to reply without having before them copies of time-tables 102 and 103 with stations A, C, H and Z indicated thereon; also copies of train orders referred to and any special instructions that apply. The Committee is, however, of the opinion that Rule No. 4 in conjunction with the second paragraph of "General Notice" putting rules in effect offers a solution to the question submitted.—*March 11, 1925.*

QUESTION.—As No. 11 due out of C at 11:17 p.m. on time-table 102 July 3rd, and No. 11 due out of C at 3:14 p.m. on time-table 103 July 3rd, are alike in the required particulars under Rule 4, and a train order issued applying to No. 11 under old time-table No. 102 must under your rule and rulings be retained and applied to No. 11 of new time-table No. 103 (see your rulings March 8th, 1901, and March 19th, 1902,) what is the object of stating the time the schedule is "due to leave" in the annulment inasmuch as No. 11 of the old and No. 11 of the new are, under your Rule 4, practically one and the same schedule?

ANSWER.—See answer to preceding question. (The Committee assumes time-table 103 is effective at 12:01 a.m. July 4th).—*March 11, 1925.*

QUESTION.—In the case of No. 11, if it is desired to annul it, *must we say* "No. 11 due to leave A at 10:55 p.m. July 3rd on time-table 102 and No. 11 due to leave A at 2:55 p.m. July 3rd on time-table 103 is annulled A to Z?" Under Rule 4, if we run No. 11 one hour late A to Z it applies to No. 11 of time-table 102 until it is superseded and then applies to No. 11's time of time-table 103.

ANSWER.—See answer to second preceding question.—*March 11, 1925.*

No. 1 subdivision A to D and B to E. Line from E to C operated under a different time-table. This arrangement is permanent and not a detour emergency movement.

No. 10 scheduled A to E via B on sub-division No. 1 and then over another railroad and under another time-table E to C and thence over sub-division No. 1 C to D.

QUESTION.—Is not this a violation of Rule 4 and does it not create two schedules of the same number on the same subdivision A to E and C to D, or two initial and two terminal stations for No. 10?

ANSWER.—No violation of Rule 4 and does not create two initial or terminal stations for No. 10.—*January 16, 1928.*

QUESTION.—If an inferior opposing train meets No. 10 between D and C and runs A via G, would they have to check against No. 10 at B?

ANSWER.—Yes, under Rule 83.—*January 16, 1928.*

QUESTION.—Are not B and C junctions where Rule 83 must be applied?

ANSWER.—Yes.—*January 16, 1928.*

QUESTION.—If green signals were displayed by No. 10 A to E and no signals C to D, what protection is necessary to prevent the opposing inferior train running via G from colliding headon with second 10 between B and A after meeting No. 10 no signals between D and C?

ANSWER.—Rule 83 covers.—*January 16, 1928.*

QUESTION.—Does that portion of last paragraph under Form H reading:

"If the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself."

mean if the work extra is protecting against extra 25 west and extra 25 west has *not* passed over or into the limits of the work extra, that another extra west could move over the limits of the work extra assuming it is under flag protection against extra 25 west, therefore, would of necessity be under flag protection for them?

ANSWER.—No.—*January 16, 1928.*

QUESTION.—Does "protecting itself against other trains" in this rule mean any other train, regular or extra, or just the particular *extra trains* over which the work extra has been previously instructed to protect against?

ANSWER.—Form "H" in the Standard Code does not provide any form of order for protection against other trains.—*January 16, 1928.*

QUESTION.—On time-table effective 12:01 a.m., the name of one of the terminals was changed from Johnson to Johnson Yard (no change in location) the notice covering the change having been issued several days previously making the change of name effective on the date of the new time-table.

Would trains authorized by the preceding time-table have the right to assume the schedules of the corresponding numbers of the new time-table?

ANSWER.—Yes.—*July 31, 1928.*

QUESTION.—Our marked copy of time-tables Nos. 14 and 15 show No. 34's schedule also notations at top of schedules, "Daily" on the new and "Daily except Sunday" on the old. Can or cannot No. 34 due out of junction on January 4 assume this schedule on new card, at expiration of old card 12:01 a.m. January 5.

ANSWER.—See Standard Code Rule 4 which provides that "When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table." We would also point out that the day of leaving as well as the terminal stations were



changed in your new time-table and, therefore, No. 34 could not assume the schedule of No. 34 on the new time-table.—*May 14, 1930.*

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### RULE 5.

[See decision under Rule 92.]

QUESTION.—Kindly advise me, if in the event a train is due in a terminal within thirty minutes of the departure of another train out of such terminal in opposite direction, whether or not the rules require such time of departure and arrival to be shown in bold type. If rule is not thirty minutes, kindly advise the limit, if any specific rule on this subject.

ANSWER.—Paragraph 3, Rule 5, Standard Code of Train Rules, reads as follows:

“Schedule meeting or passing stations are indicated by figures in full-faced type.”

The Committee has always held, in cases similar to the one mentioned, that the time should be identical, in order to require its being shown in full-faced type.—*November 18, 1915.*

QUESTION.—Our crews run over the track of another railroad, whose officials place an entirely different interpretation upon Rule No. 5 than we do, and we therefore feel that the rule is not clear. If it is the first switch reached, the rule should be changed to read, “The time applies to the switch where an inferior train (in the same direction) enters the siding.” Under single track form of train order E, example (3), if No. 14 was directed to wait at B until 1:15 p.m. for an opposing train, we believe the general practice would be for No. 14 to go to switch No. 2 and wait until the time was up or the opposing train had arrived. Is this proper? If so, where does No. 14 wait under example (4) of Form E? If it is the first switch we then have a condition where the time applies at one end of the siding under one order and at the opposite end under the other order.

If under Rules 5 and D-5, the time applies at first switch, of course there is then no question but if it is the switch on single track where an opposing train takes the siding, this would not hold good on double track where only inferior trains in the same direction take the siding.

ANSWER.—In the opinion of the Committee, the time applies at the first switch in the direction the inferior train is moving.—*December 2, 1924.*

### RULES 5 AND 92.

QUESTION.—We would like further information in connection with Rule 92, first paragraph, particularly as to what is meant in Rule 5 with reference to the point where the time applies. The question is simply this: No. 8 is due Goodland 4:15 p.m. and this, of course, is the arrival time as shown in your time-table. At what point in the yard at Goodland does this time apply? No. 8 has 11 minutes from Caruso to Goodland, a distance of 5½ miles, apparently with the idea that the train will be in Goodland a few minutes ahead of 4:15 p.m., inasmuch as this speed figures 30 miles an hour, while the train over the entire sub-division is figured 45.9 miles per hour. They have 5 minutes dead time at Goodland.

Does the 4:15 p.m. figure on No. 8 apply to east passing track switch, west passing track switch, at passenger depot or at freight depot, and what would happen if this part of Rule 92 was taken out of the book? Frankly, I can see no good in it.

ANSWER.—In the opinion of the committee on Operating Rules, the time No. 8 is due at Goodland applies at the switch where the inferior train enters. Attention is also called to the fact that the first paragraph of Rule 92 applies only where two times are shown and is a protection to inferior trains operating under Rule 86.—*March 18, 1929.*

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### RULE 5.

QUESTION.—Referring to ruling March 18, 1929, advising that time applies at the switch where the inferior train enters: Does this mean an inferior train in the same or opposite direction?

ANSWER.—The time applies at the first switch used by inferior train to enter siding. We would also point out that where the point of interchange of traffic is at a considerable distance from the switch at which time applies, it is customary to adopt a time-table name for such sidings.—*June 11, 1929.*

QUESTION.—In two or more track territory at station A there is a siding for both eastward and westward trains.

It has been claimed by some that there is no arrangement authorized on two or more tracks, for opposing movements and

therefore under Rule 5 the time applies at the station notwithstanding the fact that this rule applies both for single and two or more tracks.

Under Form D-H (1) and (2) the work extra may move against the current of traffic clearing the time of regular trains.

Would appreciate the decision of the Committee on the point in question, namely: where does the time apply?

ANSWER.—The time applies at the station.—*March 7, 1940.*

QUESTION.—Rule 5 of the January, 1928, edition of the Standard Code reads as follows:

"The time applies to the switch where an inferior train enters the siding; etc."

The answer to a question as to where the time applies, appears on page 114 of the 1928 edition and states that the time applies at the first switch in the direction the inferior train is moving.

The revision of 1938 has changed Rule 5 to read:

"The time applies to the switch where an opposing train clears;"

Under present Rule 5, is the inferior train still to understand that the time applies at the first switch in the direction the inferior train is moving or that it applies at the switch where an opposing train clears? On page 63 of the 1938 revision, the instructions under B (2) read:

"The first-named train will run ahead of the second-named train between the designated points."

Under the 1928 Rule 5, it was clear that this order gave Extra 594 East the right to run ahead of No. 6 to the first switch at B. Under revised Rule, to what point at B does the order authorize Extra 594 East to run ahead of No. 6? The decisions of the Committee will be appreciated.

ANSWER.—The committee directed the Secretary to answer this inquiry and state that in the opinion of the committee, the time applies at the first switch at siding or junction unless otherwise designated.—*March 7, 1940.*

#### RULES 6, 10 AND 28.

QUESTION.—Rule 6.—"It is our intention to adopt this rule as far as passenger trains are concerned. I have looked over quite a number of time cards, and do not remember of a single instance where this rule is applied to freight trains. As

it is at present, our local trains go along and enquire if there is any freight to go, and at night the pick-up trains stop and look in the bill boxes. I do not see how we could do otherwise and get the freight moved as promptly as it is now."

Rules 10 and 28.—"I hardly see how roads situated as we are can enforce these rules. Suppose there is a flag station at which there is no agent or other person to display the proper signals when passengers wish to get on, or suppose a passenger wants to get on one of the night trains at a station the business of which will not justify keeping a man on duty at night. How would the passenger go about flagging the train, taking it for granted the station was a flag station for that train? It would not do to leave the lamps where the public at large, tramps and small boys could have access to them, and under the rules the engineer would have no right to stop unless flagged with the regulation signal, at least nothing could be said to him if he were to run by the passenger. I have had some to explain, or at least to attempt to do so, by calling my attention to Rule 32,\* but I do not think Rule 32<sup>+</sup> has anything to do with stopping a train for passengers. At stations that are flag stations for night trains, it is the usual custom for the passengers to flag the train with a fire-brand or something of that sort."

\* Old number (new number 13).

ANSWER.—The Committee decided that special arrangements should be made to cover such detailed cases as those in point.—*April 8, 1890.*

#### RULE 10.

[See decision under Rule 6.]

#### RULE 12.

QUESTION.—If an engine headed south is attached to the head end of a northbound train, after making a station stop you want it to proceed, would you give the engineman a proceed or a back-up signal? In other words, which would govern, the direction of the train or the direction engine was headed?

ANSWER.—Although the Standard Code has no specific rule covering your inquiry, it is the opinion of the committee that when a train has one engine, signals to the engine man must be given according to the way the engine is headed.—*November 19, 1931.*

## RULE 14.

QUESTION.—“Engine steam whistle 14 (*k*) is to call the attention of trains of the same or inferior class (*only*) to signals displayed for a following section.

“If, therefore, No. 23, a second-class train, which is displaying signals for a following section, receives an order as per Train Order Form A, in which order no particular sections of No. 23 are specified, and, therefore, as per Rule 218, all sections are included to meet No. 4, a first-class train, at B, No. 23 is not required, as No. 4 is a train of superior class, to give whistle signal 14 (*k*) to it at B.

“Is it not as important in such a case that whistle signal 14 (*k*) be given to a train of superior class as to a train of the same or inferior class?”

ANSWER.—Whistle signal 14 (*k*) is merely an auxiliary requirement, and the identity of trains is not dependent thereon; therefore it is non-essential, and might be dispensed with altogether without jeopardizing safety of operation.

In the opinion of the Committee it would be objectionable to extend its application to superior trains, for the reason that the great increase of whistling that would result therefrom would be seriously annoying to passengers, particularly at night.

In framing Rule 14 (*k*) the Committee relied upon the provisions of Rule 218, which, in the case referred to, would require the conductor of No. 4 to find out and meet all the sections of No. 23.—*March 8, 1901.*

RULE 14 (*k*).

QUESTION.—As this rule applies to both single track and to two or more tracks, I will be glad to have the committee advise if it is intended for a superior train to use this signal to inferior trains moving on the opposite track in double track territory?

ANSWER.—The Committee pointed out that the Note to Rule 14 (*k*) permits railroads that may desire, to make this rule applicable to either single or multiple track operation.—*July 31, 1928.*

RULE 14 (*l*) AND 14 (*q*).

QUESTION.—In the operation of trains against the current of traffic a serious situation is created in connection with employees whose duties require them to work on or run motor cars over tracks so used. Would like to inquire if Paragraph (p) succession of short sounds,—Alarm for persons or live stock on the track, is supposed to be used following paragraph (l) at obscured highway crossings at grade.

ANSWER.—The rules in question are independent of each other and in the opinion of the Committee their application is a question for individual management to decide.—*May 14, 1930.*

RULE 14 (*n*).

QUESTION.—Has the Committee ruled on the following question: “Is Signal 14 (*n*) to be given by superior direction train approaching schedule meeting or waiting point for trains of the same class, if not we would like to get their ruling on that point?”

ANSWER.—Referring to your letter asking the Committee on Operating Rules as to whether or not the Signal 14 (*n*) in the Standard Code is to be given by superior direction train approaching schedule meeting or waiting point for trains of the same class.

This matter has been considered by the Committee on Operating Rules and the Secretary has been directed to refer you to the first sentence, last paragraph, Standard Code Rule S-90, quoted below and which answers your inquiry. This rule is shown on Page 55 in the 1928 (page 52, 1940 edition) leather covered edition of the Standard Code of Train Rules, Block Signal Rules and Interlocking Rules, and the paragraph in question reads as follows:

“The engineman of each train will give signal 14 (*n*) at least one mile before reaching a meeting or waiting point.”—*November 9, 1933.*



## RULE D-14.

QUESTION.—Whistle signal for calling attention to the following sections under Rule D-14 (k). How is the signal to be given when one train carrying signals passes another train in the same direction also carrying signals?

ANSWER.—The rule in question does not require this signal to be always given, but provides a signal to be given when one is necessary. It is for each road to decide when the signal is necessary.

In the case of one train running around another on double track it would seem to the Committee that only the train passing need give such a signal. It is unimportant whether the train being passed calls attention to the signals it carries or not. If both trains attempted to call attention to the signals carried, neither train could give the required answer in time to be stopped.—October 17, 1910.

## RULE 17.

QUESTION.—The last paragraph of Rule 17 provides that when an engine is running backward, a white light must be displayed by night on the rear of the tender. Is it necessary to show a white light such as a lantern, when engine is provided with a back-up headlight?

ANSWER.—The headlight being a white light answers the requirements of the rule.—July 31, 1928.

## RULES 17 AND 18.

QUESTION.—"Is it supposed to be understood that yard engines will conceal their head-lights when they are working on tracks in yards adjacent to the main track, when a train approaches on the main track? I do not find where this question has been discussed, and will thank you for any information you can give me on the subject. We have discussed the question several times at our local meetings, but are undecided whether head-lights of switch engines in yards should be concealed or not."

ANSWER.—Yard engines under the rules are not required to conceal the head-lights in yards.—September 24, 1900.

QUESTION.—The new standard rules provide, as I understand it, that an engine running backward at night will not display headlight and yet the diagram on Pages 120 and 122 show the headlight as burning. We would be glad to know just what the Committee meant in cases of this kind.

If you will look on Page 122 you will notice that the engine at the top of the page shows headlight burning, while underneath it says that this is an engine running backward by night and displaying signals for a following section. Are we to understand that an engine running backward by night, even if it has a front end as you call it, as shown on Page 126, has a right to burn a headlight as shown on the top of Page 122?

ANSWER.—Replying to your communications of March 24th and April 4th with reference to displaying of the headlight on locomotives running backward at night, would advise that there is no rule in the Standard Code that prohibits the display of the headlight under these conditions. The Committee feels that this is a matter that should be handled locally by the different roads as their judgment suggests.—January 16, 1917.

## RULE 18.

QUESTION.—Our suggestion is that Rule 18 should read as follows:

Yard engines will display a reflecting light to the front and rear by night. When not provided with a reflecting light at the rear, two white lights must be displayed. Yard engines will not display markers.

We think this suggestion is better than to say "display a headlight to the rear." At least this is the way we propose to publish it in our new book of rules.

ANSWER.—The term "head-light," as used in Rule 18 is simply employed in its technical sense, and is intended to describe a pattern of lamp, and not the special direction in which the light may be displayed.—March 19, 1902.

## RULE 19.

QUESTION.—In regard to the use of a combination of red and white lights on the rear end of a train the Committee reported as follows (see Rule 19).

ANSWER.—After examining the results of experiments made on the Wabash and the Pennsylvania Railroad the Committee unanimously concluded that red lights alone are better than a combination of red and white lights for marking the rear end of a train. Both sets of experiments, conducted independently of each other, brought out the fact that the white light somewhat obscured the red; that is to say, the red disappeared from view sooner when shown in connection with the white than when shown alone, the red being absorbed by the white.

It was also suggested to the Committee that the use of white lights, in connection with red lights for rear-end signals would interfere with the semaphore bracket signals on which many of the displays would be in the same relative position as when a white light or lights were used in connection with one or more red lights on the rear end of the train.—October 12, 1887.

QUESTION.—Under the rule providing that signals shall be displayed one on each side of the rear of every train as markers to indicate the rear of the train, is it proper or not to display markers on both the caboose and the helper of trains to which helpers are attached to the rear?

ANSWER.—To answer this question specifically depends upon what the helper is. If the helper is running as an extra train, then both the train which it is assisting, as well as the helper, must display markers as well as class signals. If, however, the helper is without train orders and couples in as part of the train which it is helping, then the markers must be displayed upon the helper and not upon the caboose of the train which it is assisting. Markers displayed upon the caboose and upon the helper would indicate that they were two independent trains closed up.—October 19, 1908.

QUESTION 1.—The question was asked if it would not be advisable to amend the rules so that a marker light with two lenses, one to side and rear, would not comply and be equally safe from an operation standpoint.

2.—Would it be your recommendation that green or yellow be used as color most satisfactory to the country in general?

ANSWER 1.—In the opinion of the Committee it is not advisable to recommend the amendment suggested by you to Rule 19 of the Standard Code, which prescribes the proper signals to be displayed as markers and which are considered essential to safe operation.

2.—Rule 19 of the Standard Code leaves it optional for a railroad to use either green or yellow lenses in marker lamps. Many railroads now use green, while many use yellow. It will be necessary to know the practice on the line to which engines are to be assigned in order to determine the proper lenses to be provided.—July 2, 1918.

#### RULE 20.

QUESTION.—In connection with the General Train and Interlocking Rules, as approved by the Board of Railway Commissioners for Canada, July 12, 1909, I wish to draw your attention to Rule 20, Train Signals:

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

I would also draw your attention to part of Rule 31, Use of Signals:

"Signal 14 (k) must be sounded by a train displaying green signals for a following section, to call attention of extra train or trains of the same or inferior class or inferior right to signals displayed, and must hear the answer 14 (o), or stop and notify them of green signals displayed."

We had a case recently where a regular passenger train was running in two sections, the first carrying green signals. An extra freight train, which was in a side track at a non-telegraph station to clear the regular passenger train, proceeded after the first section passed, the crew claiming that they did not observe any green signals on the passenger train, nor did they hear whistle signal 14 (k). The engineer on the passenger train claims that he did give signal 14 (k), and that his freman told him that he noticed steam escaping from the whistle of the engine in the side track as though they were answering the signal, but neither the engineer nor the freman heard the whistle.

We have positive evidence that both signals were burning on the regular passenger train several stations beyond the point where they met the freight. We also have positive proof that one of the signals was not burning at a station beyond the point where the freight train was on the side track.

It is clear, of course, that the crew on the passenger train neglected to either hear the answer to their signal 14 (k), or stop and notify the crew of the freight that they were carrying signals. It was also the duty of the crew in the side track to observe closely and see whether signals were carried.

In the event of signals on a section being obscured or going out, we are depending entirely on the engineer to give signal 14 (k) and getting the answer, or stopping and notifying the crew in the side track that signals are carried, to prevent what might be a very serious accident.

To overcome this apparently weak point, I would be glad to have your opinion as to the method of carrying signals on all regular trains when there is only one section, and when more than one section signals to be carried only on the last section. By this means, if the signals fail or the men fail to give warning, the worst that can happen is delay to the train, and that might be in the side track.

ANSWER.—The Committee considers Standard Code Rules Nos. 20 and 14 amply sufficient for the safe movement of trains when run in sections, and that success with Rule 20, as with other rules of the code, depends upon its being obeyed. It does not feel warranted in expressing an opinion concerning a practice which has not met with the formal sanction of The American Railway Association, and would further suggest that the practice which it is proposed to substitute for the standard rule is not supported by sufficient trial or experience to justify the Committee in recommending its use or adoption.—*May 18, 1911.*

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#### RULE 26.

QUESTION.—Referring to Rule 26, which reads as follows:

"A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen."

I would be glad if you will submit to the Committee on Transportation the following, for their consideration, in lieu thereof:

"26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it

must not be coupled to or moved. All workmen and other employes must protect themselves while at work by displaying the blue signal, and the same workmen are alone authorized to remove signal. Other cars must not be placed on the same track so as to intercept the view of the blue signal without first notifying the workmen."

We have had considerable trouble with the present form of the rule, and it has been suggested by our counsel that Rule 26 be changed substantially as recommended above, for our protection.

ANSWER.—In framing Rule 26, the Committee thought it impracticable to require the display of the blue signals by other than workmen. The Committee feels that the object to be attained by the blue signal is now complete in Rule 26.—*November 21, 1912.*

QUESTION.—We have heretofore been using a red flag on each end of our tank cars while the contents, gasoline, kerosene, etc., was being pumped from cars while connected to our pipe lines, at our stations in Virginia and North Carolina.

The question has arisen as to advisability of using blue flags and I have been informed that this practice is now in vogue in some sections, also that the blue flag is assigned for special use by car inspectors. I would like to know if there is anything in the standard rules of the railroads of the United States which would make it objectionable for us to use blue flags instead of red. You understand the idea of these flags is to inform trainmen that the car is connected up and must not be moved or struck by other cars or engine until flags are removed.

Information from you on this subject will be greatly appreciated.

ANSWER.—In the opinion of the Committee, this is a matter which will have to be worked out with the railroad upon which your sidings are located.—*July 2, 1918.*

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#### RULE 28.

[See decision under Rule 6.]

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#### RULE 72.

QUESTION.—"This is a first-class rule, except that it requires the giving of an additional number of train orders. Take for granted we put this rule into effect, and give the south-

bound trains the right to the track. Suppose a southbound train is late, and does not reach A, the southern terminus of our road, before the leaving time of a northbound train of the same class, and northbound train will have to be given orders against the delayed southbound train, and in case the wires were to go down not a train except those of superior class could budge. I will be glad to do away with our half-hour rule, but think it should be so arranged that a southbound train failing to make A before the leaving time of a train of the same class should keep entirely out of the way of said northbound train. In my opinion, this would reduce the number of train orders and aid in getting trains out of A. It would add some little complications, to be sure, but men who have been running under the half-hour rule would fall into the arrangement very readily, I should imagine."

ANSWER.—In regard to the criticism of Rule 84\*, the Committee referred to the note on same † with the further information that the experience of a large number of roads that have recently adopted Rule 84\*, as formulated has demonstrated the fact that the operation of trains has been facilitated and that the delays have been much less than under the thirty-minute rule referred to.—April 8, 1890.

QUESTION.—When a section of double track is to be used as single track under D-Form-S, in which direction are trains to be considered superior by direction as between trains of the same class? If it must be stated in the order, then are we not conferring superiority by direction by train order?

ANSWER.—If used as single track, single track rules to apply. See Rule 72.—October 5, 1920.

\* As numbered in 1890 (now numbered 72).

† Note referred to:

[NOTE.—It being represented to the Committee that some of the roads represented in the Convention will be unable, on account of limited telegraph facilities, and other local causes, to carry out this rule in its literal meaning and full scope, it is suggested by the Committee that such roads may issue regulations to arrange this matter in some other way. The Committee believes, however, that a test of the rule, as approved by the Committee, and its literal enforcement, will result to the entire satisfaction of those using it.]

[This note was omitted in the revision of April 18, 1895.]

## RULE 82.

QUESTION.—Will you please advise me if a train arriving at a point where, say, one hour dead time is shown, 11 hours and 55 minutes late on its schedule arriving time, can leave any time within twelve hours of its leaving time?

ANSWER.—Yes. A train arriving at a station less than 12 hours late on its schedule arriving time does not lose its right. It has fulfilled that part of its schedule; after which, the leaving time only at that station need be taken into consideration, and if such train can depart within any time less than 12 hours late on its leaving time, it has, under Rule 82, the right to proceed. Should a train at any point fail to make its schedule within the 12-hour limit, it cannot thereafter resume its schedule without train order, even though it overtakes it.—October 19, 1908.

QUESTION.—Rule 82 of the Standard Code reads—"Time-table schedules unless fulfilled, are in effect for twelve hours after their time at each station." It is the common practice on American railroads to annul a schedule by train order. The only authority for annulling a train is a form of order given under the heading "K." Some time ago in one of the older forms of standard rules the corresponding rule read—"Time-tables remain in effect unless fulfilled, annulled, or (blank) hours late." Can you give us any information as to why "annul" was left out of this rule? The point having been raised that there is no authority in the body of the rules for the annulling of a time-table schedule some doubt being expressed as to whether the mere form of an order was sufficient authority for annulling a train when the rule said it remained in effect until fulfilled or 12 hours late, with no other qualification.

ANSWER.—Your Communication was considered at a recent meeting of the Committee on Operating Rules, Division I, Operating, and the Secretary was requested to advise you that the records of the Association do not show that the word "annulled" has appeared in Rule 82 of the Standard Code.—August 17, 1920.

## RULES 82 AND 91.

QUESTION.—"Please present the following inquiry to the Committee on Train Rules for consideration at its next meeting:

"*First*—Under Rule 82.—A train scheduled to arrive at B at, say, 10:00 a.m., leave B 10:30 a.m., and to arrive at C at 11:00 a.m., fails to reach B before 10:00 p.m., and flags itself to B. Has it a right under the rules to proceed to C, provided it can leave B before 10:30 p.m. and arrive at C at or before 11:00 p.m.?

"*Second*—Under Rules 82 and 91.—Does the second section of a train running from A to D, the schedule showing arriving time at D at, say, 11:30 a.m., lose its rights at D at 11:30 or 11:35 p.m.?

"*Third*—Say, a local freight, No. 1, was scheduled at B to arrive at, say, 9:00 o'clock and leave at 9:30; a through freight, No. 3, of the same class and running in the same direction, scheduled to pass B at 10:00 o'clock. If No. 3 finds No. 1 at B at 10:00 o'clock, or any time thereafter, and not ready to leave, can No. 3 run ahead of No. 1 without train orders?

ANSWER.—First question—No; unless authorized by train order. Second—At 11:30 p. m. Third—No; unless No. 1 is disabled.—*September 24, 1900.*

#### RULE 83.

QUESTION.—Will you please advise the necessity for requiring train of the same class to ascertain whether or not trains of that class have left an initial station?

ANSWER.—The Committee is not asked to interpret a rule but to give the reasons for the wording of a rule. This the Committee is unable to do as the rule was adopted in 1899 and presumably to take care, in one rule, of trains of superior direction arriving and trains of superior class leaving the points named in the rule (83) and in answer to the question the Committee would say it is not necessary but desirable.—*January 11, 1927.*

#### RULES S-83 AND D-83.

QUESTION.—Rule S-83 requires, among other things, that a train must ascertain before leaving its initial station, etc., whether trains of the same class have arrived or left.

Rule D-83 makes no mention of trains of the same class but requires a train to ascertain whether all superior trains due have left. Aside from the necessity of spacing trains the

required time apart, we do not understand why one train is interested in another in the same class in the same direction, as required by Rule S-83.

ANSWER.—The Committee directed that the railroad submitting the inquiry be referred to a similar question and answer of *January 11, 1927*, as follows:

"QUESTION.—Will you please advise the necessity for requiring train of the same class to ascertain whether or not trains of that class have left an initial station?"

"ANSWER.—The Committee is not asked to interpret a rule but to give the reasons for the wording of a rule. This the Committee is unable to do as the rule was adopted in 1899 and presumably to take care, in one rule, of trains of superior direction arriving and trains of superior class leaving the points named in the rule (83) and in answer to the question the Committee would say it is not necessary but desirable.—*January 11, 1927.*"

The committee also stated that it could not add to the above further than to say that except as required by the rule a check of the same class trains in the same direction may not be absolutely necessary. However, it is deemed advisable as information for the checking train.—*November 22, 1928.*

#### RULES S-83 AND 98.

QUESTION.—The word "junction" appears in Rules S-83 and 98 but the Code has given no definition of this word. The definition found in ordinary dictionaries is:

"The act of joining or condition of being joined."  
"A place of union or meeting as of railroads."

When applying these definitions, we do not seem to get the meaning that evidently was intended by the framers of these two rules.

Would appreciate the opinion of the Committee as to the definition that is proper.

ANSWER.—The Committee does not believe it should attempt to define "junction" at this time, as it is not



defined in the Standard Code. However, the Committee will be glad to interpret any questions on the subject which may be submitted through the usual channels.—*March 7, 1940.*

QUESTION.—First subdivision extends westward from A to Z. At G, the second subdivision connects and extends northward for a distance of 50 miles but none of the second subdivision trains is scheduled to operate beyond G.

Is it proper to consider 'G' as being a "junction" in this case and if so, why does Rule 8-83 require any first subdivision train to ascertain whether all superior trains due have arrived or left G before proceeding? (G is not a register station).

Rule 8-83 as applied in this case would read:

"A train must not leave \_\_\_\_\_ a junction \_\_\_\_\_ until it has been ascertained whether all trains due which are superior have arrived or left."

Rule 98 reads:

"Trains must approach \_\_\_\_\_ junctions \_\_\_\_\_ prepared to stop, etc."

In this example, why is it necessary for a first subdivision train to approach G prepared to stop?

ANSWER.—Under the circumstances outlined, the Committee answers your questions as follows:

QUESTION 1.—Is it proper to consider 'G' as being a junction in this case?

ANSWER.—"Yes."

QUESTION 2.—If so, why does Rule 8-83 require any first subdivision train to ascertain whether all superior trains due have arrived or left 'G' before leaving? ('G' is not a register station).

ANSWER.—Under the circumstances outlined in your communication a train on the first subdivision is not required to ascertain whether all superior trains due have arrived or left 'G' before proceeding.

QUESTION 3.—Why is it necessary for a first subdivision train (under circumstances outlined) to approach 'G' prepared to stop?

ANSWER.—It must observe the provisions of Rule 98 because 'G' is a junction point.—*May 24, 1940.*

## RULE 85.

QUESTION.—If an extra train overtakes a regular train can it pass it without orders to do so? Take, for example, a local freight train at a busy station where it is allowed an hour to do its work and does not occupy the main line. Can extras pass during that time, provided they do not get on the time of the regular train?

ANSWER.—Yes.—*February 24, 1893.*

QUESTION.—1. Train No. 57, a first-class train, is scheduled to be passed by train No. 1, a first-class train at Carabou. If train No. 1 does not arrive at Carabou before the leaving time of train No. 57, will No. 57 proceed on her own schedule and train No. 1 run as per Rule 85, or must train No. 57 be authorized by train order to proceed ahead of train No. 1?

2. I would like to ask also whether the Association has ever made a ruling in regard to proper manner of directing trains by train order to take siding at a meeting point, fixed by train order. Some roads make the order read as follows: "No. two 2 take siding and meet No. one 1 at Boston."

Others make the order read:

"No. two 2 meets No. one 1 at Boston and take siding."

Does the Association recommend any particular form of order in this case? If not, can you tell me what the practice on the majority of roads is?

ANSWER. 1.—No. 57 may proceed on its own schedule.

2.—It is recommended that in fixing meeting points for opposing trains, Form A be used without duplication of the number of the train.

The American Railway Association has never recommended any particular form nor made a ruling in the case cited by you. Neither has it any advice as to the practice of other roads relative thereto.—*January 16, 1917.*

QUESTION.—Rule 85 authorizes a train of one schedule to pass trains of another schedule of the same class. No. 7 is supposed to be passed by No. 5 of the same class and different speed at "C" according to their schedule. In case No. 5 is late, can No. 7 proceed from "C" ahead of No. 5 without a train order to do so? In case No. 7 is passed by No. 5 on time at "C," can No. 7 pass No. 5 at the next station if No. 5 is delayed and overtaken? If the reply is negative, I would like to know why Rule 85 can't be applied.

ANSWER.—Both trains, No. 7 and No. 5, can proceed on their own schedule rights as per Rule 85.—*September 13, 1926.*

## RULE D-85.

[See decision under Train Order Form B.]

## RULE 86.

QUESTION.—Under Rule 86, if the running time of a first-class train is two minutes from B to C, is it proper for an inferior train running ahead to make a two-minute clearance?

ANSWER.—Rule 86 covers fully.—October 5, 1920.

QUESTION.—If so, why should an inferior train be required to clear a second class train ten minutes?

ANSWER.—See answer to preceding question.—October 5, 1920.

## RULE D-86.

[See decision under Train Order Form B.]

## RULE S-87.

QUESTION.—In the first paragraph of this rule what is meant by the words "and failing to clear the main track by the time required by the rule"? The inference seems to be that the word "rule" has reference to Rule S-89 if a train of inferior class is meeting a train of superior class. If that inference is correct and if the first paragraph of Rule S-87 has no other purpose it would seem that there is a duplication in instructions intended by the two rules.

ANSWER.—The first paragraph of Rule S-87 applies to regular trains. The second paragraph applies to extras as stated in the rule.

NOTE: This question and the interpretation is based on the 1928 edition of the Code.—November 13, 1939.

## RULES S-87 AND S-88.

QUESTION.—Are these rules applicable to a train inferior by class or inferior by direction when entering a junction switch leading to "Two or More Tracks" if the opposing superior train has a schedule time at the junction switch?

ANSWER.—Rule S-87 only applies. It is not considered that a train coming to the end of double track is coming to a meeting point. The end of double track is a clearing point and not a meeting point.

NOTE: This question and the interpretation is based on the 1928 edition of the Code.—November 13, 1939.

## RULE S-88.

QUESTION.—There is a difference of opinion on the part of our Rules Committee concerning the application of that part of Standard Code Rule S-88, reading:

"At meeting points between extra trains, the train in the inferior time-table direction must take the siding, unless otherwise provided."

It is contended by some that in view of this Rule, a work train moving in the superior time-table direction would hold main track at meeting point with a road extra, in the absence of train order instructing otherwise.

On the other side, it is contended that Rule quoted above has no application to a work extra; that Definitions plainly show that an "Extra" is an extra train, *except work extra*:

That in view of instructions under Forms S-h and D-h, "Work extras must give way to all trains as promptly as practicable" in the absence of train orders to the contrary, that work extras must take siding for all trains.

ANSWER.—The Committee on Operating Rules understands your question to be as follows:

"Does a Work Extra, moving in the superior time-table direction, meeting an extra train, have the right to hold the main track under the second paragraph of Rule S-88 reading:

'At meeting points between extra trains, the train in the inferior time-table direction must take the siding, unless otherwise provided.'"

The Committee is of the opinion that the second paragraph of Rule S-88, quoted above, does not apply. The Work Extra as provided in the second paragraph of the instructions as to the use of Train Order Form S-H shown on page 82 in the January, 1928 (page 76, 1940 edition) leather covered edition of the Standard



Code, must give way to all trains as promptly as practicable, unless its orders specifically state the contrary.—*November 9, 1933.*

#### RULES 88 AND 89.

[See decision under Train Order Form B.]

QUESTION.—“May an inferior train pass the switch to back in without flagging the superior train?”

ANSWER.—The reply of the Committee was in the negative.—*February 24, 1893.*

QUESTION.—Rule 88 of the Standard Code reads:

“At meeting points between trains of the same class, the inferior train must clear the main track before leaving time of the superior train.

“At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

“Trains must pull into the siding when practicable, if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.”

Will you please advise what your requirements and practices are with reference to protection, if any, where it is necessary or desirable to run a train by to back in passing siding at meeting point made by train order.

Example—Nos. 1 and 2 will meet at ——. No. 2 will run by and back in north passing siding.”

ANSWER.—The Committee considered your communication at a meeting February 14th, and directed the Secretary to advise you that the example of train order form submitted is not in accordance with the Standard Code. Your attention is also called to a decision of the Committee dated February 24, 1893, shown on page No. 163 in the 1920 Edition of the Train Rules, Block Signal Rules and Interlocking Rules, as follows:—*February 14, 1924.*

QUESTION.—May an inferior train pass the switch to back in without flagging the superior train?

ANSWER.—The reply of the Committee was in the negative.—*February 24, 1893.*

#### RULES 89 AND 90.

[See decision under Rule 88.]

QUESTION.—“Engine — will run extra, A to B.” Has this extra right to proceed to telegraph office which is located at extreme end of passing siding, providing there is no superior train due to compel them to take siding, or do Standard Rules require that they head in at first switch?

ANSWER.—The answer to this question is to be found in Rules 89 and 90 of the Standard Code of Train Rules. The extra train expires at B, and must head into the siding and clear the main track at B. If for any reason it is necessary for the extra to occupy main track for purposes of pulling down to the extreme length of siding, or for any other reason, it can do so only under protection.—*March 23, 1908.*

#### RULES 89 AND 92.

QUESTION.—Will you kindly enlighten us as to the proper interpretation of the following rules:

*Rule 92*—A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

*Rule 89*—At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

ANSWER.—The answer is to be found in Rule 5 of the Standard Code of Train Rules, reading as follows: *Rule 5*—Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.—*October 19, 1908.*

#### RULE 89.

QUESTION.—The last paragraph of Rule 89 reads as follows: “If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided”. Inasmuch as there is no provision made for such a movement, either in the rules or forms of train orders, I would like to

have your interpretation of the words "unless otherwise provided"?

ANSWER.—The Committee does not attempt to define conditions under which Rule 99 would not apply when a train pulls by and backs in at a meeting point.—November 19, 1931.

#### RULE 8-89.

QUESTION.—Rule 8-89 provides that "at meeting points between trains of different classes the inferior train must take the siding and clear the superior train not less than five minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided."

QUESTION.—1. Do the words "at meeting points" apply to a train making its own meet and taking siding against the schedule time of an approaching train?

ANSWER.—Yes.

QUESTION.—2. This is a single track rule and the word "siding" as used therein is apparently intended to mean "a track auxiliary to the main track for meeting or passing trains" (Code definition). Was it intended that this rule should be applicable to a train entering a switch leading to one of "two or more tracks"?

ANSWER.—No. Rule 8-89 was not intended to apply.

QUESTION.—3. If a train is moving to the junction switch against the schedule of an opposing train of superior class, is Rule 8-89 applicable and must the inferior train clear the superior train five minutes? The language of the rule does not seem to lend itself specifically to this interpretation, particularly because of the use of the word "siding."

ANSWER.—No. Rule 8-89 does not cover.

NOTE: These questions and the interpretations are based on the 1928 edition of the Code.—November 13, 1939.

#### RULE 90.

[See decision under Rules 89 and 90.]

QUESTION.—"Will you please submit to the Committee on Train Rules the advisability of changing Rule 93\* of the Standard Code, so as to strike out in the latter clause the

words 'of the same class.' I enclose one of our rule books, and would refer you to S. F. & W. Rule 227. S. F. & W. Rule 227 specifies that no train must pass a meeting point at a greater rate of speed than eight miles per hour. Standard Rule 93\* states:

"All trains must stop at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right, the track clear, etc.

"Standard Train Rule 83† says:

"A train of inferior class must in all cases keep out of the way of a train of superior class, except as provided in Rule 106.‡

"Now, what occurs to me is that the whole of these rules were intended by the Committee to bear upon the point of having the switches in the proper position, and in the event they were not in proper position the moving train would be under control.

"It appears to me that in Standard Rule 93\* the wording 'of the same class' destroys the intention of this order. For instance, a passenger train passing a freight train on single track at a turnout, under this rule, is not compelled to reduce its speed in accordance with S. F. & W. Rule 227, as Standard Rule 93§ says they must be of the same class.

"If there is no modification of the rule by erasing the words 'of the same class,' then it occurs to me that passenger trains can run by inferior class trains at as high rate of speed as they choose, disregarding Standard Rule 83.† There are instances when Standard Rule 83† cannot be carried out under certain conditions, such as short side tracks, heavy freight trains and grades, which may prevent the inferior train from being on the side track, clear of superior train, when if Rule 93§ was modified with the words 'of the same class' stricken out, the same would have to reduce speed in accordance with S. F. & W. Rule 227."

ANSWER.—The judgment of the Committee was that the rule, as approved by the Convention, is correct and according to the best practice.

The Committee believes that as few restrictions and exceptions as possible should be interposed in the way of permitting trains to make time, as, for example, that trains delayed at stations should protect themselves, rather than continue the old prac-

\* Old number (new number 90).

† Old number (new number 87).

‡ Old number (new number 82).

§ Old number (new number 90).

time of compelling all trains to feel their way into stations, expecting to find trains occupying the main track without proper protection.

The precaution required by Standard Rule 93§ is thought to be necessary only for cases in which there is no time clearance required.—*October 8, 1889.*

#### RULE 91.

[See decision under Rules 82 and 91.]

QUESTION.—Under this rule is a train following a train carrying passengers permitted to close up under the ten minute separation?

ANSWER.—No.—*July 31, 1928.*

#### RULE 92.

[See also decision under Rules 5, 89 and 92 and Train Order Form F.]

QUESTION.—“Referring to Standard Code of American Railway Association, dated April 12, 1899, Rule 92, 2d clause: ‘A train must not leave a station in advance of its schedule leaving time.’ In the consideration of this rule by the Committee on Train Rules, kindly advise if it was understood that a train would have the right to go to a station in advance of schedule leaving time or in advance of time shown in timetable when it was understood that such time was leaving time. Under this rule, it is possible for a freight train to leave a station on time at schedule leaving time and reach the next station in advance of schedule leaving time. Some of our division superintendents want to make the rule that where only one time is shown at a station that it should both be arriving and leaving time, in order to prevent train from coming to station ahead of schedule leaving time.”

ANSWER.—Unless the arriving time is shown, there is nothing in the Standard Code to restrict a train from arriving at a station ahead of its leaving time.—*September 24, 1900.*

QUESTION.—“It has been suggested to me that Rule 92 of the Code is incomplete without the addition of an explanatory clause, such as follows:

“Under this rule, it will be understood that, where the inferior train is shown to arrive on the leaving time of the

superior train, or where a train is shown to arrive on the leaving time of a train of the same class, the inferior train has the right to arrive five (5) minutes before the time shown.”

“I should be glad to have the benefit of an expression of opinion of the Committee on Train Rules on this matter.”

ANSWER.—Where the arriving time of a train is the same as the leaving time of an opposing superior train, the inferior train has not the right to arrive before the arriving time shown. (See Rule 92.) The arriving time, when shown, should provide for the clearance required by the rules.—*March 11, 1903.*

#### RULE 93.

[See decision under Rule 99]

QUESTION.—“Where yard limits are defined by yard-limit boards, does it authorize yard engine, or, in fact, any train within those limits, to occupy main line on the time of the same or superior-class trains without protection? For example: Extra arrives at station where yard limits are defined by yard-limit boards. Can it proceed with its work in yard limits without protection on the time of regular trains?”

ANSWER.—No.—*September 24, 1900.*

QUESTION.—*Rule 93.*—Within yard limits the main track may be used, protecting against second and inferior class trains. Second and inferior class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

With the cost of operation high and delays to switching service expensive, in mind, kindly give us your views as to the proper interpretation of the rule as above written. Would the word “protecting” mentioned in the rule imply that switch engines working within yard limits must be protected against second and inferior class trains in accordance with Rule 99?

ANSWER.—The Committee on Train Rules does not attempt to give in detail the manner in which protection is to be secured, conditions and practices varying on different railroads. Railroads equipped with automatic block signals may wish to take advantage thereof; some railroads operate under manual block protection; other railroads equip themselves with semaphores on each side of the yard, which are held at stop at all times except when trains are to be allowed to pass or come in; some railroads have rules

requiring all second class and inferior trains to approach and pass through yards under control. The manner in which protection may be given is left to each road to determine for itself.—October 19, 1908.

QUESTION.—A great many lines, in their instructions governing the movement of trains in yard limits, state that trains must be under "full control."

We would like to ask if you have any knowledge of any authoritative definition of "full control?" The general acceptance of the term is that it means for train to proceed at such a speed that it is prepared to stop within range of vision of the engineer—in other words, to not go faster than it is possible to stop should any danger appear.

To "proceed with caution," seems to be more or less synonymous with "full control," and perhaps there may be some sort of definition of what it means "to proceed with caution."

Any information you can give us will be appreciated.

ANSWER.—The term "full control" does not appear in the Standard Code.

The term "proceed with caution" is employed, and the manner or method is left for each road to determine for itself in accordance with its needs and the varying conditions and practices necessary on different railroads.

See Block System Caution Cards, Forms B and D.—October 19, 1908.

QUESTION.—Referring to Standard Code Rule No. 93, which reads:

"Within yard limits the main track may be used, protecting against \_\_\_\_\_ class trains.

"\_\_\_\_\_ class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

We would be glad to know if the Committee has considered the advisability of adding another paragraph or a footnote to this rule, whereby leading trains will be held equally responsible for rear-end collisions in the yards.

ANSWER.—The leading train must protect itself against \_\_\_\_\_ class trains, as provided in the rule, but if the leading train is followed by \_\_\_\_\_ class or extra trains which are required by rule to "move within yard limits prepared to stop," the responsibility is clearly defined, therefore the Committee does

not consider an additional paragraph necessary.—May 18, 1911.

QUESTION.—This Company's Rule 93 of Rules and Regulations of the Operating Department, issued in 1909, differing in structure and somewhat in essence from Rule 93 of the Standard Code of the American Railway Association, reads as follows:

"93. Stations having yard limits will be designated in special rule in time-table. All trains and engines will have the right to work within such yard limits regardless of second or third class trains or extras, but will give way as soon as possible upon their approach.

"All except first class trains will approach yard limits under control. The responsibility for accident at such points will rest with the approaching trains."

Supplemental to this rule on the lines under the writer's jurisdiction there is a special time-table rule on the different divisions which reads as to one of the divisions which serves as illustrative of the question to be herein presented:

"Rule 93. Yard limit boards are located at Belen, Gallup, Winslow and Seligman.

"First class trains when ten minutes or more late are required to approach and leave Belen, Gallup and Seligman under control, and responsibility for accident will rest with the first class train. . . . Yard engines will give way to such trains at the earliest possible moment."

We have operated under this rule with success for a long term of years, but because an engineman on a first class train approaching one of the yard limits at which this special rule is in effect disregarded the order and caused a collision, the railroad commission of the State of California has taken the position that the rule in its application to first class trains is dangerous and not permitted by the Standard Code. It has seemed to the writer that a great deal of latitude was permissible in order to meet different local conditions and that it would be quite good method as to the second paragraph of Rule 93 of the Code to have such read:

"First and second class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

and that with the adoption of such a rule it would not be needful to make any provision for flagging, as implied by the first paragraph of Rule 93 of the Code, otherwise, if flagging protection is required against, for example, a first class train, the responsibility is divided.

Will you kindly submit this question to the members of the Train Rules Committee and ask each for his opinion on the sufficiency from the viewpoint of safety of our rules, and I would be glad to have prompt returns because of the desirability of closing the discussion with the Railroad Commission of California.

ANSWER.—Your letter of March 4, 1916, has been carefully considered by the Committee on Transportation and the following reply is authorized:

Rule 93 of the Code was formulated after careful thought, the idea in mind being to give it the flexibility necessary to make it adaptable to the needs of the various railroads. The Committee recognized that some roads with heavy traffic would want yard engines and other engines or trains which were occupying the main tracks within yard limits to protect against *all* trains, while other roads with light volume of traffic would want to place the responsibility for safety on certain classes of trains moving through yards, instead of upon yards and other engines and trains.

The first paragraph of Code Rule 93 clearly states that the engine or train occupying the main track *must protect* against ——— class trains. It would not be logical to construe this language to mean protect against second or third class trains and exclude first-class trains. Therefore, it was clearly the intent of the rule that yard engines, etc., should protect against first-class trains and that other classes might be excluded if so desired.

The Committee on Transportation unanimously agrees that if your Rule 93 and your special time-table Rule 93 are obeyed, no accident could possibly happen. At the same time, the Committee suggests that it would be better to omit the second paragraph of your special time-table Rule 93.—*January 16, 1917.*

QUESTION.—I am handing you herewith some papers received from our Trainmen in regard to article written by Mr. Collingwood with reference to Rules 93 and 99—the article is also attached to the file. I would thank you to return the file and article intact as I desire to set our men right on this matter.

Of course, Mr. Collingwood's article cautions men not to permit his opinion to influence them to depart from established customs on their road; at the same time an article of this kind, in my opinion, is liable to do harm.

I do not agree with Mr. Collingwood in the least. Our Rule 93 provides that within yard limits main tracks may be used protecting against first-class trains; second and third class

and extra trains must move within yard limits prepared to stop unless main track is seen or known to be clear. The reading of this rule is the same as the Standard Code rule excepting that in the Standard Code the class of train to be protected against and class of trains that must move within yard limits prepared to stop is left blank to be filled out by various roads according to their requirements. Our rule specifies the class of train that must be protected against and by implication clearly provides that it is not necessary to protect against other classes of trains. The definition of yard in the Standard Code and in our rules is as follows:

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

I can see no ground for assuming that this definition does not cover the main tracks as well as yard tracks, and the fact that it does in my opinion is clearly shown by the provisions of Rule 93.

I should be very glad, with return of papers, to get your opinion in regard to Mr. Collingwood's article. It appears to me it would be very desirable if the Rules Committee of the American Railway Association are not in accord with his understanding, that they should render a decision and establish the correction, giving it the same prominence as the original statement.

ANSWER.—Your letter of September 15, 1917, with reference to Rules 93 and 99 of the Standard Code, was presented to the Committee on Transportation at its recent meeting.

The Committee agrees with you in your interpretation of the rule as applied by the ——— Railway Company.

Rule 93 of the Code was formulated after careful thought, the idea in mind being to give it the flexibility necessary to make it adaptable to the needs of the various railroads. The Committee recognized that some roads with heavy traffic would want yard engines and other engines or trains which were occupying the main track within yard limits, to protect against all trains, while other roads, with perhaps a lighter volume of traffic, would want to place the responsibility for safety on certain classes of trains moving through the yards.

In the case of the ——— Railway, its Rule 93 clearly provides that within yard limits main tracks may be



used, protecting against first-class trains; second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

The General Secretary was directed to advise you, however, that the Committee on Transportation has never undertaken to enter into any controversy relative to practice under the Standard Code and therefore cannot express any opinion in regard to the articles in question.—*July 2, 1918.*

QUESTION.—The following is submitted for consideration of the Committee: Memorandum for a ruling on Rule 93 of Operating Rules in connection with trains moving through yard limits. Some difference of opinion has been expressed in regard to application of Rule 93. Does Rule 93 relieve train crew from protecting within yard limits, or does Rule 99 also apply?

ANSWER.—Rule 93 is intended to operate in one of the two ways—

FIRST—By requiring yard engines working on main tracks to protect against all trains in both directions. (Usually on roads of heavy traffic.)

SECOND—By requiring yard engines to protect against certain class or classes of trains, but relieving them from protecting against certain other class or classes of trains, which the local rule will designate by naming the class or classes of trains, against which yard engines must protect, and also naming the class or classes of trains which must move within yard limits prepared to stop unless the main track is seen or known to be clear. (Usually on roads of light traffic.)

On roads operating under the second method, yard engines are required to protect only against the class or classes of trains so specified.—*June 16, 1920.*

QUESTION.—Our Yard Rule is as follows:

"93. Within yard limits the main track may be used, protecting against first class trains.

"Second and third class trains and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Trains 98 and 97 are local freight trains 98 superior by direction Eastbound. These trains are given an order to meet at B.

The passing track at B is located within the switching limits and considerably east of the switching district, warehouse and industry tracks.

The question is does the Yard Rule supersede the train order meeting point and permit 97 to go beyond the meeting point to do work in the Yard Limit depending on the Yard Limit Rule to protect him?

ANSWER.—The Yard rule does not supersede the train order meeting point. See Train Order Form S-A and explanatory note thereto.—*May 14, 1930.*

QUESTION.—Does Rule 93 authorize a yard engine to enter and occupy the main track within yard limits without a train order?

ANSWER.—In the opinion of the Committee the present rule fully covers the question and does not require a yard engine to obtain a train order to occupy a main track within yard limits.—*April 4, 1934.*

#### RULE 94.

In reply to inquiries respecting Standard Rule 108,\* the Committee stated that the last sentence of the rule is intended to mean that, "until the disabled train can reach the next open telegraph office, it will assume the rights and orders of the train last taking its rights and orders."—*October 8, 1889.*

QUESTION.—The Committee was requested to define the character of the disability to which this rule refers with greater distinctness.

ANSWER.—The Committee thought that any trouble in regard to the meaning of the word "disabled" could only occur when it is of minor importance. In such a case the judgment of conductors and engineers must be used, always bearing in mind that the rule is intended to expedite the movement of trains.—*April 7, 1891.*

\* Old number (new number 94).

QUESTION.—Referring to 2nd paragraph of Rule 94. If No. 1, superior by direction, receives an order to meet second 2 at D and is at B when No. 2 becomes due and first 2 has not arrived, may No. 1 proceed against second 2 until first 2 is met?

ANSWER.—No. 1 has the right to proceed to D where he has order to meet second No. 2.—*May 14, 1930.*

QUESTION.—In second paragraph of Rule 94, where it reads in part—"is overtaken between communicating stations by an inferior train or a train of the *same class*" does "same class" in this case apply between sections of the same schedule when overtaken or only between sections of different schedules? In asking this question the definition of a train and of class as it applies between different schedules is understood, but should like your ruling or understanding in connection therewith.

ANSWER.—The Committee understands your inquiry to be as follows: "Does 'same class' apply between sections of the same schedule?"

The answer of the Committee is "Yes".—*December 2, 1924.*

QUESTION.—Second No. 169 has right over No. 166 "D" to "A." Schedules No. 169 and 166 are both second class. No. 166 is northbound and superior to No. 169 by direction. No. 166 is scheduled from "A" to "Z" and No. 169 from "Z" to "A." When first No. 169 passed "D" which is the last telegraph office, it had ample time to make "A" for No. 166. For some reason, however, it failed to make "A" and headed in at "B" for No. 166. Second No. 169 overtakes first No. 169 at "B."

It is contended by some that second No. 169 can take first No. 169 ahead of it from "B" to "A" on the right of track order which it holds under the second paragraph of Rule 94. I shall be glad if you will, in giving your ruling, also advise what would be the status had the order been a meet order instead of a right-of-track order.

ANSWER.—The second paragraph of Rule No. 94 authorizes first No. 169 after proper understanding with second No. 169, to precede second No. 169 to the next available point of communication where it will report to the ———. The same procedure would be followed should similar circumstances arise under a meet order.—*June 24, 1926.*

QUESTION.—Is the answer given by the Committee to the following question, under date of December 2, 1924, correct?

"Question: 'Referring to second paragraph of Rule 94. If No. 1, superior by direction receives an order to meet second 2 at D and is at B when No. 2 becomes due and first 2 has not arrived, may No. 1 proceed against second 2 until first 2 is met?'"

"Answer: 'The answer of the Committee is "No".'"

ANSWER.—The previous answer is correct as the committee understands the question.

No. 1 being superior by direction may proceed against first No. 2 from B but only as far as D where the order required No. 1 to meet No. 2.—*July 31, 1928.*

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#### RULE 96.

[See decision under Train Order Form F.]

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#### RULES S-97 AND C-305.

QUESTION.—We submit the following question for decision of the Committee on Operating Rules:

Where controlled manual block system rules are in effect, does Rule C-305 supersede Standard Code Rule S-97?

This question is brought about by the term "and take the place of train orders," as that term appears in Rule C-305.

ANSWER.—If this inquiry applies to Controlled Manual Block system on single track, the answer is "Yes".  
*March 18, 1929.*

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#### RULE 98.

[See decision under Rule S-83.]

QUESTION No. 1.—Is Rule 98 intended to apply only to a train moving on one of two or more tracks to the end of such tracks or is it equally applicable to a train moving on single track to the junction switch or beginning of two or more tracks?

ANSWER.—This rule applies only to trains moving on two or more tracks.

QUESTION No. 2.—What is intended by the language "and track is clear"? What should a train do in order to comply with this language?



ANSWER.—“Track is clear” means that the track is clear at the switch.

QUESTION No. 3.—If the rule is applicable to a train on single track approaching a junction with two or more tracks, what must such train do to comply with the language referred to in Question No. 2 hereof?

ANSWER.—This rule does not apply to single track. It reads “two or more tracks.”

NOTE: These questions and the interpretations are based on the 1928 edition of the Code.—*November 13, 1939.*

#### RULE 99.

[See decision under Rule 83]

QUESTION.—Will you please advise whether or not extra trains or any trains inside of yard limit board are required to protect themselves other than against first and second class trains?

ANSWER.—Unless the rules and instructions of individual railroads relieve trainmen from flagging “inside of yard limit board,” all trains must protect themselves as provided by Rule 99.—*June 16, 1920.*

QUESTION.—An extra arrives at C at 2:07 A.M. and puts out flag until gets in clear in siding to meet an opposing extra having rights over all trains with order to wait at C until 2:10 A.M.

The extra is required by rule to be in clear for the opposing extra at 2:05 A.M., or to protect as per Rule 99.

Should the extra have started flagging at 2:05 A.M.?

ANSWER.—Yes.—*July 31, 1928.*

#### RULE 100.

QUESTION.—“Please see Rule 98\* of the Standard Code. I would like to be advised of the particular circumstances in mind by the Committee at the time this rule was formulated, the particular class of roads it was expected it would affect, and anything else in connection with the rule that will be of

\* Old number (new number 100).

interest in discussing the adoption of it for our line. In looking over these rules it seems as though Rule No. 99 leaves a great deal to the discretion of the companies in the adoption of flagging rule, and that means in turn leaving something to the discretion of the conductors which is impossible to cover in carrying out the principle. Yet before we come to Rule No. 99, Rule No. 98\* seems to lay down a very iron-clad principle which, on such a single track road as ours where but two brakemen are employed on almost all freight trains, and being a level prairie road, it would hardly seem as though the rule was necessary, and it would seem best that it should be left out.”

ANSWER.—In answer to the above the Committee stated:

That in its opinion the rear of the train should not be left unguarded by the absence of a competent employe.

The importance of this precaution has not until the present time been questioned, and the Committee under the circumstances does not know of any better way of providing for the required protection than the manner specified in this rule.—*September 12, 1895.*

#### RULE 102.

QUESTION.—“A freight train of fifty-five cars pulling out of a siding breaks loose three cars from the caboose. The three cars and caboose are stopped on the siding by the flagman, who is on the rear end, before they run out of the siding. The main line in the direction of which the train is going is down grade and on a curve so that the engineman cannot be promptly signalled. The conductor, who is at the switch, sees that the train is broken apart, and jumps on the last car attached to the train as it passes the switch, leaving the flagman on the detached portion on the siding. By the time the engineman can be signalled the train has gone down grade so that it cannot be backed up. The conductor, therefore, takes the portion of the train which he has to the next siding, at a distance of several miles, and returns with the light engine for the detached portion. In the meantime a passenger train running on a fast schedule, without a stop at the siding, arrives, and the flagman stops it and informs it of the circumstances. While the flagman does not know that the conductor intends to come back with the light engine, on the chance of their doing so he notifies the passenger train and they wait. The engineer and conductor come back with the light engine against the passenger train, presuming that it is stopped in accordance with Rule 103.\* The question is, whether under

that rule the engine of the freight train had a right to come back to cover the detached portion, which they know to have been left on a siding, against the passenger train.

"Another actual case, putting the point in still, perhaps, better light, is one which recently occurred. The passenger train arrives at a siding and finds a caboose with several cars in front of it with markers upon the rear end of the caboose and no trainmen at the siding. The engineer and conductor of the passenger train take this portion of a train with markers on the rear as notification of a portion of a train of which the front portion might come back, and wait at the siding until they get assurance to the contrary. It is to be observed in reference to these two cases that Rule 103\* does not limit the right of a train to come back to recover its detached portion to the case of breaking loose on the main line only. On the contrary, the fact that a portion of the train with markers is found on a siding is only an indication that some break loose has happened. In the last case stated the indication of the switch being set to the main line would lead to presume to the contrary, but the position of the switch should not be given conclusive weight under any circumstances.

"In the first case above mentioned, we would be glad to have the construction of the Train Rule Committee as to the right of the engine of the front train, under Rule 103,\* to come back for the detached portion, and in the second as to whether the passenger train was right in waiting on finding the detached cars with markers on the rear of the caboose standing on the siding."

ANSWER.—In reply, the Committee decided that in the first case, in accordance with Rule 103,\* the engine had absolute right to go back to recover the detached portion of train. In the second case, the passenger train should not have waited.—December 9, 1896.

#### RULE 103.

QUESTION.—Does this Rule apply to yards or does the exception, the word "shifting" apply at way stations where no yards are maintained when local freights perform the station shifting,—under the following circumstances: Rear of train was being pushed on main track by engine to clear a switch leading from a spur track to main track. The move was properly protected against main track trains by flag protection but no trainman was in a conspicuous position on the leading car, the crew being at various switches preparatory for the next move. The engine crew received proper backup signal from conductor authorizing move, etc.

\* Old number (new number 102).

ANSWER.—In the opinion of the Committee and under the circumstances outlined, standard code Rule 103, would require a man on the leading car.—April 4, 1934.

#### RULE 104.

QUESTION.—The question of the proper interpretation of Rule 117† was brought before the Committee, it having been stated that the word "responsible" is ambiguous.

ANSWER.—The Committee unanimously agreed that the conductor is the person to be held responsible for the proper use of the switches by himself or his trainmen, and that the word "responsible" should be taken in its true, literal dictionary sense, viz.: answerable, amenable, accountable.—April 8, 1890.

QUESTION.—An investigation of a recent accident in this State, caused by the collision of an incoming passenger train with a train standing on a passing siding due to the fact that the switch ahead of the train on the siding was set wrong, developed the fact that there is a very marked disagreement on the part of the general managers and operating officials of the various roads in this jurisdiction as to the construction of the Standard Code of Rules in respect to the duty of any member of a train crew, that takes a siding to meet a train, to have any responsibility as to the safety of the switch ahead. Some of those officials insist that Rule 104 (a), together with Rule 105, make it the duty of the conductor and engineer of the train on the siding in the supposed case to see that the switch ahead is safe for the main line. Others insist to the contrary, and that the requirement that any of the train crew on the siding in the supposed case should have any responsibility in regard to the switch ahead is contrary to the requirements of good railroading.

On one of the roads interested, the Standard Code Rule 104 has been modified by adding the clause: "Engineers must see that the switches at the front end of their trains are set right;" and their operating officials assure me that under Rule 105 of the Standard Code, they "would expect the conductor to feel responsible for knowing that his train was properly protected at both ends."

Now it seems to me that a rule regulating such an important matter should be so framed that there is no need for any difference of opinion as to its meaning; and that, if there is room for such difference, its proper construction should be settled by your Association.

† Old number (new number 104).

Will you not bring this matter to the attention of your Association, through the proper channel, with a view of getting an official construction of the Standard Rules in the particular instance referred to?

ANSWER.—Rule 104 of the Standard Code of Train Rules only attempts to place the responsibility for the position of a switch when used by a train. It is obviously impossible to frame a rule placing the responsibility for conditions ahead of a train, other than provided in Train Rules 105 and 106.\*—October 17, 1910.

#### RULE 201.

QUESTION.—The following questions were asked in regard to this rule:

*First*—As Rule 500† only authorizes the issuance of orders not provided for by time-table, am I correct in assuming that an order does not affect a standard rule?

*Second*—If train orders as per Forms A to L affect rules, where will I find authority?

*Third*—If orders affect time-tables only as per Rule 500† do they affect everything on the time-table, which is the existence of trains and their time and class?

ANSWER.—The Committee stated that Rule 500† authorizes the issuance of orders for the movement of trains which are not provided for in the time-table and the authority for the execution of such orders is the signature of the superintendent thereto attached. As the time-table is made to conform to the Standard Code, the assumption that an order does not affect a Standard Rule is not correct.

In regard to the second inquiry, as has been above stated, the authority is "on the signature of the ———." In regard to the third inquiry, Rule 500† is clear when taken in connection with the form of orders and only affects what is contained in an order, and trains may be annulled and their time and class changed.—April 7, 1891.

\* Old number (new number 107).

† Old number (new number 201).

QUESTION.—If an order is annulled in an order containing other movements and the order annulled is not held by one of the trains addressed, would it be necessary to furnish it with the annulled order?

ANSWER.—Covered by first paragraph, Rule 201.—October 5, 1920.

QUESTION.—If so, of what value would it be, it becoming void by annulment at the exact moment it is received?

ANSWER.—Covered by answer to preceding question.—October 5, 1920.

#### RULE 202.

QUESTION.—The following questions were submitted to the Committee:

Order 20 gives Engine 17 right to work extra between Rendville and Drakes, protecting itself against other specified extras. Order 37 gives Engine 15, southbound, rights to run extra Fultonham to Drakes, which puts them over the limit assigned Engine 17, saying in the order Engine 17 is working extra between Rendville and Drakes, but does not say that Engine 17 is protecting itself. When Engine 15 arrives at Rendville, which is the northern limits covered by Extra 17's orders, how does Extra 15, according to the rule or Order 37, get from Rendville to Drakes without flagging against Extra 17? This information is asked for as it is not clear that on Order 37, Extra 15 can get over the limits of Extra 17, working between Rendville and Drakes, without flagging. Has the explanations to the examples, given under Forms of Orders, anything to do with Rule 501? Should the orders not be given, and run upon, strictly in accordance with that rule? And is, or is it not, necessary under the circumstances for Extra 15 to protect itself when it strikes the limit of work train Extra 17?

ANSWER.—In the judgment of the Committee the orders referred to do not violate the requirements of Rule 501\*, for the reason that Order No. 20 to Engine 17 was of such a character that no other train could be directly affected by it, and Order No. 37 to Engine 15 in no way affected Order No. 20, held by Engine 17. The answer to the last question, as to whether Engine 15 should protect itself within the limits of Engine 17, is "no."—December 9, 1896.

\* Old number (new number 202).

## RULE 206.

QUESTION.—“Can you tell me whether there has ever been a ruling or an opinion expressed by the Committee on Train Rules on the following point:

“When there are two or more engines coupled to an extra train which engine number should be used to designate the extra train, under Rule 206? Rule 22 prescribes that the leading engine shall display the green or white signals, but the question is whether the number of the leading engine should be used to designate the extra train.”

ANSWER.—The recommendation of the Committee is that the number of the leading engine should be used.—*September 24, 1900.*

## RULE 208.

QUESTION.—Will appreciate if you will have the Committee on Operating Rules pass upon the following:

No. 33 engine 6425 wait at A until 7:40 a.m., B until 7:52 a.m., C until 8:15 a.m., D until 8:30 a.m., E until 8:55 a.m. for No. 62 engine 1516.

Stations A, B, C, D and E are open telegraph offices. Should the middle order be placed at each of these stations?

ANSWER.—Yes.—*January 16, 1928.*

QUESTION.—“No. 44 runs 30 minutes late from Bloomington to Urbana,” or “No. 44 wait at Mansfield until 12:15 a.m. and etc.” In either case, if No. 44 arrives at Mansfield ahead of the time stated in the order, must a copy of the order be delivered to No. 44? I think the answer to this question undoubtedly is that the order should be delivered.

What I am not clear on, however, is if No. 44 passes Mansfield after they are more than 30 minutes late, or after 12:15 a.m., whether the middle order be delivered to them. I don't think that it should, because when the time has expired, the restriction is entirely removed and the order is the same as if it had been fulfilled.

ANSWER.—The Committee can only refer you to Rule 208, which gives specific instructions to the middle operator as to the delivery of middle orders.—*February 14, 1924.*

## RULE 210.

QUESTION.—Under Rule 210, should train dispatcher acknowledge repetition of a train order by the operator by giving O.K.?

ANSWER.—In reply to this question, the Committee is of the opinion that while there is no objection to the use of O. K. as suggested, the rules do not require it. It was considered by the Committee to be unnecessary for the safety of operation and was therefore omitted.—*September 9, 1902.*

## RULE 211.

QUESTION.—Can a 19 Form of Train Order be used in moving trains whose rights might thereby be restricted? If it is not considered good practice to so use this form of order, will you kindly advise the purpose for showing the “X” response on the Standard Train Order Blank for this form of order?

Heretofore our company has not used a 19 Form of Order for a train whose rights would be restricted thereby.

ANSWER.—Yes; but the restriction of the use of the 19 order by any road so desiring is permissible under the Standard Code.—*March 19, 1920.*

QUESTION.—Can you give me, please, any information as to the use of the “19” form of train order for restricting the superiority of trains outside of block territory? We use the “19” form for restricting trains within block territory. I am anxious to learn if any railroads permit this where they have no form of block signals.

ANSWER.—The Standard Code does not specify any particular territory in which the “19” form of train order may be used for restricting the superiority of trains. The method of transmitting and acting under a “19” order is given in Rule 211 of the Standard Code. The Committee is not informed as to the practice on individual railroads concerning the use of the “19” form of train order where block signals are not in use.—*June 16, 1920.*

QUESTION.—Rule 211, last paragraph, reads in part as follows. “\* \* \* and personally deliver a copy to each person addressed without taking his signature. But when delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by

QUESTION 1.—Do the words “personally deliver” contemplate that the delivery must be made to the engineer personally, either when train is moving or standing?

ANSWER.—No. The word "personally" applies to the operator.

QUESTION 2.—If the conductor is given the engineer's copy for delivery, is it an obligation under the rule for him to hand it to the engineer personally or may he hand it to the fireman or the head brakeman, whichever of the two comes to the gangway of the engine?

ANSWER.—If the blank space is filled in by the word "conductor" the latter is then required to make the same delivery of order required of the operator.—*July 31, 1928.*

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#### RULE 212.

[See decision under Train Order Form E.]

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#### RULE 214.

QUESTION.—Please refer to Rule 214 of the Standard Code of Train Rules, second paragraph, reading:

"If the line falls before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent."

A rule has been proposed as a companion thereto which will admit of trains moving in case of wire trouble. We have had some serious delays to occur by reason of a ruling train having to be held indefinitely for complete to an order, the time in which had expired or about expired. The rule proposed reads as follows:

"If the line falls after an office has repeated an order for which 'O. K.' and the acknowledgement has been given and the dispatcher cannot be reached to give 'Complete' to same, the operator will complete and deliver the order in the usual manner, writing after the word 'complete' 'as per Rule 210 (a)' and permit the train to proceed. The operator will notify the dispatcher of his action as soon as communication is restored. The conductor and engineman will advise the dispatcher from the first open telegraph office from which he can be reached."

I will be pleased to know what your experience has been and what your practice is; also to have you criticise the proposed rule.

ANSWER.—The Committee does not approve of the proposed rule nor does it think it wise to make any change in the method of handling the 31 order. If greater freedom is desired, Rule 211 provides for the

use of the 19 order and will avoid the suggested difficulty.—*October 19, 1908.*

QUESTION.—Rule 214, first paragraph reads:

"When a train order has been repeated or 'X' response sent, and before 'complete' has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until 'complete' has been given."

If operator receives train order:

"No. 1 wait at B until 12.01 a m" and he is unable to get "complete" from the train dispatcher, after having repeated the order, he would of course have to hold No. 1.

The question is: would not No. 1 have the right to proceed at 12.02 a m, or should train be held indefinitely, under Rule 214?

ANSWER.—In the opinion of the Committee on Operating Rules No. 1 would not have the right to proceed at 12.02 a.m.—*November 9, 1933.*

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#### RULE 218.

QUESTION.—Referring to Rule 218, under the following order is No. 10 designated by its schedule number alone: "No. 10 Eng. 75 meet No. 9 at B?"

No. 9 being superior by direction, should it find No. 10 at B displaying green signals, would No. 9 be right in proceeding, or should it consider the engine number only for identification purposes and remain at B until it meets all sections?

ANSWER.—When a train is named in an order all sections are included. Therefore, in the absence of further train order, No. 9 should wait at B for all sections of No. 10 (see Rule 218, Standard Code of Train Rules).—*November 18, 1915.*

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#### RULE 219.

QUESTION.—No. 71 has arrived at B, the meeting point with No. 70, and has passed the train order signal, after which the dispatcher desires to advance No. 71 to C for No. 70 on account of the unexpected delay to No. 70. No. 70 is superior to No. 71.

Would it be proper for the operator at B to "X" or repeat an order advancing No. 71, the inferior train, before the conductor and engineman of No. 71 sign the order?

Would it be proper to complete the order and deliver to conductor and engineman without conductor and engineman signing it?

ANSWER.—No.—January 16, 1928.

### RULE 220.

[See decisions under Train Order Forms E and L.]

QUESTION.—"Suppose an order is issued to No. 1 at 'A' and No. 2 at 'C,' reading: 'No. 1 will wait at "B" until 5:00 p.m. for No. 2,' No. 1 being the superior train. Subsequently an order is issued to No. 1 at 'B' and No. 2 at 'C,' reading: 'Nos. 1 and 2 will meet at "C." Does the latter meeting order cancel the previous time order?"

ANSWER.—In reply to the above the Committee refers to the first paragraph of Rule 220, which reads: "Orders once in effect continue so until fulfilled, superseded or annulled." Therefore, if the time order had not expired at B then that order must be annulled before the meeting order would be effective. Under the conditions named the second order should preferably read, "Order No. —\* is annulled. No. 1 and No. 2 will meet at C."—September 7, 1897.

QUESTION.—Kindly note the following 31 Order:

"31 ..... June 30th 31  
Order No. ....

C. & E. Eng. 15

Engine fifteen (15) will run as an extra ..... to .....  
Speed twenty-five miles per hour.

Received 10:15 p.m. O.K. given at 10:20 p.m.  
Conductor Engineer Train Made Opr.  
..... Eng. 15 Complete 12:15 a.m."

I will ask if this order, given June 30th, and O.K. at 10:20 p.m., signed and made complete July 1st at 12:15 a.m., was sufficient orders for the train to move? Or, in other words, does the fact that this order was placed on June 30th and O. K.'s on that date and not signed for three hours, which put it in another month (July) and complete given at 12:15 a.m. make it of no value?

ANSWER.—A train order is in effect when it has been repeated or an "X" response sent as provided in Rule 214. Train orders once in effect continue so

\* The time order.

until fulfilled, superseded or annulled as per Rule 220.—September 9, 1902.

QUESTION.—Refer to that portion of Rule — Duration of Train Orders, reading: "Train Orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be superseded." In connection with Form "A" fixing meeting points for opposing trains, and decide a question which is raised under the following example:

Order No. 1. No. 1 take siding and meet No. 2 at "A." (No. 1 being superior by direction).

Order No. 2. No. 1 meet No. 2 at "B" instead of "A."

We find there is not a uniform understanding that the first order has been superseded in its entirety and the question has arisen as to which train will take siding at "B." Is it the view of the Committee that order No. 2 is a proper order in omitting to state which train will take siding at "B"?

ANSWER.—Order No. 2 was issued in proper form and annuls order No. 1 in its entirety. See last paragraph under Train Order Form "P".—December 2, 1924.

QUESTION.—Order 1: Extra 20 East meet No. 221 at C. Order No. 2 to C. & E. No. 221 at F to C. & E. Extra 20 East at C. Extra 20 East has right over No. 221 C to F. A claims if on No. 221 after receiving order No. 2 at F he is authorized to go to C for extra 20 East on order No. 1. B claims No. 221 could not leave F without further orders against Extra 20 East as order No. 2 is in effect and order No. 1 is not a helping order against Extra 20 East for the reason that when order No. 1 was issued it was for the purpose of helping Extra 20 East, then inferior to No. 221, to C against No. 221 and that an order cannot mean any more an hour after issuance than it did when it was first issued. B also claims that order No. 1 should be annulled if practicable to do so and not delivered to No. 221, but that there are conditions under which it would be inconsistent to do so.

Who is correct?

ANSWER.—Covered by Rule 220.—October 5, 1920.

QUESTION.—Rule 220 reads in part: "Orders held by or issued for or any part of an order relating to a regular train become void when such train loses both right and schedule as prescribed by Rules 4 and 82, or is annulled." This rule does not annul an order addressed to "All Concerned" or to "All Eastward and Westward Trains" to meet the requirement of Rule 221-B reading in part "and until the orders have been delivered or annulled the signal must not be re-



stored to 'proceed.' When may an operator file an order annulling a schedule that he holds addressed to "All Concerned" or to "All Eastward or Westward Trains" and restore his signal to proceed if he holds no other orders?

ANSWER.—In accordance with Rule 221 (B), operator should not clear his signal nor file an order addressed to All Eastward or All Westward Trains without authority from the train dispatcher.

See answer to second question above, regarding address "All Concerned."—*February 5, 1935.*

#### RULE 221 (B).

QUESTION.—A member of the Association presented to the Committee the suggestion that the following note to Rule 221 (B) should be adopted:

["NOTE.—Nothing in this rule will authorize a train to pass a train order signal at danger, without a clearance card in regular form, signed by the operator on duty."]

ANSWER.—The Committee does not deem it advisable to change the practice authorized in Rule 221 (B), but sees no objection to any road issuing a clearance card in addition to a train order where the conditions of service may require it.—*March 16, 1896.*

QUESTION.—While "stop" is indicated trains must not proceed without it. Besides this object, does a clearance card also involve the authority for a regular train to assume and maintain certain schedule from its initial station? It is claimed that to drop an engine handling a regular train under these circumstances at an intermediate station, a train order is necessary to annul such an authority.

ANSWER.—There is no rule in the Standard Code giving a crew the right to assume a specific schedule. A crew is assigned for this purpose by the railroads under varying special arrangements. Rule 83 covers the initial departure, and clearance card given a train stopped by a fixed signal as provided in Rule 221-B carries no specific authority for assuming a schedule. It is not necessary to issue train orders to change engines on a regular train at any intermediate point unless engine numbers have been used in unfilled orders.—*September 13, 1926.*

#### RULE D-261.

[See decision under Train Order Form B.]

#### FORMS OF TRAIN ORDERS.

##### FORMS A AND C.

In answer to a question submitted, the Committee stated that the two forms, Form A and Form C, may be used in conjunction for the same trains.—*April 14, 1892.*

##### FORMS A, E AND H.

[See decision under Rules 4, 85 and 220.]

QUESTION.—"No. 40 and Work Extra 237 will meet at Rome." At 8:30 p.m., or at the expiration of the work limits, work extra has not reached Rome; how are both trains to be governed after this hour?

ANSWER.—In answer, the Committee stated that No. 40 could not pass Rome without orders, and that if Work Extra 237 had orders to work only until 8:30 p.m. it has no right to the track after that hour. Under the circumstances the second\* form of Form E of Train Orders would have been the preferable form to use.—*September 7, 1893.*

QUESTION.—A train order has been sent, reading:

"Engine 292 works 7:00 a.m. to 2:00 p.m. between D and E.  
"Work extra 292 south will meet No. 328 at E."

At 2:00 p.m. work extra 292 has not arrived at E. Does the meet order held by 328 hold good after 2:00 p.m., or can 328 proceed on its schedule?

ANSWER.—If an order should be sent in the form suggested in the inquiry, it would be the duty of No. 328 to remain at E until Work Extra 292 arrived or until the order was annulled. Form A, fixing meeting point for opposing trains, states definitely that trains receiving these orders will run with respect to each other to the designated points, and there meet in the manner provided by the rules. If it is the in-

\* Third form of Form E, as revised.



tention of the dispatcher that No. 328 should move after 2.00 p.m. if the work extra had not arrived at that time, another form of order should be used.—*October 17, 1910.*

QUESTION.—Train No. 2, ruling train on account of direction receives an order to meet Train No. 1 at Station A and take siding. Later, this order is changed by an order reading "No. 2 will meet No. 1 at B instead of A." In the latter order, nothing is said as to which train shall take the siding. Under this order, the trains meeting at B, which train should take the siding?

ANSWER.—The superseding order would be an improper one under the circumstances and the first order should be annulled in order to avoid misunderstanding. Should the orders be sent as indicated in the question, it is the Committee's opinion that No. 1 should take the siding at B. The first order specifically directed that No. 2 should take siding at A and the new order changes the meeting point to B, but does not specifically state that No. 2 is to take the siding; hence, the trains would naturally revert to their original authority to the main track.—*May 21, 1913.*

#### FORM B.

QUESTION.—"The question has been asked me whether Train Order Form B (3) gives the first-named train the right to run on the time of the second-named train, and, if so, under what regulations?"

ANSWER.—Yes; under the restrictions as given in the third paragraph of Form B.—*September 24, 1900.*

QUESTION.—At a meeting recently held for the purpose of revising our book of Rules and Regulations of the Operating Department, a discussion was had concerning Example 3 of Form B, Train Order, wherein it is stated that the regular train will not exceed the speed of the extra train between the designated points. The question was raised as to how the regular train would determine the speed of the extra train.

ANSWER.—The Standard Code of The American Railway Association does not provide for rules covering certain details of operation, but, as pointed out in

numerous footnotes, leaves such matters to be covered by each road to suit its individual requirements. The Committee on Train Rules does not attempt to establish speeds for extra train movement. In the case of railroads equipped with automatic or other block signal systems, the answer to this question is found in the protection afforded by such systems. In the absence of block signals, information covering speed would probably be found in the special instructions contained in the time-table, or by bulletin notice, or other practice in vogue. Thus, if the rules of the railroad restricted the speed of extra trains to 30 miles per hour or to 20 miles per hour, the second-named train would not, under Example 3 of Form B, exceed those speeds. If, however, there were no rules in force placing a speed restriction upon extra trains, it would appear that Rules 105 and 106 should apply in the case of the second-named train, and that good judgment and knowledge on the part of the engineer of that train as to the average, or probable, speed that an extra train would actually make on that portion of the road should govern.—*April 19, 1909.*

QUESTION.—Extra 1540 west received the following order: "Extra 1540 west run ahead of No. 3, Engine 2189 — until overtaken." Extra 1540 west is overtaken by No. 3, displaying signals; has Extra 1540 west the right to proceed ahead of second No. 3?

ANSWER.—Under the order quoted, Extra 1540 west will run ahead of No. 3 until overtaken and then arrange for No. 3 to pass promptly.

Rule No. 95 reads:

"Two or more sections may run on the same schedule. Each section has equal time-table authority."

Rule No. 218 reads:

"When a train is named in a train order by its schedule order alone, all sections of that schedule are included \* \* \*"

It is, therefore, necessary for Extra 1540, after being overtaken by first No. 3, unless otherwise directed

to remain on the siding until all sections of No. 3 have passed.—*November 21, 1912.*

QUESTION.—Are full-faced passing points positive, and must the train to be passed wait indefinitely for the following train? If so, what form of order should be used to move it ahead of following train?

ANSWER.—When the trains are of the same class, the train to be passed may proceed on its own schedule. When the train to be passed is of an inferior class it can be moved only by train order (see Rules D-85 and D-86, Standard Code of Train Rules), unless the road is operated under Standard Train Rules Governing the Movement of Trains Against the Current of Traffic (see Rule D-261, Standard Code of Train Rules). If train is to be moved by train order Form B should be used.—*November 18, 1915.*

QUESTION.—When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. In other words, under the following order, "Extra 25 south pass No. 4, Engine 563 at F." It is desired to know if Extra 25 South will carry on the authority to run ahead of No. 4 as far as "A," terminal point, notwithstanding the fact that No. 4 overtakes Extra 25 south at "D."

ANSWER.—As a form other than that in the Standard Code was evidently used the Committee cannot undertake to interpret forms not in accordance with the Code. If it was desired that extra run ahead of No. 4 either Form B, Example 3 or Example 5 should have been used.—*January 11, 1927.*

#### FORM B.

QUESTION.—The question has arisen on our road as to the proper application of the run ahead order, Form B, Example 4.

We find that some roads in this territory rule that if No. 3, as cited in this example, arrived at B before X95 had left, it would not be considered as overtaking X95, but that X95 must have left B and then No. 3 can pass them when overtaken. But if X95 has not left B and it is desired to have No. 3 pass them at B, the run ahead order will have to be annulled before the trains can proceed.

Our practice has been to consider that if No. 3 reached B before X95 had left they overtook X95 at that point and would go ahead of them without any further orders.

Will you kindly advise me what the proper interpretation of this rule is?

ANSWER.—The order would have to be annulled if No. 3 was to run ahead of Extra 95 from B.—*February 5, 1935.*

#### FORM C.

[See also decision under Forms A and C.]

QUESTION.—"If an inferior train is given rights against a superior train to a designated point, is it competent for the train dispatcher to issue subsequently an order making a definite meeting point between the trains designated at an intermediate station, unless and until the previous order giving rights to inferior train is superseded or annulled?"

ANSWER.—The Committee decided that it was competent and proper for the dispatcher to make a definite meeting point between the trains designated by a Form C order at an intermediate station, and it would not be necessary to previously annul giving the rights before doing so.—*April 14, 1892.*

QUESTION.—"Northbound, odd numbers are ruling trains: No. 2 gets an order at A, giving him the rights against No. 1 from A to F. A subsequent order is given that Nos. 1 and 2 will meet at E (E being an intermediate station). What train takes the siding. Does the meeting order kill the order giving the rights?"

ANSWER.—The Committee decided that the train having the rights under the special order would hold the main track.—*March 8, 1894.*

QUESTION.—The Committee has had submitted to it the following inquiry respecting the Standard Code, which it presents, together with the answer made thereto:

"Assuming that a road is working under Standard Rules for Single Track, and is double track between 'A' and 'B,' single track between 'B' and 'C,' and double track between 'C' and 'D.'

"In case order is issued: 'Engine 1 will run extra "A" to "D," and meet No. 2 at "C,"' will it be necessary for Extra 1 to wait at 'C' until No. 2 arrives in the absence of any orders regarding No. 2 using the track which Extra 1 would use under time-table rules between 'C' and 'D,' both 'B' and

'C' being registering points, so that No. 2 would know that Engine 1 had arrived at 'C'? That is, does this form of order to the train which is entering the double track at 'C' amount to practically the same thing as a right of track order to 'C' and allow them to proceed from 'C' without awaiting the arrival of other train?

"In running a train over opposite track, is it necessary or customary to state the cause as 'Northbound track is obstructed,' etc., or simply give 19 order to trains to use that track, and when they receive orders to use the opposite track do they understand that they are governed by single track rules? That is, they are superior to trains which, under the time-table rules, they would be superior to on single track and inferior to trains which they would be inferior to under single track rules while running on that track?"

ANSWER.—In answer to the first question, attention is called to the fact that the inquiry is based on the use of a wrong form of order, and, therefore, is not one which the Committee can rule on. An order as per Form C should have been used, reading: "Extra 1 has right over No. 2 'B' to 'C.'"

To the second question the Committee's answer is that it does not consider it necessary to state the cause.—*September 11, 1901.*

QUESTION.—"I would be pleased to have a ruling from you as to the proper interpretation and execution of the following train orders:

"Standard Code of Train Rules. Stations A, B, C and D: 'At "A" Extra 375 received order No. 50 to meet No. 25 at "B."'

"Upon arrival of Extra 375 at 'B,' conductor was proffered order No. 51, giving him right of track over No. 25 to 'C.' Conductor refused to accept order No. 51 until order No. 50 had been annulled. The dispatcher proceeded to annul order No. 50 completing order No. 51, then Extra 375 proceeded toward 'C.' Previous to annulment of order No. 50 to Extra 375 at 'B,' No. 25 had received and accepted both orders, Nos. 50 and 51 at 'B,' and had departed. Having in their possession two orders, neither of which had been annulled to them, and with no intervening telegraph station between stations 'D' and 'C,' upon their arrival at 'C,' they proceeded toward 'B' and met Extra 375 on main line. The mistake of the dispatcher is unquestioned. However, what I desire to have your ruling on, is as to the manner in which No. 25, with two orders, should have observed them. In other words, should No. 25 have attempted to pass 'C' before the arrival of Extra 375, and, if so, in what manner?"

ANSWER.—In the opinion of the Committee, No. 25 should not have passed "C" before the arrival of Extra 375.—*September 21, 1904.*

QUESTION.—"Referring to Form R, will you kindly advise the general practice and form where rights are extended as well as when shortened? For example: Order No. 1.—No. 1 has right over No. 2 'A' to 'D.' Order No. 2 issued to No. 1 at 'C,' reading: No. 1 has right over No. 2 to 'G.' Would you say No. 1 has the right over No. 2 to 'G' instead of 'D'?"

ANSWER.—The examples here given are not in accord with Standard Code practice. The question may be answered by simply quoting from the Standard Code the forms therein provided, and which should here be used:

Order No. 1, Form C.—No. 1 has right over No. 2 "A" to "D."

Order No. 2, Form P (which it is desired to give to No. 1 at "C.")—No. 1 has right over No. 2 "A" to "G" instead of "D."—*September 21, 1904.*

QUESTION.—Under Form C is it proper under any circumstances to give a train an order, "No. 1 has right over No. 2," without specifying "G to X?"

ANSWER.—In using Form C the points between which right is conferred should always be stated in the order.—*May 17, 1916.*

QUESTION.—In the Standard Code of Train Rules, Question and Replies of 1911, pages 166 and 167, the question is asked: "If an inferior train is given rights against a superior train to a designated point, is it competent for the train dispatcher to issue subsequently an order making a definite meeting point between the trains designated at an intermediate station, unless and until the previous order giving rights to inferior train is superseded or annulled?"

The Committee decided that this practice was proper.

We would like to know whether it is considered proper to give a right of track order as noted between designated points and subsequently issue an order for the inferior train given this right to wait at a certain point, or a number of intermediate points (Form E) until certain times, without superseding or annulling the right of track order (Form C).

ANSWER.—In reply to your question of October 1st as to whether it is proper, after having given a "right of track" order to a designated point, to subsequently issue an order for the inferior train given this "right over" order to wait at an intermediate point or a number of intermediate points (Form E) until certain times, without superseding or annulling the "right of track" order, the Committee on Transportation directs me to say that the issuance of an order to a train giving it right over an opposing train, simply reverses the rights of the trains involved to the point named in the train order and the train to which the "right over" order is given becomes the superior train until the "right over" order is fulfilled, superseded or annulled.

Therefore it would be wholly proper to issue "time orders" to wait at intermediate point or points for the train which previously had the right of track without superseding or annulling the "right over" order.—*July 2, 1918.*

QUESTION.—If second 2 is given right over No. 1 H to B and No. 1 is unable to leave B clear No. 2's schedule within the right limits, may No. 1, after No. 2 becomes due and first 2 has not arrived, proceed against second 2 until first 2 is met?

ANSWER.—The answer of the Committee is "No."—*December 2, 1924.*

QUESTION.—Will be glad to have a decision from the Train Rules Committee concerning an order reading: "No. 2 has right over No. 1 H to F," number 2 being inferior by direction. At H, G and F we have on one of our divisions lap sidings as shown by diagram attached. The question that has arisen is, at what point at H does the right of No. 2 over No. 1 begin, whether at north switch of northbound siding or at north switch of southbound siding. For instance: No. 2 cannot make farther than H and properly clear schedule of No. 1, and upon arrival at H heads in at south switch of the northbound siding. While at H on the siding No. 2 receives the order in question. Would No. 2 have to protect against No. 1 in its movement from the north switch of the northbound siding, or would the order cause the right of No. 2 to exist from the north switch of the northbound siding?

ANSWER.—No. 2 would have right over No. 1 from the north switch of the northward siding—therefore it would not be necessary for No. 2 to protect itself against No. 1 between the north switch of the northward siding and the north switch of the southward siding.—*October 7, 1924.*

## FORM E.

[See decisions under Train Order Forms A and C.]

QUESTION.—The Committee received the following communication in regard to Form E, "Time Orders."

"Under Example 1, Form E, of Train Orders.—Special East leaves Omaha with an order reading that No. 1 will run 30 minutes late, New York to Chicago. Will this give the special until 3:25 to reach Chicago, or must they reach there at 2:55? If they must reach there at 2:55, of course, they are not aided any, against No. 1, by the order, as they have a right to go there at 2:55, 3 o'clock being the leaving time of No. 1. On the other hand it is argued that No. 1's order has expired on her arrival at Chicago 30 minutes late, at 3 o'clock, and has nothing to prevent her leaving at 3:00 or 3:01, provided her work is done, or she has none to do, and, of course, in this event, the special would not be helped any by the order. A great many conductors have said that they would run against No. 1 until 3:25 to make Chicago.

"Another case.—No. 1 is instructed to run 10 minutes late, New York to Rochester; they pass Syracuse 10 minutes late, which is the last station they are timed at east of Rochester. The train has but one time at Rochester, which is their leaving time, and consequently, there is no time for them to arrive 10 minutes late by. Their running time from Syracuse is slow enough to enable them to make up this 10 minutes and be ready to leave Rochester on time, or within one or two minutes of it, and as their order expired as soon as they arrived at Rochester, what would prevent them from leaving Syracuse 10 minutes late and arriving at Rochester at their leaving time, they having no arriving time, and its being generally understood that train is due to reach the next station (if no arriving time is given) as soon as they can get there after leaving the last station as *ordered* or required by schedule."

ANSWER.—In regard to the first question, the Committee decided that, inasmuch as the order delivered to the special at Omaha did not control the movement of No. 1 west of Chicago, the order could not have been used by the special until after its arrival at Chicago. It was, therefore, an improper order to issue to move the special from Omaha to Chicago. If

it was the purpose to move the special to Chicago against No. 1, the order prescribed in No. 2\* of Form E should have been used. In the opinion of the Committee the issuing of this order, as stated, gave rise to the difficulty which the gentleman mentions.

In regard to the second question, No. 1 with an order to run 10 minutes late from New York to Rochester, should leave all intermediate stations 10 minutes late, and arrive at Rochester (as no arriving time is shown there) as much ahead of its leaving time as it would be permitted to do when running without an order; that is to say, the only difference this order makes is that the figures on the timetable are changed 10 minutes later between the points specified in the order, and, as there is only one time given at Rochester, which is the leaving time, the order practically expired when the train left Syracuse.—October 13, 1891.

QUESTION.—"No. 38 will run one hour and forty minutes late London to York, one hour and thirty minutes late York to New Castle, one hour and ten minutes late New Castle to Edinboro.

"What is the latest minute an inferior train running ahead of No. 38 could arrive at Cambridge, York, New Castle and Edinboro? What is the latest minute an inferior train, southbound, could arrive at New Castle, York and Cambridge?

"Our Rule 386 reads as follows: 'When a train of inferior class meets a train of superior class the train of inferior class must take the siding and clear the train of superior class five minutes. A train of inferior class must keep six minutes off the time of a train of superior class following it.'

"Clause 'A,' same rule: 'A first-class train must not arrive at a station, where only the leaving time is shown, more than one minute in advance of the schedule leaving time.'"

ANSWER.—In reply to the inquiry, the Committee held that the latest time at which an inferior train running ahead of No. 38 could arrive at the points named would be shown in column 4, and the latest time the inferior train southbound could arrive at the points named, as shown in column 5 in the table given herewith:

\* Third form of Form E, as revised.

|           | 1                       | 2                      | 3                      | 4   | 5  |
|-----------|-------------------------|------------------------|------------------------|---|--|
|           | SCHEDULE TIME<br>NO. 38 | ORDER TO<br>RUN LATE   | BOOKING TIME           | TIME FOR<br>INFERIOR TRAIN<br>LEAVING AHEAD | TIME FOR<br>INFERIOR TRAIN<br>SOUTHBOUND |
| EDINBORO  | arr. 5 50               | arr. 1 10              | arr. 7 00              | arr. 8 54                                   |  |
| NEWCASTLE |                         | lve. 1 10<br>arr. 1 30 | lve. 8 10<br>arr. 8 30 | arr. 5 24                                   | arr. 6 06                                |
| YORK      |                         | lve. 1 30<br>arr. 1 40 | lve. 8 13<br>arr. 8 22 | arr. 5 16                                   | arr. 6 07                                |
| Cambridge |                         | arr. 8 31              | arr. 5 11              | arr. 6 05                                   | arr. 6 06                                |
| LONDON    | lve. 8 10               | 0                      | 4 20                   |   |  |

—March 2, 1898.

QUESTION.—"The question has been raised whether, under 'Form E, Example 2, of the Rules Governing Forms of Train Orders, a train can properly be held at more than one point in one order for the same opposing train.

"For instance: 'No. 1 will wait at A until 2:40 p.m. for No. 2, and will wait at B until 3:10 p.m. for No. 2.'

"Form E does not specifically authorize such an order.

"Will you kindly favor me with the opinion of the Committee on the question?"

ANSWER.—The reply of the Committee is that, under the revised Code, Form E, Example 3, a train can properly be held at more than one point in one order for the same opposing train.—September 24, 1900.

QUESTION.—No. 2 is due to leave A 1:00 p.m.

No. 2 is due to leave C 1:15 p.m.

No. 2 is due to leave D 1:20 p.m.

No. 2 is given an order to run thirty minutes late A to D. Can No. 2 arrive at C or D in advance of this time?

What is the latest time an inferior train running ahead of No. 2 could arrive at D?

Our Rule 89 reads: At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when practicable, etc.

An inferior train must keep at least ten minutes off the time of a superior train in the same direction.



ANSWER.—The train receiving this order will run with respect to this later time, as before required to run with respect to the regular schedule time.—*March 19, 1902.*

QUESTION.—Three orders are given.

Order No. 1: "Extra 456 east wait at B until 7:15 p.m. and at C until 7:45 p.m. for Work Extra 461."

Order No. 2: "Extra 456 east meet Work Extra 461 at C."

Order No. 3: "Order No. 2 is annulled."

Under these orders, when can Extra 456 east pass B and C after receiving order No. 2? Does Order No. 2 supersede Order No. 1? After receipt of Order No. 3 is Order No. 1 in effect?

ANSWER.—Orders Nos. 1 and 2 conflict with each other, and are, therefore, improper. "Orders once in effect continue so until fulfilled, superseded or annulled." (Rule 220.)

Form P is the only form given for superseding an order, and Forms L and M are the only forms given for annulling an order. None of these forms having been used, Order No. 1 is in effect until fulfilled.

Therefore, Extra 456 east cannot pass B until 7:15 p.m., unless the work extra is clear before that time and (until Order No. 2 is annulled) must wait at C until Extra 461 is clear. After Order No. 2 has been annulled, Extra 456 east can pass C after 7:45 p.m., unless the work extra is clear before that time.—*November 20, 1910.*

QUESTION.—Under Form E, Example (4)—

"No. 1 wait at 'N' until 10:00 a.m.

'P' until 10:30 a.m.

'R' until 10:55 a.m. etc."

Must an entire train dispatching district be covered by the order? If not, can an opposing train receiving the order at "U" use until 10:50 a.m. to make T or S?

ANSWER.—It is not the intention that an order in this form should necessarily cover the entire district, but only such portion of it as may be desirable.

The order gives opposing trains receiving a copy the right to run to any intermediate station between the point where the order is so received and the

point or points named in the order, where the time is earlier, as before required to run with respect to the schedule time of the train. If the schedule time of train No. 1 at T or S were earlier than 10:55 a.m. an opposing train receiving the order at U could use this time to go to T or S the same as though the regular schedule time at T or S was 10:55 a.m., and the opposing train would clear this time at T or S the same as it would clear the regular schedule time of No. 1, and, of course, should be clear at T or S as many minutes before 10:55 a.m. as required by the rules.—*November 18, 1915.*

QUESTION.—Order 1—No. 2 run 30 minutes late A to D, 20 minutes late D to E, and 10 minutes late E to H.  
Order 2—No. 2 run 40 minutes late A to D, 30 minutes late D to G, and 20 minutes late G to H.

1—Under Rules 212 and 220 is Order 2 in effect as well as Order 1 after having been repeated or X response sent, and should not Order 2 be obeyed, thereby fulfilling both orders at the same time?

2—There being nothing in the rules or in actual practice to prevent a train from running more than 30 minutes late on a 30 minute run late, is it actually necessary under the rules to annul the run late of 30 minutes before the 40 minute run late can apply over the same territory to any portion thereof?

3—If the 30 minute run late must be annulled before the 40 minute run late can apply, then is it necessary to annul a wait order before another wait order of a greater amount of time applying at the same station can become effective?

4—May any order be superseded other than by the four examples given in the revised code, and if so, what was the object of adding just one additional superseding form in the 1915 revision?

ANSWER 1.—Yes, when the run late order covers exactly the same territory and it is the purpose to have the train run later than the figures in previous run late orders.

2.—Answered by No. 1.

3.—No.

4.—Train orders issued under Forms A, B, C and F of the Standard Code may be superseded, but if it is desired to change orders issued under other forms, they should be annulled.—*April 4, 1917.*

Order No. 1

To Operator

To No. 9           A

No. 9 Eng. 1126 run three (3) hours late A to D.

G. S.

Order No. 2

To Operator

To No. 9           A

Order No. one (1) is annulled.

Eng. 1126 run five (5) hours late

A to D.

G. S.

Order No. 3

To No. 9           A

No. 9 Eng. 1126 wait at C until ten thirty 10 30 for  
extra 2144 East.

G. S.

Order No. 4

To No. 9

To Operator A

Order No. three (3) is annulled. No. 9 Eng. 1126  
wait at C until twelve thirty 12 30 for extra 2144 east.

G. S.

QUESTION.—When No. 9 signs up at A, is it necessary for him to get orders Nos. *one and three*, or does the Operator write across them "annulled by Order No. ...." and file them?

ANSWER.—Inasmuch as train orders submitted did not follow the Standard Code by addressing the annulling orders to the operator only as provided under Form "L" the Committee cannot undertake to answer or pass upon any question not based upon the Standard Code.—*December 2, 1924.*

## FORM F.

QUESTION.—"Please refer to Form 'F,' Standard Code, which reads as follows: 'Engines 70, 85 and 90 will run as 1st, 2d and 3d No. 1, London to Dover.'"

"In the event that it was desired to cut out the second section of No. 1 at Chatham, would it be necessary under the rule to give notice of said change to Engine 70, representing first section of that schedule?"

"The above proposition has brought out considerable discussion among our local people here, and I am desirous of having the Committee on Train Rules pass upon the question."

ANSWER.—When this form of the order is used the first section should have a copy of the order annulling the second section.—*September 24, 1900.*

QUESTION.—Under the Standard Code of Train Rules, can a light engine running as first section of regular train No. 2 (a mixed train) be given an order by the dispatcher to run ahead of time?

ANSWER.—The Standard Code does not provide for the running of a regular train ahead of time. In the opinion of the Committee, the practice should not be permitted.—*February 23, 1905.*

QUESTION.—Example 5, Form F, appears to authorize the adding of an intermediate section to a train. This, according to my understanding, authorizes two trains on the same division at the same time, with the same name designating them; that is, there might be at the same time, two sections of the same train of the same name. For instance, A, B, C, D, E, F and G are stations going north on a certain division. Train No. 1 has orders to carry signals A to G for Engine 555. After passing D, the second section not having arrived, it is desired to start another train as second section of No. 1, Engine 555 not having arrived. An order is, therefore, sent to D, stating that Engine 999 will run as second No. 1, D to G, the following sections changing numbers accordingly. A south-bound extra receives orders to meet first No. 1 at F, second No. 1 at E. On arriving at E, they find that second No. 1 is carrying signals for a third section, and have to get an order to meet third No. 1 at D. On arriving at D, third No. 1, which would have Engine 555 when it arrives, is not there. It is, however, desired to send the extra along, and they are given an order to meet second No. 1 at C. They have, therefore, on the same division received orders to meet second No. 1 at two different points, second No. 1 being two separate and distinct trains. Is this authorized, and is it proper interpretation of the Standard Code?

If it is, would we not in the above case, if No. 1 were delayed at B, be justified in starting another No. 1 from D,



carrying signals for the train that was delayed? If so, a southbound extra in this case might receive an order to meet No. 1 at E; and, again, on arriving at D, if the train that started from A had not arrived, they would get another order to meet No. 1 at C. It does not seem to me, therefore, that the Standard Code can authorize such movements as this.

The third paragraph of Rule 4 states that not more than one schedule of the same number and day shall be in effect on any division or sub-division. This refers to schedules and not to trains, so that, as far as the rules go, I can see no objections to the examples cited above.

**ANSWER.**—Intermediate sections are authorized by the rules, and any number of sections may be run.

It is not permissible to run more than one schedule of the same number on the same day.

It is the duty of the train dispatcher, who introduces intermediate sections, to safeguard the arrangement by proper notification to those concerned.  
—*May 18, 1911.*

**QUESTION.**—The revised Standard Code of Operating Rules, adopted at the meeting on November 17, 1915, contains standard Form F of Train Orders, Example 3, reading as follows:

"No. 1 display signals A to G for Engine 65."

Will you kindly advise if this example should be interpreted as authorizing Engine 65 to run as the second section of train No. 1?

**ANSWER.**—Example 3, under Form F, gives Engine 65 authority to run as second section of train No. 1.—*May 17, 1916.*

**QUESTION.**—Will you kindly inform me whether or not the Committee on Transportation has rendered any decision since February, 1911, the date of the last edition of the Standard Code, on the question of the rights of trains at a station designated in a train order. The Committee decided on September 24, 1900, under Form G, that "Gaza" was the entrance switch of the siding. Would the same ruling apply to practice under Form F? To illustrate: "No. 10, Engine 99, display signals Berber to Gaza for Engine 85." At Gaza, at what point will 1st No. 10 take down signals, and at what point will 2d No. 10, Engine 85, consider the order fulfilled?

**ANSWER.**—The Committee on Transportation has not made any ruling on Form G since February 24, 1900, and that ruling is applicable to practice under Form F in the illustration submitted.

First No. 10 will take down signals at the entrance switch to the siding. The order to second No. 10 will be fulfilled when that train clears the main track at the entrance switch to the siding. (See Rule 96.)—*May 17, 1916.*

**QUESTION.**—I have a copy of the American Railroad Association Standard Code, also Catechism of the Standard Code. Under the forms of train orders, example F No. 9, which reads "Engs. 99 and 25 reverse positions as second and third one H to Z," the question has arisen as to which engine would leave "H" as second section. Some railroads have explained under this example that Engine 99 would run as second No. 1 while others contend that after reversing positions it would be third No. 1.

I would also like to have you explain Rule 218, which reads—"When a train is named in a train order by its schedule number alone, etc." It is very evident that the word "alone" is being misconstrued, for instance, when naming the train number and engine number that in this case is claimed that the train is not named by the number alone.

**ANSWER.**—The Committee holds that engine 25 would run as second one, H to Z. "As to the use of the word 'alone' in Rule 218 in the opinion of the Committee, the word 'alone' as used in this rule refers to the schedule number."—*October 5, 1920.*

**QUESTION.**—Under Form F, Example (3), when No. 1 displays signals A to G are they not then First 1 between those points instead of No. 1. Should not the dispatcher comply with the last paragraph reading:

"When sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point," and specify which section shall assume the schedule beyond G?"

**ANSWER.**—Yes.—*February 14, 1924.*

**QUESTION.**—Rule 204 requires train orders be addressed to those who are to execute them. Will you please advise if it would be the ruling of the Committee to address a train order Form "F," to the engines or to first and second 85, for example:

"Form 19 Train Order No. —  
C&E 1st. & 2nd. 65 at Old Hickory,  
Engs. 604 and 605 run as first and second  
65, Old Hickory to Shops."

No. 65's schedule originates at Old Hickory to terminate at Shops. Would it be proper to address the above order to engines 604 and 605, or to first and second 65?

ANSWER.—The order should be addressed to Engines 604 and 605.—*December 1, 1937.*

## FORM G.

QUESTION.—"I beg to submit to the Committee on Train Rules the following inquiry, in regard to Form G, Extra Trains, under Example (1) 'Engine 99 will run extra, Berber to Gaza.'

Supposing Gaza to be a way station, to what point within the somewhat indefinite limits of Gaza does the order give the extra the right to run?

"A definite ruling on this point seems important, especially when we consider that it is perfectly competent for the train dispatcher to give an extra running in the opposite direction a similar order from some other point to Gaza, and that, so far as the rules provide, neither extra would have any information as to the destination or existence of the other."

ANSWER.—Presuming that Gaza is an intermediate station on a division, the order gives the extra the right to run to the entrance switch of the siding and clear the main track.—*September 24, 1900.*

QUESTION.—Example 1: Engine 2 run extra leaving "A" on Thursday, February 17th, as follows, with right over all trains:

Leave "A" Eleven thirty (11:30) p.m.  
"C" Twelve twenty five (12:25) a.m.  
"E" One forty seven (1:47) a.m.  
Arrive "F" Two twenty two (2:22) a.m.

Does the above order give the extra the right to disregard yard limit or station limit signals? If not, how should it be governed when passing through such limits?

ANSWER.—Not permissible under the Standard Code.—*January 9, 1923.*

QUESTION.—Example 2: Engine 2 run extra leaving "A" on Thursday, February 17th, as follows: with right over all trains and with rights of a first-class train through yard limits:

Leave "A" Eleven thirty (11:30) p.m.  
"C" Twelve twenty five (12:25) a.m.  
"E" One forty seven (1:47) a.m.  
Arrive "F" Two twenty two (2:22) a.m.

Is the above permissible?

ANSWER.—Not permissible under the Standard Code.—*January 9, 1923.*

QUESTION.—Form G. Example 2.—Engine 99 run extra A to F and return to C. Referring to initial stations: Please advise if station F could be considered an initial station for extra 99 owing to the change of the direction of the extra, or is the round trip order considered a continuous run although there is a change of direction?

ANSWER.—Without undertaking a definition of "Initial Station", the Committee answers "Yes",—see answer of Committee of September 24, 1900, to similar inquiry shown in December, 1920, Edition of Standard Code.—*December 5, 1922.*

QUESTION.—May orders addressed and received by Extra 99 East be considered effective and used by Extra 99 West?

ANSWER.—Yes.—*December 5, 1922.*

QUESTION.—Referring to the rule under Example 2 reading: "The extra must go to F before returning to C." Has the extra arrived at F when they reach the initial switch at that point, or is it necessary if a train order office, for them to report and obtain authority to leave before returning to C?

ANSWER.—See answer of September 24, 1900, similar inquiry shown in December, 1920, Edition of Standard Code.—*December 5, 1922.*

QUESTION.—If an order read, "Eastward extra trains wait at H until 2:30 p.m.," and an opposing work extra using this time arrived at H at 1:50 p.m. and was ready to move in the opposite direction, would not the 2:30 p.m. wait hold it at H, the same as the other work extra and Eastward extras, assuming that extra trains, as stated in the order, includes a work extra making an Eastward movement as well as Eastward extras, as per definition of an Extra train?

ANSWER.—Yes.—*February 14, 1924.*

QUESTION.—Would it be permissible to issue the following order: "Engine 99 run Extra C to F and return to A"—the opposite of Example 2.

ANSWER.—No such form is provided in the Standard Code.—*December 5, 1922.*

QUESTION.—Our rules provide a form for running an extra train with a schedule. What form does the Standard Code contemplate using for this purpose?



**QUESTION.**—If two work extras are working on the same limits protecting against each other and it is desired to issue a wait order to wait at B until 1:00 p.m. for one of the work extras to relieve it of protecting westward, should the order read in part, "Eastward extra trains wait" or "Eastward extras and work extra wait?"

**ANSWER.**—See definition of "extra train".—*February 14, 1924.*

**QUESTION.**—Why was the word "trains" added to Examples 2 and 3 of Form H, in the 1915 revision of the Code?

**ANSWER.**—To conform to the definition of "extra train".—*February 14, 1924.*

**QUESTION.**—In example (1) of Form H, the work extra must, whether standing or moving, protect itself against extras within the working limits in both directions as prescribed by the rules. When two or more work extras are working within the same limits, should they be given an order to protect against each other or one against another?

**ANSWER.**—Example No. 1, Form H, and explanation covers. This requires each work extra to protect against all extras.—*February 14, 1924.*

**QUESTION.**—If a work extra is only required to protect against extras in both directions, the inference of which is that it does not include another work extra on the same limits, why should Example (2) relieve the work extra from protecting against Eastward extra trains, which under the definition includes both extras and work extras?

**ANSWER.**—Example No. 2, Form H, and explanation covers.—*February 14, 1924.*

#### FORM S-H.

**QUESTION.**—Kindly submit to the Committee on Operating Rules, for Interpretation, the following question on standard Rule S-H:

Under the example of orders given below, can Extra 336 East, leave B before 8:30 a.m., unless or until Work Extra 303 has arrived or Order No. 1 is annulled?

Order No. 1.—C. & E. Engine 303 A. C. & E. All Eastward Extra trains A. C. & E. All Westward Extra trains F. Engine 303 works extra 12:01 twelve one a.m. until 8:30 eight thirty a.m. between B and C not protecting against extra trains.

Order No. 2.—C. & E. Engine 336 A. C. & E. No. 241 F. C. & E. Westward Extra trains F. C. & E. Work Extra 303 C. Engine 336 run extra A to H has right over No. 241 engine 336 and Westward Extra trains A to F but wait at B until 2:40 two forty a.m.; C until 3:01 three one a.m.; D until 3:30 three thirty a.m.; E until 3:45 three forty five a.m.

**ANSWER.**—No.—*January 16, 1928.*

**QUESTION.**—An order was given in the following form:

"Engine 1600 work extra eight thirty 8:30 AM until five one 5:01 PM between 'A' and 'B' protecting against extra 1610 west after eleven one 11:01 AM not protecting against other extra trains. Third class trains and Extra 1610 proceed with caution."

The work train engine 1600 starts its work at "A" which is at the east end of its working limits and works west toward "B." At both stations "A" and "B" there are passing sidings which extend both east and west of the block office. Trains being handled in manual block operation.

The question is does the work order give work train engine 1600 a right to occupy the main track between the block office at "A" and "B," or is their main track operation restricted to main track movement between the ends of the passing siding only. In other words should work train engine 1600 on arriving at "B" enter the first switch of the passing siding or has he the right to move on the main track to the block office. No scheduled trains being due at either "A" or "B."

**ANSWER.**—The second paragraph of Rule 5 and the ruling made by the Committee September 24, 1900 (page 488) would apply, in the absence of any specific instructions. In other words the work train should clear the main track at the entrance to the siding.—*September 25, 1930.*

**QUESTION.**—Referring further to ruling of September 25, 1930 (page 493). A train order in connection with a work train extra read as follows:

"Engine 1600, work extra eight thirty 8:30 AM until five one 5:01 PM between 'A' and 'B' not protecting against other extra trains".

There were no scheduled trains due at either "A" or "B" and the work to be done by the work train required it to use the main track from the tower at "A" to the tower at "B", each of which is located near the center of its passing siding. The question is understood to be: "Does this order give to the work train the right to use the main track from one tower to the other when no scheduled trains are due, or is its use of the main track confined to that portion that lies between the outlet switches at each tower?"

ANSWER.—The Committee is of the opinion that its ruling of September 25, 1930 to your previous inquiry, to the effect that the second paragraph of Rule 5 and the ruling made by the Committee September 24, 1900 (page 488) would apply in the absence of any specific instructions. In other words the work train should clear the main track at the entrance to the siding, and if it was intended that the work train was to work on the main track beyond the switch referred to, the order should have specified the exact point to which it applied.—*January 20, 1931.*

QUESTION.—A work extra is operating under Form H and, added to Example 1; the words, "not protecting against extra trains". Should this work train, occupying the main track between stations, protect in the rear if no scheduled trains are due? Under the provisions of Rule 99 we feel that there is a fundamental principle that any train, occupying the main track between stations, must be protected, and we are wondering if this proviso of Rule 99 would apply to a work extra under conditions mentioned?

ANSWER.—Your attention is called to Example 3 under Form S-H, to which form it is assumed you refer, and also to the last paragraph in the explanation under Form S-H, page 76.—*November 19, 1931.*

#### FORMS S-H AND D-H.

QUESTION.—The committee understands the circumstances and questions to be as follows:

Order No. 1.—Eng 292 works extra on both tracks 645am until 545pm between D and E.

Order No. 2.—No 1 has right over opposing trains on eastward track C to F.

The subdivision is double track A to F and single track F to Z. No 1 is due to leave A 930am C 1000am D1010am E 1020am F 1030am.

The work extra gets orders 1 and 2 at D at 630am.

QUESTION 1.—At what time must work extra 292 clear eastward track?

ANSWER.—Work extra 292 holding order No. 2 has no right on eastward track between C and F until the order has been fulfilled, superseded or annulled.

QUESTION 2.—Would the train dispatcher be required to have this information before clearing No. 1?

ANSWER.—The eastward main track must be cleared of opposing trains before Order No. 2 is complete.

QUESTION 3.—If C was not an open office and No. 1 had to be cleared at A on order No. 2, what time would the work extra be required to be clear of eastward track?

ANSWER.—Same as answer to first question.

QUESTION 4.—If an extra east received order No. 2 at H at 6:30 am, and can ordinarily pass C by 730 am, could they use eastward track F to C and what time would they be required to be able to reach C or A under above illustrations?

ANSWER.—The extra cannot leave the last named point (F) until the designated train arrives or the order is superseded or annulled.—*May 12-13, 1938.*

QUESTION.—The subdivision extends eastward from A to Z. Engine 292 is to work extra from 6:45 AM to 5:45 PM between D and E and is to be relieved of protecting against extra trains except Extra 76 West which may pass E as early as 5:30 AM and Extra 77 East which may pass D about 9:30 AM. The only open offices up to 6:45 AM are A, D and Z, and therefore the train dispatcher must issue the orders to Extra 76 West at A and to Extra 77 East at Z. The train orders involved are addressed and read as follows:

Order No. 5:

"To C&E Extra 76 West at A.

To C&E engine 292 at E.

To C&E Extra 77 East at Z.

Engine 292 works extra 6:45 AM until 5:45 PM between D and E not protecting against Extra Trains."

Order No. 6:

"To C&E Extra 76 West at A.

To C&E Work Extra 292 at D.

To C&E Extra 77 East at Z.

Work extra 292 protects against Extra 76 West between D and E after 6:45 AM and protects against Extra 77 East after 9:30 A.M."

Under these orders may Extra 76 West enter the working limits before 6:45 AM, or should order No. 6 have read:

"Work Extra 292 protects against Extra 76 West between D and E after 5:30 AM and protects against Extra 77 East after 9:30 A.M.?"

ANSWER.—It is assumed that Extra 76 West had running orders from 'A' to 'Z' and with Orders 5 and 6 as issued Extra 76 West had a right to pass D before 6:45 A.M.—*May 7, 1940.*



## D-FORM H.

[See decisions under Train Order Forms A and S-H]

**QUESTION.**—The question has been asked whether a work extra working on one or both tracks on double track without being required to protect against extras has the right to move against the current of traffic or only to move with the current of traffic. (*D-Form H, second example.*)

**ANSWER.**—This order gives the extra ample authority to move against the current of traffic within the limits and time named, properly clearing the time of regular trains.—*October 17, 1910.*

**QUESTION.**—Eastward trains move A to Z. If a work extra on the eastward track between B and C receives an order that all eastward extras will wait at B until a specified time, may the work extra move against the current of traffic until that time, keeping clear of regular train?

**ANSWER.**—This order gives the extra ample authority to move against the current of traffic within the limits of time named, properly clearing the time of regular trains. See answer of Committee, as published in Proceedings of Fall meeting of the Association, 1910.)—*November 18, 1915.*

**QUESTION.**—Considering the decision of the Association on October 17, 1910, under *D-Form H* stating that a work extra holding an order to work not protecting against extras would have ample authority to move against the current of traffic within the limits and time named, properly clearing the time of regular trains.

Also considering the decision of November 18, 1915, where a work extra on the eastward track between B and C received an order that all eastward extras wait at B until a specified time, and the decision gives the extra ample authority to move against the current of traffic within the limits of time named, properly clearing the time of regular trains.

We desire the A.R.A. decision in the following case:

"Work extra 292 works extra on Eastward track, 6:45 a.m. until 5:45 p.m. between D and H, not protecting against extra trains."

Second No. 2, an eastward train, under Double Track Form F Example 8, moving from H to A takes down signals at F before the following section arrives and proceeds on its run to A. Work extra 292 at E checks second No. 2 by E without signals and proceeds against the current of traffic and passes F before the arrival of Third No. 2 and the result is a butting collision between the work extra moving against the current

of traffic and the third section of No. 2, after having met second No. 2 at E without signals. Under double track rules, it states that Rule 96 is not applicable to double track. Where should the responsibility of the butting collision be placed, under the rules?

**ANSWER.**—The responsibility rests with the dispatcher.—*February 14, 1924.*

**QUESTION.**—Referring to your answer to our question No. 2 wherein it is stated the responsibility rests with the dispatcher. Cannot locate anything in the Standard Code that places responsibility on the dispatcher, or that protects the Company, after the dispatcher authorizes signals to be taken down on double track before the following section arrives. Under your rulings of October 17th, 1910, and November 18th, 1915, the work extra may move against the current of traffic. The authority to take the signals down, under the rule, and the authority of the work extra to move against the current of traffic, under your rulings, is unquestionable. If an unwritten law or rule requires the dispatcher to protect the following section in this case on double track why should not a same unwritten law or rule protect the following section when signals are taken down on single track? Why Rule 96?

**ANSWER.**—The dispatcher is unquestionably responsible for hazards created by his orders and when ordering signals down on second No. 2 at "F", he must protect 3rd No. 2 from any and all opposing movements until it arrives at "F".—*March 11, 1925.*

**QUESTION.**—Our railroad is double tracked for twenty-five miles A to H. If order is placed as per example (1) form "D-H": "No. 1 has right over opposing trains on Westward track G to B." Is it proper for opposing trains receiving a copy of this order at B to use Westbound track against No. 1, clearing that train at any intermediate station as per rule for single track, or must opposing trains remain at B as per foot note to example (1) even though they may have ample time to go to some intermediate point between B and G?

Some of our men say if they were on an opposing train with a copy of this order they would proceed, clearing No. 1's time as per rule; others say they would remain at B until No. 1 arrived.

I will thank you very much for your interpretation of this order.

**ANSWER.**—In the opinion of the Committee, Form D-R instead of Form D-H applies in this case; further opposing trains must not leave the point last named until the designated train arrives.—*June 8, 1925.*

## FORM J.

QUESTION.—A regular train (No. 1), by train order, is directed to follow the second section of that train from point B, the following train running around it and becoming the first section from that point. After the engineman and conductor of the regular train have received the order which makes them a second section from point B, and have left the office, the train dispatcher desires to run an inferior opposing train to point B, and issues a holding order, Form J, to the operator at B, directing him to hold No. 1 for orders. The dispatcher feels perfectly safe in doing this, as the train which is to be first No. 1 has not yet arrived. Can the train dispatcher make such a movement in this way and without giving any information to the conductor and engineman of the train which is to be the second section of No. 1 beyond point B?

ANSWER.—The Standard Code provides that Form J, "Holding Order," "will only be used when necessary to hold trains until orders can be given, or in case of emergency," and the purpose of the rule is that this form is never to be used, as it formerly was under the single order system, to permit trains to be run to the point where the holding order is placed in the ordinary course of business. The principles of the Standard Code for single track movements are based on the assumption that "each train order must be given in the same words to all persons or trains addressed" and that "train orders must be addressed to those who are to execute them," which would include both inferior and superior trains. While under the question asked, the first section becomes the second section of No. 1 beyond B and cannot leave B until the second section, which has become the first section, has departed, yet the course suggested in the question is opposed to the aforesaid principles of the Standard Code Rules, and presents so many opportunities for misunderstanding as to be unsafe.—*November 19, 1914.*

## FORM K.

QUESTION.—The Jamestown and Yorktown Divisions are operated as two separate divisions—the Jamestown Division and the Yorktown Division, Jamestown Shops being the dividing point; the time-table, however, is continuous. Train No. 16 leaves Yorktown at 9:40 p.m. and leaves Jamestown Shops

at 12:10 a.m. It is decided to annul Train 16, which starts from Yorktown, January 1st, on the Jamestown Division.

Should the order read "Train 16, of January 1, 1893, is annulled on Jamestown Division," or should it be "January 20?"

ANSWER.—The Committee decided that in such a case the order should read "Train No. 16, leaving Yorktown at 9:40 p.m., *January 1st*, is annulled on Jamestown Division," or "leaving Jamestown 12:10 a.m. of *January 2d* is annulled."—*April 14, 1892.*

QUESTION.—After a section of a train has been run over one portion of a road, and the annulment of the section issued, would it be competent to run the same section of the same train over a different portion of the road? That is, if three sections of No. 23 are started out from A, and C the order is issued "third 23 is annulled from C," could there be a third 23 run from D to E? An intermediate section can be annulled and following section take that section's number from where the change is made, but in that case the conductor or engine number is mentioned as being annulled as third section.

ANSWER.—The Committee replied that, assuming the points named are all in the same dispatching division, the answer is "No," under the last paragraph of Form K.—*September 7, 1897.*

QUESTION.—"I am in receipt of the report of the Committee on Train Rules of The American Railway Association, New York, September 7, 1897. I find an inquiry submitted in regard to annulling a section of a train to which the Committee replied 'No.' While I admit that the inquiry was probably not put as it should have been, I do think that the Committee should have made itself plain, as that ruling is going to confuse almost all roads which are endeavoring to follow out the rulings of the Train Rules Committee. I would like to ask, for instance, if Engine 214 was 3d No. 23, and from some cause was disabled at 'B,' what is to hinder the dispatcher from annulling Engine 214 as 3d No. 23, at 'B,' and when he gets a relief Engine 216 to that point, giving it an order to run as 3d No. 23 from 'B' to the point to which signals are carried by the leading section? Of course, the Committee had in mind that if 3d No. 23 was annulled from 'B' the train could not be represented, but as long as the signals were carried beyond that point and intermediate trains not notified, I would like to ask as information why 3d No. 23 could not be represented by another engine?"

ANSWER.—The Committee replied that there is nothing to hinder the dispatcher from annulling third No.



23, but the change of an engine does not necessarily involve such annulment.—*March 2, 1898.*

QUESTION.—Is it necessary for a detoured train to have a train order before resuming its schedule on returning to its own line, for instance: A train scheduled from A to Z detours from E to N. May it resume its schedule at N without a train order instructing it to do so?

ANSWER.—Assuming that Form K has been used to annul the train between E and N, there is nothing to prevent it resuming its schedule N to Z without a train order.—*April 19, 1909.*

QUESTION.—“A train scheduled from A to D is detoured over a foreign road from B to C, these stations being intermediate, the schedule being annulled between B and C, can the train resume its schedule at C on its return to its home road, or must an order be issued to enable it to do so?”

ANSWER.—Form K, providing for the annulment of a regular train, states that the train annulled loses both right and class between the stations named, and must not be restored under its original number between those stations. Therefore, it is apparent that beyond the stations named in the annulling order, the train retains both right and class, and, therefore, immediately upon returning to the home road, can proceed on its original schedule without further orders to that effect.—*May 20, 1914.*

QUESTION.—Under Form K is it proper under any circumstances to give an order, “No. 1 of February 29th is annulled,” without specifying “A to Z?”

ANSWER.—In using Form K the points between which the train is annulled should always be stated in the order.—*May 17, 1916.*

QUESTION.—Referring to Form K, annulling a schedule or Section: If it is desired to annul a schedule or section from an intermediate station should this order read, due to leave the initial station, or due to leave the station from which such schedule or section is to be annulled? Under the rule that a schedule takes its date at its initial station the meaning of the second example under Form K is not quite clear.

ANSWER.—To annul a schedule between two given points the leaving time and date at the initial point of annulment should be given.—*December 5, 1922.*

QUESTION.—What was the object of changing Form K in the 1915 revision to read “No. 1 due to leave A” instead of permitting the date to apply at the initial station as per the 1906 revision?

ANSWER.—The records of the Committee do not show the reason the Committee had for making the change referred to.—*March 11, 1925.*

QUESTION.—Under your ruling of December 22, 1922, wherein it is stated the leaving time and date at initial point of annulment should be given, kindly advise why it is necessary to give the leaving time in the annulment and why no provision has been made for the leaving time in Form K.

ANSWER.—The Committee decided that the words “leaving time” were erroneously inserted in the ruling referred to in the Secretary’s letter of December 20, 1922.—*March 11, 1925.*

QUESTION.—If necessary to state the time the schedule is due to leave the initial point of annulment when a schedule is annulled only over a part of a division or sub-division, why is it not necessary to state the time it is due to leave its initial station when annulled over entire division or sub-division?

ANSWER.—See answer to preceding question.—*March 11, 1925.*

QUESTION.—If No. 11 is due to leave its initial station at 10:50 p.m. on timetable No. 102 and at 10:55 p.m. on timetable No. 103 and it is desired to annul No. 11 on date of change and before the change takes place, would the following order apply to No. 11 of both time-tables Nos. 102 and 103?  
“No. 11 due to leave A . . . . . is annulled A to Z.”

ANSWER.—The train leaving “A” on the date named in the order is the only one affected.—*March 11, 1925.*

QUESTION.—Would be glad to have the committee’s opinion as to whether it is necessary to give an annulment order to a conductor and engineman on another schedule when they have a copy of the original annulment order in their possession?

ANSWER.—The answer of the committee is “Yes.”—*July 31, 1928.*

QUESTION.—Will you please advise me, if, in your opinion under the Standard Code of Train Operating Rules, a regular train shown on the timetable in accordance with the rules may be annulled by bulletin order, or is it necessary to annul that train each day by train order until a supplement to, or a new timetable is issued.

ANSWER.—The Standard Code of Train Rules does not provide any method for annulling a scheduled train except by train order Form K.—*May 14, 1930.*

QUESTION.—No. 85, engine 4167 is cleared at Bates, the initial terminal (A) on Form A, and proceed to ON Cabin, the first office, (B), where orders 126 and 128 are received. Copy—31 order No. 126

All north except 1st Class "DR"  
19 Eng 4167 "ON"

Eng. 4167 run Extra ON Cabin to Deshler office and has right over northward trains except first class ON Cabin to Deshler office. Northward trains get this order at Deshler. (C)

Copy—19 order 128

All north except 1st and 2d Class "DR"  
Ext 4167 ON

No Eighty five 85 Due to leave Bates April twenty fourth 24th is annulled ON Cabin to Deshler (B to C)

When reported ready at Deshler (C), engine 4167 cleared up as No. 85 on Form A to run to Terminal, North Lima (D). Question to be decided is, does this Form A re-establish the train at Deshler (C) as No. 85, or should they have a train order reading: "Engine 4167 run as No. 85 Deshler (C) to North Lima (D)"?

Another case on which we are anxious to secure a ruling is cited:

No. 55 "ABC" train leaving Terminal (A) via foreign road and detours, coming back to home rails at Deshler (B). Is it proper to clear this train on Form A at Deshler (B), or proceed as No. 55 without orders, or should they receive a train order reading: "Engine — run as No. 55 Deshler (B) to Lima (C)"?

ANSWER.—The Committee is of the opinion your inquiry is answered by previous interpretations of April 19, 1909 and May 20, 1914 (page 500).—*June 26, 1931.*

#### FORM L.

[See decision under Form E.]

QUESTION.—Referring to the following paragraph: "If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator," etc., the Committee was asked what is meant by the word "delivered"—whether it means the delivery to the trainmen after the order is made complete only, or whether it includes the delivery of an order that has not been made com-

plete to the engineer and conductor for signature, and the occasion for annulling the order does not arise until after such signatures have been received? If the meaning of the word "delivered" applies only to the case first stated, what official knowledge can the conductor and engineer, who have signed the order have that the order has been annulled, and that they would not be responsible for its fulfillment?

ANSWER.—In answer to the above the Committee stated: That in the judgment of the Committee the delivery of an order can take place only after "complete" has been given as stated in Rules 509\* and 511†.—*December 10, 1896.*

QUESTION.—The question I desire to obtain the Committee's interpretation on is in connection with Form L—Annulling an Order—page 86, Train Rules for Single Track, adopted April 25, 1906. The instructions following the example read: "If an order which is to be annulled has not been delivered to a train the annulling order will be addressed to the operator, etc., etc."

An order is addressed:

To the operator and a train at A.

To the operator at B.

To the operator and a train at C.

A delivery has not been made to the train at C, and prior to its arrival a decision is taken by the dispatcher to annul the order. The annulling order was made a combination to the operator and the train at C. The question is—Should the order being annulled be delivered to the train at C? Argument in favor of doing so is made that the order had been delivered to a train, and consequently the order annulled should be delivered to the train at C. Argument against delivering to the train at C is that the order not having been delivered to a train at that point the operator only is concerned, and should destroy all copies of the order except his own.

I would appreciate very much the interpretation of the Committee on this point."

ANSWER.—The Committee, without having before it true detailed copies of all orders involved, is somewhat in doubt as to a reply to this inquiry. The Committee is, however, of the opinion that the orders were issued under rule at variance with the Standard Code. The latter provides for the annulment of an order (Form L) and, in the event the original order

\* Old number (new number 210).

† Old number (new number 211).

has not been delivered to a train, the annulled order will be addressed to the operator, who will destroy all copies of the annulled order but his own, and write on that "Annulled by Order No. \_\_\_\_\_." If this does not answer your inquiry, it will be necessary to furnish the Committee with full copies of all orders.

It should also be borne in mind that the Committee does not undertake to interpret any rules other than those contained in the Standard Code.—*November 17, 1925.*

QUESTION.—When annulling a schedule from its initial station or from an intermediate station, shall the annulling order be addressed to each schedule and extra affected?

ANSWER.—The annulling order for a scheduled train should be addressed to all trains affected by the schedule annulled.—*February 5, 1935.*

QUESTION.—When annulling a schedule from its initial station or from an intermediate station, is it good practice to address the annulling order to "All Concerned" or to "All Eastward" (or Westward) trains (showing class) and extra? Example:—C and E all Eastward, 2nd and inferior class and extra trains.

ANSWER.—Any of the addresses suggested are in accordance with the Standard Code except that reading "All Concerned." The question of proper addresses for an order is in the hands of the dispatcher to see that all trains affected by the order are addressed.—*February 5, 1935.*

QUESTION.—Assuming that an annulling order is issued on form 31 and is addressed to C and E No. 74 and All Concerned at the same point, are the conductors of the "All Concerned" trains required to sign the order as provided for in Rule 210? If not, what authority is there for not signing them?

ANSWER.—The address "All Concerned" is not authorized by the Standard Code.

The delivery of a "31" form of order carries with it the obligations of signature and "complete" being given for same in accordance with Rule 210.—*February 5, 1935.*

## FORM S-M.

QUESTION.—With reference to Train Order Form S-M of the Standard Code, will you please give me the following information:

Order No. 10:  
No. 1 meet No. 4 at D and No. 2 at C.

Order No. 11:  
That part of Order No. 10 reading, No. 1 meet No. 2 at C, is annulled.

Order No. 12:  
That part of Order No. 10 reading, and No. 2 at C is annulled.

1. What is your decision as to proper wording; should it be as shown in Order No. 11, or as shown in Order No. 12?

2. If the wording in Order No. 12 is improper, just what is the reason?

3. If the wording in Order No. 11 is proper, then does it, in fact, leave the remaining words of Order No. 10 reading, "No. 4 at D and"?

ANSWER.—Order No. 11 is shown as prescribed in the Standard Code. Order No. 12 is not covered by the Code. The wording in Order No. 11 is proper and annuls the meet of No. 2 at C and allows the meet of No. 4 to stand.—*September 27, 1937.*

## FORM D-R.

[See decisions under Train Order Forms C and D-S.]

Double track system following rules:

D-109. Extra trains must not be run without orders from the Chief Train Dispatcher.

D-158. Trains must keep to the left unless otherwise provided. (Run left handed.)

D-159. When a train crosses over to, or obstructs the other track, unless otherwise provided, it must first be protected as prescribed by Rule 112 in both directions on that track.

Providing for a movement against the current of traffic.....has right over opposing trains on.....track.....to.....

Example: No. 1 engine 325 has right over opposing trains on southbound track "C" to "F".

A train must not be moved against the current of traffic until the track on which it is run has been cleared of opposing trains.

Under this order the designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point named until the designated train arrives.

An inferior train between the points named moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule, or right.

Extra 501, south, with running orders "A" to "H" breaks in three pieces at "D", a blind siding ahead of No. 2, first class passenger train.

Dispatcher ran No. 2 via northbound track from "C" to "E" to get around Extra 501 south.

QUESTION 1.—Has Extra 501, south, any authority to occupy northbound track?

QUESTION 2.—What objection, if any, in running a train on opposite track, when proper provision is made for movement, without notifying trains in same direction on regular track?

Illustration: In case of congestion or engine or train failure at blind siding on either track should it be imperative that congested or disabled trains receive notice of a reverse movement on opposite track, before movement can be made when unable to get in touch with said train."

ANSWER.—The Committee does not undertake the interpretation of rules other than the Standard Code and the rules quoted above indicate a variation therefrom. Under the A.R.A. Standard Code the Committee answers the two questions as follows:

Question No. 1: Answer, "Yes."

Question No. 2: Answer, "No objections as provided in Form D-R."—February 10, 1926.

QUESTION.—Extra 1400 west and No. 1 engine 1700 have right over opposing trains on eastward track A to H.

Under this order does the schedule time of No. 1 apply on the eastward track and would Extra 1400 west have to clear No. 1, (which is a first class train) as prescribed by Rule 86?

Both trains receive copy of the order, the tracks are parallel and stations the same on both tracks.

ANSWER.—The answer of the committee to both questions is "Yes."—February 5, 1935.

#### FORM D-S.

[See decision under Rule 72.]

QUESTION.—On a short section of our line between Paris Junction and Brantford, a distance of about seven miles of double track, we operate our trains by fixed signals. Copy of these rules taken from Rule Book you will please find attached, also page taken from time-table, which shows footnote covering the operation between the two points mentioned. Difference of opinion has arisen as to how trains should be handled when one of the tracks is obstructed and it is necessary to work single track between Brantford and Paris Junction, and I shall be glad to have your ruling in the matter.

Take, for example, eastbound track is obstructed, and it is necessary to use the westbound for both east and westbound movement between Brantford and Paris Junction, would it be all right to put out order D-Form-S reading "westbound track will be used as single track between Brantford and Paris Junction," and handle all trains just the same as if they were operating on usual single track?

ANSWER.—In reply to your letter of February 22nd, 1916, asking for an opinion on the use of Form D-S for moving trains over your doubletrack between Paris Junction and Brantford, when one of the tracks is obstructed, would say that the Standard Code authorizes the use of Form D-S for such situations. The fact that your time-table provides for the movement of trains by fixed signals over this doubletrack, (in accordance with your Book of Rules), does not change or take away from, the authority conferred by Form D-S.

If it is desired not to throw the unobstructed track into a single track, Form D-R may be used.—January 16, 1917.

#### CLEARANCE CARD FORM A.

[See decision under Permissive Card Form C.]

## CLEARANCE CARD.

QUESTION.—Following is a copy of recommendation I made to our general manager, who, in reply, suggested that I submit the matter to the Committee on Train Rules of the American Railway Association:

I think our Clearance Card, Form —, can be improved upon, and the safety of train movement increased, by changing the form, per following example:

|   |                             |
|---|-----------------------------|
| .....RAILWAY.   |                             |
| CLEARANCE CARD.   |                             |
| Sta.....  | Time.....M. Date.....19.... |
| CONDUCTOR AND ENGINEMAN NO.....   |                             |
| Herewith Orders No.....   |                             |
| I have.....Orders for your Train.   |                             |
| Signal is out for.....  |                             |
| .....Operator   |                             |
| This does not interfere with or countermand any orders you may have received. Conductor MUST SEE that the number of HIS TRAIN is entered in the above form correctly. Conductor and Engineman must each have a copy and must check the numbers of their orders against those shown above. |                             |
| If there are no orders for a train, operator must write the word "NO" in the blank space provided for that purpose; if orders are delivered to a train, operator must use the words "NO FURTHER" in the blank provided.   |                             |

Which I would recommend be adopted, as it provides that the numbers of the orders shall be noted thereon, thus enabling those to whom the orders are addressed to check up the operator, and giving to them the advantage of knowing that they have received copies of all the orders signed for. If, later on, any question should arise as to whether or not an order, possibly a "19" order, which was not signed for, was delivered, the Clearance Card can be produced as an actual record of the delivery or non-delivery, and I think it would be a good plan to deliver this form of Clearance Card to every train receiving orders, whether operator has orders for a following train or not.

ANSWER.—The Clearance Card, as printed in the Standard Code, gives all the information necessary. The requirement of further information might lead to error on the part of the operator.—*March 19, 1902.*

## PERMISSIVE CARD FORM C.

QUESTION.—Will you kindly submit the following questions to the Committee on Transportation for a ruling covering the use of Permissive Card, Form C, and Clearance Card, Form A, where trains meet at non-communicating stations:

(1) For trains meeting (except by train order) at a non-communicating station, will it be proper to give such trains at the last open station on each side of the non-communicating station where they are to meet, a Permissive Card, Form C, with notation thereon reading:

"Look out for.....train at.....station?"

(2) For trains meeting by train order at a non-communicating station, will it be proper to give to such trains at the last open station on each side of the non-communicating station where they are to meet, a Clearance Card, Form A, with notation thereon reading:

"Block is clear upon arrival of.....train at.....station."

ANSWER.—Referring to your letter of August 23rd, submitting questions in connection with the use of Permissive Card, Form C, and Clearance Card, Form A:

The Committee on Transportation has authorized the following reply:

"It will not be proper to use Permissive Card, Form C, with or without notation suggested, for the purpose referred to in your question number (1); neither will it be proper to use Clearance Card, Form A, with or without notation suggested, for the purpose referred to in your question number (2).

"Rules 317b, 318b, 327, 331, 362, 417b, 418b, 427 and 462 refer to the uses of Permissive Card, Form C, and Rules 221b, 331a, 331b and 362 to the uses of Clearance Card, Form A."—*October 4, 1917.*

## TRAIN ORDER BLANKS.

QUESTION.—Is there any objection to using form of train order book size  $7\frac{1}{2} \times 10\frac{3}{4}$  inches beyond the perforated line at top and  $7\frac{1}{2} \times 11\frac{1}{8}$  inches over all?

ANSWER.—The Committee believes that the form recommended in the Standard Code is best suited for the use of railroads generally. Larger blanks are

permissible, but in the opinion of the Committee are undesirable.—*September 9, 1902.*

QUESTION.—Who fills out the "Train Number" on bottom of No. 31 orders?

ANSWER.—It is the opinion of the Committee on Train Rules that the conductor, when he signs the order, should indicate the train he is running in the space provided for the purpose.—*February 23, 1905.*

#### MISCELLANEOUS.

A form of record and operators' transfer of orders was submitted to the Committee, and, while it thought the form a good one, it was of the opinion that such matters must be left to the judgment of each line to be determined according to the circumstances governing its operation.—*April 7, 1891.*

QUESTION.—A question was submitted to the Committee in reference to the color and shape of distant semaphore signals for head-on switches.

ANSWER.—The opinion of the Committee was that under no circumstances should red be used as a cautionary signal; the proper color is green. The determination of the shape of the semaphore should be left to each road. Taking into consideration the fact that semaphores are now being used for block purposes, it may be desirable to use different shapes for different purposes.

The question as to what the distant signal is to denote determines the color. If it is not intended to stop the train until the signal is changed, it should be red; if intended to allow the train to pass under control, the signal should be green.—*April 7, 1891.*

QUESTION.—Example 3: In one time-table, under "Special Instructions" we have the following:

"All trains will approach and pass through following yards: 'A,' 'B,' 'C,' 'D' and 'E' prepared to stop unless main track is seen or known to be clear."

Does this give a yard engine authority to work on the main track on the time of a first-class train which may be late? Would yard engine have authority at other points than these?

ANSWER.—The Committee is unable to answer this inquiry on account of a possibility of conflict between the railroads' special instructions and its acceptance of Standard Code Rule No. 93.—*January 9, 1923.*

#### TIME-TABLE INSTRUCTIONS.

QUESTION.—We have had under consideration the advisability of including the following rule in our next issues of time-tables and Book of Rules, and inasmuch as your Committee is deliberating on this question, we will be glad to receive advice covering their recommendations, in order that same may also be included:

"If necessary to back over a highway crossing, after the indication of the alarm has ceased to indicate train approaching, or should a train or cars remain on the bonded section of track, causing a continuous indication of train approaching, or when trains are passing over or drilling cars on side tracks which cross the highway at highway crossings where alarms are in service for main line tracks (trains or cars on such side tracks not operating the alarms) a trainman must be stationed on the crossing and arrange for pedestrians or vehicles to pass over the tracks under flag protection."

ANSWER.—"It is the opinion of the Committee that this subject should more properly come under the heading of the Special Instructions to Trainmen in your time-table, and the Committee suggests that it be handled accordingly."



THE  
**STANDARD CODE**  
OF  
BLOCK SIGNAL  
AND  
INTERLOCKING RULES.

---

WHERE PROPER SAFEGUARDS ARE PROVIDED,  
RAILROADS MAY MODIFY OR ADD TO THESE  
RULES TO SUIT THEIR REQUIREMENTS

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Adopted November, 1938



**BLOCK SIGNAL RULES DEFINITIONS.**

GENERAL NOTE.—Blanks in the rules may be filled by each railroad to suit its own organization or requirements.

**DEFINITIONS.**

**BLOCK SYSTEM.**—A series of consecutive blocks.

**MANUAL BLOCK SYSTEM.**—A series of consecutive blocks, governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.

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

**INTERLOCKING.**—An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically. (Rev. 7-22-40)

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

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

**INTERLOCKING STATION.**—A place from which an interlocking is operated.

**BLOCK.**—A length of track of defined limits, the use of which by trains is governed by block signals, cab signals, or both. (Rev. 7-22-40)

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

**CAB SIGNAL.**—A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals.

**BLOCK SIGNAL.**—A fixed signal at the entrance of a block to govern trains entering and using that block.

**INTERLOCKING SIGNALS.**—The fixed signals of an interlocking.

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

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

**DWARF SIGNAL.**—A low home signal.

**LIMITED SPEED.**—A speed not exceeding ..... miles per hour.

**MEDIUM SPEED.**—A speed not exceeding ..... miles per hour.

**SLOW SPEED.**—A speed not exceeding ..... miles per hour.

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

**RULES GOVERNING THE MOVEMENT OF  
TRAINS IN THE SAME DIRECTION  
BY BLOCK SIGNALS.**

251. On portions of the railroad, and on designated tracks so specified on the time-table, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

253. The ..... must be advised in advance, of any known condition that will delay the train or prevent it from making usual speed.

254. Except as affected by Rule 251 all Block Signal Rules and Operating Rules remain in force.

**RULES GOVERNING OPPOSING AND  
FOLLOWING MOVEMENT OF TRAINS  
BY BLOCK SIGNALS.**

**NOTE.**—Railroads operating under these rules must provide proper signals to control the approach and movement of trains.

261. On portions of the railroad, and on designated tracks so specified on the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

263. The ..... must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

264. Except as affected by Rule 261 all Block Signal Rules and Operating Rules remain in force.

## FIXED SIGNALS.

Rules 281 to 292, inclusive.

Aspects may be shown by the position of semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position, and flashing of lights. (Rev. 1-14-1946)

Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

Day and night aspects for position light signals shall have the same positions as the day aspects of the semaphore signals.

Aspects shown are typical. Each road should show the aspects and colors of lights it uses.

NOTE.—In the following illustrations of typical signal aspects, Rules 281 to 292, inclusive.

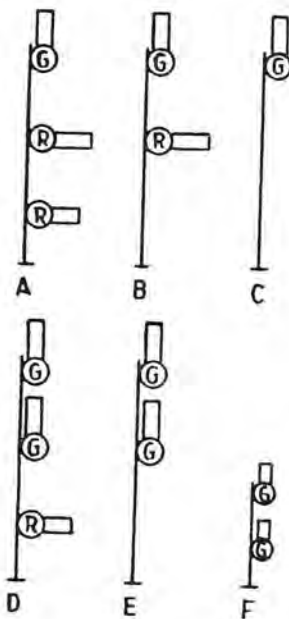
R = Red  
Y = Yellow  
G = Green

NOTE.—When flashing color lights are used, they shall be indicated as follows:

FR = Flashing Red  
FY = Flashing Yellow  
FG = Flashing Green

(Second Note adopted 1-14-1946)

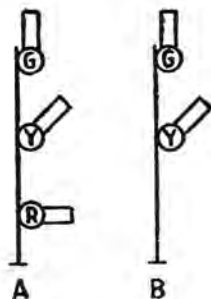
## RULE 281



Indication — Proceed

Name: Clear.

## RULE 281 A



Indication — Proceed approaching second  
signal at medium speed

Name: Advance approach medium.

## RULE 281 B



Indication — Proceed approaching next  
signal at limited speed.

Name: Approach limited

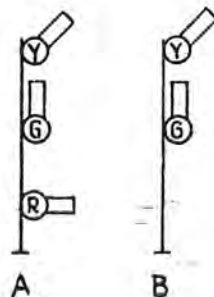
## RULE 281C



Indication — Proceed; limited speed  
within interlocking limits.

Name: Limited — clear.

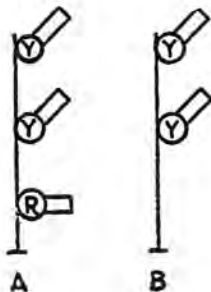
## RULE 282



Indication — Proceed approaching next  
signal at medium speed.

Name: Approach medium

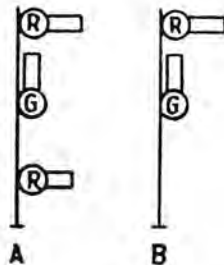
## RULE 282A



Indication — Proceed preparing to stop  
at second signal.

Name: Advance approach.

## RULE 283



Indication — Proceed; medium speed  
within interlocking limits.

Name: Medium-clear.

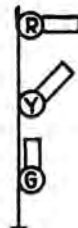
## RULE 283 A



Indication – Proceed preparing to stop  
at second signal; medium speed  
within interlocking limits.

Name: Medium – advance approach.

## RULE 283 B

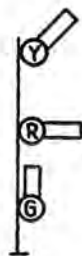


Indication – Proceed at medium speed  
approaching next signal at slow  
speed.

Name: Medium – approach slow.



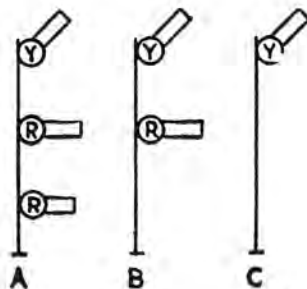
## RULE 284



**Indication** – Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.

**Name:** Approach slow.

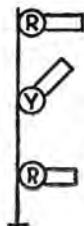
## RULE 285



**Indication** – Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

**Name:** Approach.

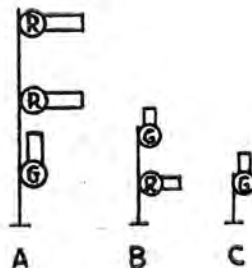
## RULE 286



Indication - Proceed at medium speed  
preparing to stop at next signal

Name: Medium - approach.

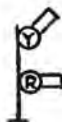
## RULE 287



Indication - Proceed; slow speed  
within interlocking limits.

Name: Slow - clear.

## RULE 288



Indication – Proceed preparing to stop at next signal; slow speed within interlocking limits.

Name: Slow-approach.

## RULE 289



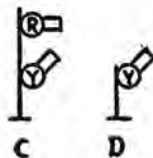
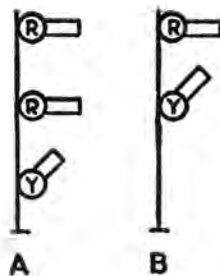
Designate by

- 1 - Letter plate  
or
- 2 - Marker light  
or
- 3 - Shape of arm  
or
- 4 - Combination of these distinguishing features

Indication – Block occupied; proceed prepared to stop short of train ahead.

Name: Permissive.

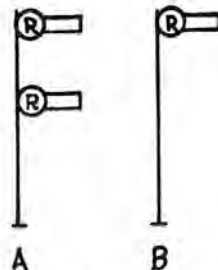
## RULE 290



Indication — Proceed at restricted speed.

Name: Restricting.

## RULE 291



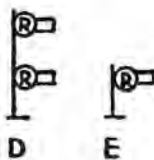
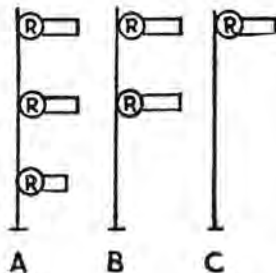
Designate by : 1- Number plate  
or  
2- Marker light  
or  
3- Pointed blade  
or  
4- Combination of these  
distinguishing features.

Indication — Stop; then proceed at  
restricted speed

Name: Stop and proceed.

NOTE — Railroads desiring to avoid stopping  
trains may arrange accordingly.

## RULE 292



Indication — Stop.

Name: Stop.

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

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

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

## MANUAL BLOCK SYSTEM

### RULES.

305. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

306. When a block station is open at an irregular hour, trains must be notified when possible by train order.

307. A train having entered a block on other than a proceed indication, must not accept a proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

308. When Clearance Form A is used information will be shown as to condition of block "clear" or "occupied". If block is occupied train will proceed prepared to stop short of train ahead.

#### SIGNALMEN.

311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

312. 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.

313. Signalmen must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

314. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

Any defects in the appliances must be promptly reported to the .....

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

#### 316. COMMUNICATING CODE.

- 1.—Keep block signal in stop position for opposing train.
- 13.—I understand.
- 2.—Block Clear.
- 5.—Block not clear of train other than passenger.
- 56.—Block not clear of passenger train.

8.—Opening block station. Answer by 2, 5 or 56.

9.—Closing block station, followed by 2. If the block is clear, to be answered by 13, followed by 2. If the block is not clear, to be answered by 5 or 56.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

317. On single track, to admit a train to a block the signalman must examine the block record and if the block is clear of opposing trains and preceding passenger trains, give "1 for ....." to the next block station in advance. If it is proper for the train to be admitted, the signalman in advance will reply "2 for ....." or "5 of .....". The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train except as provided in Rule 333 or by train order. A train may be permitted to follow a train other than a passenger train into a block under permissive indication or Clearance Form A.

318. On two or more tracks, to admit a train to a block, the signalman must examine the block record and display proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train except as provided in Rule 333 or by train order. A train may be permitted

NOTE TO RULE 317.—Railroads that do not require blocking opposing trains should omit this rule.

NOTE TO RULE 318.—Railroads that do not use Rule 317 should omit "On two or more tracks."

to follow a train other than a passenger train into a block under permissive indication or Clearance Form A.

319. When a train enters a block, the signalman must give train number and time to the next block station in advance. When the rear of the train has passed ..... feet beyond the Block Signal, he must give the record of the train to the next block station in the rear.

This information must be entered on the block records.

320. Unless otherwise provided, signalmen must not ask for the block until they have received a report of the train from the next block station in the rear.

321. Signalmen must, as far as practicable, observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the signalman must immediately notify the signalman at the next block station in advance, and each must display Stop-indications to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

325. A signalman informed of any obstruction in a block must immediately notify the signalman at the other end of the block and each must display Stop-indications to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

NOTE TO RULE 320.—Railroads that do not use Rule 317 should omit this rule.

326. When a train or engine takes a siding or otherwise clears the main track the signalman must know that it is clear of the block before giving 2 or displaying a Clear-indication for that block.

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

327. To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another, the signalman must examine the block record and if all the blocks affected are clear of approaching trains he must provide or arrange for block protection before permission is given, and until movement is complete and block clear, trains will not be admitted to the block except as prescribed by Rule 289 or Clearance Form A.

All crossover movements must be entered on the block record.

328. When coupled trains are separated, as prescribed by Rule 364, the signalman must regard each portion as an independent train.

329. When necessary to stop a train for which other than a Stop-indication has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-indication.

333. When, from any cause, a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Form A, provided ..... minutes have elapsed since the passage of the last preceding train.



334. Hand signals must not be used when the proper indication can be displayed by the block signals, except as prescribed by Rule 329 or 343. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are intended.

335. Block signals for a track apply only to trains moving with the current of traffic on that track. Signalmen will use ..... for blocking trains moving against the current of traffic.

336. Signalmen are responsible for the care of the block station, lamps, and supplies, and, unless otherwise provided, of the signal apparatus.

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

339. If a Stop-indication is disregarded, the fact must be reported to the next block station in advance and then to .....

340. To open a block station the signalman must give 8 to the next block station in each direction and record the trains that are in the extended block.

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

341. A block station must not be closed except upon authority of .....

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 followed by 2 to the next block station in each direction and when he receives 13 followed by 2 enter it on his block record, with the time it is received from each block station.

The block signals must then be secured in the clear position, all lights extinguished, and the block wires and, when necessary, circuits arranged to work through the closed block station.

343. When a block station is open at an irregular hour, signalmen must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

344. Signalmen must not permit unauthorized persons to enter the block station.

#### ENGINE AND TRAIN CREWS.

361. Block signals for a track apply only to trains moving with the current of traffic on that track.

..... will be used for blocking trains moving against the current of traffic.

362. Trains must not pass a "Stop"-indication without receiving Clearance Form A.

363. Trains must not proceed on hand signals as against block signals.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

365. When a train or engine takes a siding or otherwise clears the main track, unless the switch involved is operated by the signalman, conductor or engineman must so report to the signalman. A train or engine must not enter a block or foul the main track, or cross from one main track to another, without permission of the signalman.

A train or engine having passed beyond the limits of a block must not back into that block without permission of the signalman.

370. When there is an obstruction between block stations, notice must be given to the nearest signalman.

371. When a train is stopped by a home or block signal the conductor or engineman must, when practicable, immediately ascertain the cause.

372. Conductors must report to ..... any unusual detention at block stations.

373. A block station must not be considered as closed, except as provided for by time-table or .....

#### AUTOMATIC BLOCK SYSTEM RULES

65. Block signals, cab signals, or both, govern the blocks, but, unless otherwise provided, do not supersede the authority of trains; nor shall their use or the observance of other signals be required wherever they may be required.

#### ENGINE AND TRAIN CREWS.

508. Unless otherwise provided, block signals for a track apply only to trains or engines moving with the current of traffic on that track.

509. When a train is stopped by a Stop-indication it must stay until authorized to proceed, and will then proceed at restricted speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

510. When a train is stopped by a block signal which is evidently out of order, unless otherwise provided, the fact must be reported to .....

511. Both switches of a cross-over must be open before a train or engine starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

512. Where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the rules.

513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at bolt-locked switches, after operating the bolt-lock, the trainmen must wait ..... minutes before operating the switch; at non-bolt locked switches trainmen will operate the switch and wait ..... minutes at the switch before making engine or train movement. This will not relieve employes from the duty of promptly and properly protecting the movement.

513 (A). A train or engine having accepted a clear indication and is delayed in the block, must proceed at restricted speed to the next signal.

514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed.

515. A train or engine having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99 or .....

516. Should cab signal and fixed signal indications conflict, the more restrictive indication will govern.

517. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable indication after passing a fixed signal.

518. If after passing a fixed signal, the cab signal indication changes from restricted speed to a more favorable indication, speed must not be increased until train has run its length.

## INTERLOCKING RULES.

605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within Home Signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

606. EMERGENCY SIGNALS.  
(Whistle or Horn)

NOTE.—The signals prescribed are illustrated by "a" for the short sounds; "—" for the longer sounds.

| SOUND.      | INDICATION.  |
|-------------|--|
| (a) —       | All trains and engines within interlocking limits stop immediately.                        |
| (b) o o     | Resume normal movement after receiving the proper signal or permission from the signalman. |
| (c) o o o   | Whistle or horn test.  |
| (d) o o o o | Call signal maintainer or repairman.   |

## SIGNALMEN.

611. Signals must be kept in the 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 set the signals must be operated sufficiently in advance of approaching trains to avoid delay.

615. When necessary to change any route for which the signals have been cleared for an approaching train or engine, switches, movable frogs or derails, must not be changed or signals cleared for any conflicting route until the train or engine for which the signals were first cleared has stopped.

616. The lever operating a switch, derail, movable frog, detector bar or lock must not be moved when any portion of a train or engine is standing on or closely approaching the switch, derail or movable frog.

617. Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs or when a track is obstructed.

619. If the force whose duty it is to keep switches clear when snow or sand is drifting, is not on hand when required, the fact must be reported to the.....

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display its most restrictive indication.

621. Signalmen must observe, as far as practicable, whether the indications or the signals correspond with the positions of the levers.

622. Signalman must not make nor permit any unauthorized repairs, alterations or additions to the interlocking.

Any defects in the interlocking must be promptly reported to the .....

623. If there is a derailment or if a switch, movable point frog or derail is run through, or if any damage occurs to the track or interlocking, the signals must be restored so as to display their most restrictive indication, and no movement permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in safe condition.

624. When necessary to disconnect a switch, movable point frog, derail, facing point lock, detector bar or electric locking circuits, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position and the levers blocked or marked in such a manner that they cannot be operated, before any train or engine is permitted to pass over them.

625. When switches, movable point frogs, derails or signals are undergoing repairs, Stop-indication must be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repairman that the switches, movable point frogs and derails are properly lined for such movement.

626. Signalmen must, as far as practicable, observe all passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, the signalman must take such measures for the protection of trains as may be practicable.

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

When the proper indication cannot be displayed, hand signals may be used.

629. If necessary to pass any interlocking signal indicating stop, hand signals must be used and..... notified.

630. Signalmen are responsible for the care of the interlocking station, lamps and supplies.

631. Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

633. If a train or engine overruns a Stop-indication, the fact must be reported to .....

634. Signalmen must not permit unauthorized persons to enter the interlocking station.

635. During a stated period an interlocking station may be closed upon authority of ..... When so closed, switches and switch levers must be secured for routes that do not conflict and signal levers placed in position so that signals will display the proper indication.

The interlocking station must be securely locked.

636. At interlocking stations, where there is a train order or block signal operated by the same signalman, such signals must not be changed to display a proceed indication for a train until after the interlocking signal has been changed to permit the train to proceed.

#### ENGINE AND TRAIN CREWS.

661. If a signal indication, permitting a train or engine to proceed, after being accepted, is changed to a Stop-indication before it is reached, the stop must

be made at once. Such occurrence must be reported to .....

663. Trains or engines must not pass an interlocking signal indicating stop without receiving hand signals, and must not proceed on hand signals until a member of the train or engine crew is fully informed of the situation; the movement must then be made at restricted speed.

667. Sand must not be used nor water allowed to run over movable parts of an interlocking or spring switch.

669. Trains or engines stopped by the signalman in making a movement through an interlocking, must not move in either direction until they have received the proper signal from him.

670. A reverse movement within the limits of an interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the signalman.

671. While an interlocking station is closed, should a signal for an open route indicate "Stop," movements through the interlocking must be preceded by a flagman. Before proceeding, the engineman and trainmen must know the route is properly lined.

The facts must be reported to the ..... from the first available point of communication.



EAST AND WEST RAILROAD COMPANY  
CLEARANCE FORM A



(To be printed on white paper 5" x 6 3/4")

To Conductor and Engineman.....M.....19.....  
..... at.....

I have..... orders for your train.

Order No..... Order No..... Order No..... Order No.....

Order No..... Order No..... Order No..... Order No.....

have been delivered.

This form is authority to pass stop-indication.

Block.....  
..... Signalman

Manifold copies will be made for each Conductor, Engineman, and Signalman, the latter retaining a copy.

## HISTORY OF THE BLOCK SIGNAL RULES.

Adopted April 15, 1896.

With Amendments agreed to April 25, 1900; May 19, 1909; November 17, 1915; May 15, 1924; January 17, 1928, and November 15, 1938.

**ORIGINAL AND AMENDED FORMS OF  
DEFINITIONS FOR BLOCK SIGNAL  
AND INTERLOCKING RULES.**

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GENERAL NOTE.

*Adopted November 17, 1915.*

(See page 515.)

---

BLOCK SYSTEM.

*Original reading, adopted April 15, 1896:*

BLOCK SYSTEM.—A series of consecutive blocks controlled by block signals.

*Amended form, adopted April 25, 1900.*

(See page 515.)

---

MANUAL BLOCK SYSTEM.

*Original reading, adopted April 15, 1896:*

TELEGRAPH BLOCK SYSTEM.—One in which the signals are operated manually upon telegraphic information.

*Amended form, adopted April 25, 1900:*

TELEGRAPH BLOCK SYSTEM.—A block system in which the signals are operated manually upon information by telegraph.

*Amended form, adopted May 19, 1909:*

MANUAL BLOCK SYSTEM.—A block system in which the signals are operated manually.

*Amended form, adopted November 17, 1915.*

(See page 515.)



**AUTOMATIC BLOCK SYSTEM.**

*Original reading, adopted April 15, 1896:*

**AUTOMATIC BLOCK SYSTEM.**—One in which the signals are operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

*Amended form, adopted April 25, 1900:*

**AUTOMATIC BLOCK SYSTEM.**—A block system in which the signals are operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

*Amended form, adopted November 17, 1915:*

**AUTOMATIC BLOCK SYSTEM.**—A series of consecutive blocks governed by block signals operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

*Amended form, adopted November 15, 1938.*

(See page 515.)

---

**INTERLOCKING.**

*Adopted October 6, 1897:*

**INTERLOCKING.**—An arrangement of switch, lock and signal appliances so interconnected that their movements must succeed each other in a pre-determined order.

*Amended form, adopted January 17, 1928:*

**INTERLOCKING.**—An arrangement of switch, lock and/or signal appliances so interconnected that their movements must succeed each other in a pre-determined order.

*Amended form, adopted November 15, 1938:*

**INTERLOCKING.**—An arrangement of signal appli-

ances so interconnected that their movements must succeed each other in a pre-determined order. It may be operated manually or automatically.

*Amended form, adopted by letter ballot, July 22, 1940.*

(See page 515.)

---

**INTERLOCKING LIMITS.**

*Adopted November 15, 1938.*

(See page 515.)

---

**BLOCK STATION.**

*Original reading, adopted April 15, 1896:*

**BLOCK STATION.**—An office from which block signals are operated.

*Amended form, adopted April 25, 1900.*

(See page 515.)

---

**INTERLOCKING STATION.**

*Original reading, adopted October 6, 1897:*

**INTERLOCKING CABIN.**—A building from which an interlocking plant is operated.

*Amended form, adopted October 24, 1900:*

**INTERLOCKING STATION.**—A place from which an interlocking plant is operated.

*Amended form, adopted November 15, 1938.*

(See page 515.)

---

**BLOCK.**

*Original reading, adopted April 15, 1896:*

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

*Amended form, adopted November 17, 1915:*

**BLOCK.**—A length of track of defined limits, the use

of which by trains is governed by block signals.  
*Amended form, adopted by letter ballot, July 22, 1940.*

(See page 515.)

---

FIXED SIGNAL.

*Adopted May 19, 1909:*

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

*Amended form, adopted November 15, 1938.*

(See pages 14 and 516.)

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CAB SIGNAL.

*Adopted November 15, 1938.*

(See page 516.)

---

BLOCK SIGNAL.

*Original reading, adopted April 15, 1896:*

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

*Amended form, adopted November 17, 1915:*

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

*Amended form, adopted January 17, 1928.*

(See page 516.)

---

INTERLOCKING SIGNALS.

*Adopted October 6, 1897:*

INTERLOCKING SIGNALS.—The fixed signals of an interlocking plant.

*Amended form, adopted November 15, 1938.*

(See page 516.)

HOME SIGNAL.

*Original reading, adopted October 6, 1897:*

HOME SIGNAL.—A fixed signal at the point at which trains are required to stop when the route is not clear.

*Amended form, adopted November 17, 1915:*

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

*Amended form, adopted November 15, 1938.*

(See page 516.)

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APPROACH SIGNAL.

*Adopted November 15, 1938.*

(See page 516. Formerly called Distant Signal.)

---

DWARF SIGNAL.

*Original reading, adopted October 6, 1897:*

DWARF SIGNAL.—A low fixed signal.

*Amended form, adopted November 17, 1915.*

(See page 516.)

---

LIMITED SPEED.

*Adopted November 15, 1938.*

(See page 516.)

---

MEDIUM SPEED.

*Original reading, adopted January 17, 1928:*

Medium speed. .... miles per hour.

Amended form, adopted November 15, 1938.

(See page 516.)

---

SLOW SPEED.

Original reading, adopted January 17, 1928:

Slow Speed. .... miles per hour.

Amended form, adopted November 15, 1938.

(See page 516.)

---

RESTRICTED SPEED.

Original reading, adopted May 15, 1924:

RESTRICTED SPEED.—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

Amended form, adopted November 15, 1938.

(See page 516.)

---

HOME BLOCK SIGNAL.

Original reading, adopted April 15, 1896:

HOME BLOCK SIGNAL.—A fixed signal at the entrance of a block to control trains in entering and using said block.

Amended form, adopted November 17, 1915:

HOME BLOCK SIGNAL.—A fixed signal at the entrance of a block to govern trains in entering and using that block.

Eliminated January 17, 1928.

DISTANT BLOCK SIGNAL.

Original reading, adopted April 15, 1896:

DISTANT BLOCK SIGNAL.—A fixed signal of distinctive character used in connection with a home block signal to regulate the approach thereto.

Amended form, adopted April 25, 1900:

DISTANT BLOCK SIGNAL.—A fixed signal used in connection with a home block signal to regulate the approach thereto.

Amended form, adopted May 19, 1909:

DISTANT BLOCK SIGNAL.—A fixed signal used in connection with a Home (and Advance) Block Signal to regulate the approach thereto.

Amended form, adopted November 17, 1915:

DISTANT BLOCK SIGNAL.—A fixed signal used in connection with a Home Block Signal to govern the approach thereto.

Eliminated January 17, 1928.

(See Approach Signal, page 516.)

---

ADVANCE BLOCK SIGNAL.

Original reading, adopted April 15, 1896:

ADVANCE BLOCK SIGNAL.—A fixed signal placed in advance of a home block signal to provide a supplemental block between the home block signal and the advance block signal.

Amended form, adopted April 25, 1900:

ADVANCE BLOCK SIGNAL.—A fixed signal used in connection with a Home Block Signal to sub-divide the block in advance.

*Omitted in the revision, adopted November 17, 1915.*

CONTROLLED MANUAL BLOCK SYSTEM.

*Original reading, adopted April 15, 1896:*

CONTROLLED MANUAL BLOCK SYSTEM.—One in which the signals are operated manually, and by its construction requiring the co-operation of the signalmen at both ends of the block to display a clear signal.

*Amended form, adopted April 25, 1900:*

CONTROLLED MANUAL BLOCK SYSTEM.—A block system in which the signals are operated manually, and so constructed as to require the co-operation of the signalmen at both ends of the block to display a clear signal.

*Amended form, adopted May 19, 1909:*

CONTROLLED MANUAL BLOCK SYSTEM.—A block system in which the signals are operated manually, and so constructed as to require the co-operation of the signalmen at both ends of the block to display a Clear or a Caution Block Signal.

*Amended form, adopted November 17, 1915:*

CONTROLLED MANUAL BLOCK SYSTEM.—A series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the co-operation of the signalmen at both ends of the block to display a Clear or a Permissive Block Signal.

*Omitted in revision, adopted November 15, 1938.*

(See Manual Block System, page 515.)

INTERLOCKING PLANT.

*Adopted October 6, 1897:*

INTERLOCKING PLANT.—An assemblage of switch, lock and signal appliances, interlocked.

*Amended form, adopted January 17, 1928:*

INTERLOCKING PLANT.—An assemblage of switch, lock and/or signal appliances, interlocked.

*Omitted in revision, adopted November 15, 1938.*

(See Interlocking, page 515.)

DISTANT SIGNAL.

*Original reading, adopted October 6, 1897:*

DISTANT SIGNAL.—A fixed signal of distinctive character used in connection with a home signal to regulate the approach thereto.

*Amended form, adopted October 24, 1900:*

DISTANT SIGNAL.—A fixed signal used in connection with a home signal to regulate the approach thereto.

*Amended form, adopted May 19, 1909:*

DISTANT SIGNAL.—A fixed signal used in connection with a home (and advance) signal to regulate the approach thereto.

*Amended form, adopted November 17, 1915:*

DISTANT SIGNAL.—A fixed signal used in connection with one or more home signals to govern the approach thereto.

*Amended form, adopted January 17, 1928:*

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

*Changed to Approach Signal, November 15, 1938.*

(See page 516.)

---

ADVANCE SIGNAL.

*Adopted May 19, 1909:*

ADVANCE SIGNAL.—A fixed signal used in connection with the home signal, to facilitate the movements within an interlocking plant.

*Omitted in the revision, adopted November 17, 1915.*

---

**ORIGINAL AND AMENDED FORMS OF  
BLOCK SIGNAL RULES.**

---

**RULES GOVERNING THE MOVEMENT OF  
TRAINS WITH THE CURRENT OF  
TRAFFIC ON TWO OR MORE  
TRACKS BY BLOCK SIGNALS.**

---

*(Above heading adopted October 28, 1903.)*

*Amended form adopted November 15, 1938.*

(See page 517.)

---

RULE D-251.

*Adopted October 28, 1903:*

D-251. On portions of the road so specified on the time-table, trains will run with the current of traffic by block signals whose indications will supersede time-table superiority.

*Amended form, adopted November 15, 1938.*

(Number changed to 251. See page 517.)

---

RULE D-252.

*Original reading of Rule D-252, adopted October 28, 1903:*

D-252. The movement of trains will be supervised by the \_\_\_\_\_\* who will issue instructions to signalmen when required.

\* Superintendent or Train Dispatcher.

*Amended form, adopted November 17, 1915:*

D-252. The movement of trains will be supervised by the \_\_\_\_\_, who will issue instructions to signalmen when required.

*Eliminated November 15, 1938.*

**RULE D-253.**

*Original reading of Rule D-253, adopted October 28, 1903:*

D-253. A train having work to do which may detain it more than \_\_\_\_\_ minutes, must obtain permission from the signalman at the last station at which there is a siding before entering the block in which work is to be done. The signalman must obtain authority to give this permission from the \_\_\_\_\_.\*

*Amended form, adopted November 17, 1915:*

D-253. A train having work to do which may detain it more than \_\_\_\_\_ minutes, must obtain permission from the signalman at the last station at which there is a siding before entering the block in which work is to be done. The signalman must obtain authority to give this permission from the \_\_\_\_\_.

*Amended form, adopted November 15, 1938.*

(Number changed to 253. See page 517.)

**RULE D-254.**

*Original reading of Rule D-254, adopted October 28, 1903:*

\* Superintendent or Train Dispatcher.

D-254. Except as affected by these rules, all Block Signal and Train Rules remain in force.

*Amended form, adopted November 17, 1915:*

D-254. Except as affected by Rules D-251 to D-253, all Block Signal Rules and Train Rules remain in force.

*Amended form, adopted May 15, 1924:*

D-254. Except as affected by Rules D-251 to D-253, inclusive, all Block Signal Rules and Train Rules remain in force.

*Amended form, adopted November 15, 1938.*

(Number changed to 254. See page 517.)

**RULES GOVERNING THE MOVEMENT OF  
TRAINS AGAINST THE CURRENT OF  
TRAFFIC ON TWO OR MORE  
TRACKS BY BLOCK SIGNALS.**

*(Above heading adopted April 27, 1904.)*

*Amended form, adopted November 15, 1938.*

(See page 517.)

*Original reading of Note, adopted April 27, 1904:*

*NOTE.—Roads operating under these Rules must provide proper signals to control the approach and movement of trains.*

*Amended form, adopted November 17, 1915.*

(See page 517.)

## RULE D-261.

*Adopted April 27, 1904:*

D-261. On portions of the road so specified on the time-table, trains will run against the current of traffic by block signals, whose indications will supersede time-table superiority and will take the place of train orders.

*Amended form, adopted November 15, 1938.*

(Number changed to 261. See page 517.)

## RULE D-262.

*Original reading of Rule D-262, adopted April 27, 1904:*

D-262. The movement of trains will be supervised by the \_\_\_\_\_\*, who will issue instructions to signalmen.

\* Superintendent or Train Dispatcher.

*Amended form, adopted November 17, 1915:*

D-262. The movement of trains will be supervised by the \_\_\_\_\_, who will issue instructions to signalmen.

*Eliminated November 15, 1938.*

## RULE D-263.

*Original reading of Rule D-263, adopted April 27, 1904:*

D-263. A train must not cross over, except as provided in Rule D-261, without authority from the \_\_\_\_\_†

† Train Dispatcher or Signalman.

*Amended form, adopted November 17, 1915:*

D-263. A train must not cross over, except as provided in Rule D-261, without authority from the \_\_\_\_\_.

*Amended form, adopted November 15, 1938.*

(Number changed to 263. See page 517.)

(Also see D-152. Page 56.)

## RULE D-264.

*Original reading of Rule D-264, adopted April 27, 1904:*

D-264. Except as affected by these rules, all Block Signal and Train Rules remain in force.

*Amended form, adopted November 17, 1915:*

D-264. Except as affected by Rules D-261 to D-263, all Block Signal Rules and Train Rules remain in force.

*Amended form, adopted May 15, 1924:*

D-264. Except as affected by Rules D-261 to D-263, inclusive, all Block Signal Rules and Train Rules remain in force.

*Amended form, adopted November 15, 1938.*

(Number changed to 264. See page 517.)

**ADDITIONAL RULES FOR THREE OR MORE  
TRACKS.**

## RULE F-271.

*Original reading of Rule F-271, adopted April 5, 1905:*

F-271. One of the main tracks will be designated as No. 1; additional tracks will be numbered there-



from, even numbers to the right, odd numbers to the left, when facing East or North.

*Amended form, adopted November 17, 1915:*

F-271. The main tracks shall be designated by numbers, and their use indicated by special instructions.

*Eliminated January 17, 1928.*

(See Rule D-151, page 56.)

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RULE F-272 (OLD RULE F-273).

*Adopted April 5, 1905.*

F-272. On portions of the road so specified on the time-table, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

*Eliminated January 17, 1928.*

(See Rule 251, page 517.)

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RULE F-273.

*Original reading of Rule F-273 (Old Rule F-274)  
adopted April 5, 1905:*

F-274. A train by night running with the current of traffic, on a high speed track, will display two red lights, to the rear.

A train by night running with the current of traffic, on a slow speed track, or a train by night using any track against the current of traffic, will display a green light to the rear on the side next to

the high speed track in the direction of the current of traffic, and a red light on the opposite side.

A train by night on a siding will display two green lights in the rear:

*Amended form, adopted November 17, 1915:*

F-273. A train by night running with the current of traffic, on \_\_\_\_\_ track, will display two red lights to the rear.

A train by night running with the current of traffic, on \_\_\_\_\_ track, will display a green (or yellow) light to the rear on the side next to \_\_\_\_\_ track in the direction of the current of traffic, and a red light on the opposite side.

A train by night using any track against the current of traffic will display two green (or yellow) lights to the rear, one on each side, with a red light on the platform or cupola.

A train by night on a siding will display two green (or yellow) lights to the rear.

*Amended form, adopted May 15, 1924:*

F-273. A train by night running with the current of traffic, on \_\_\_\_\_ track, will display two red lights to the rear.

A train by night running with the current of traffic, on \_\_\_\_\_ track, will display a yellow (or green) light to the rear on the side next to \_\_\_\_\_ track in the direction of the current of traffic, and a red light on the opposite side.

A train by night using any track against the current of traffic will display two yellow (or green) lights to the rear, one on each side, with a red light on the platform or cupola.

A train by night on a siding will display two yellow (or green) lights to the rear.

Eliminated January 17, 1928.

(See Rule 19, page 30.)

RULE F-274.

Original reading of Rule F-274 (Old Rule F-275)  
adopted April 5, 1905:

F-275. ENGINE STEAM WHISTLE SIGNALS.

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

| SOUND.        | INDICATION.                                    |
|---------------|--|
| (a) —————     | Flagman for Track No. 1 return from the rear.  |
| (b) —————     | Flagman for Track No. 2 return from the rear.  |
| (c) ————— o   | Flagman for Track No. 3 return from the rear.  |
| (d) ————— o   | Flagman for Track No. 4 return from the rear.  |
| (e) o —————   | Flagman for Track No. 1 return from the front. |
| (f) o —————   | Flagman for Track No. 2 return from the front. |
| (g) o ————— o | Flagman for Track No. 3 return from the front. |
| (h) o ————— o | Flagman for Track No. 4 return from the front. |

Amended form, adopted November 17, 1915:

F-274. ENGINE AND MOTOR WHISTLE SIGNALS.

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

| SOUND.        | INDICATION.                         |
|---------------|-------------------------------------|
| (a) —————     | Flagman for Track No. 1 may return. |
| (b) —————     | Flagman for Track No. 2 may return. |
| (c) ————— o   | Flagman for Track No. 3 may return. |
| (d) ————— o   | Flagman for Track No. 4 may return. |
| (e) o —————   | Flagman for Track No. 5 may return. |
| (f) o —————   | Flagman for Track No. 6 may return. |
| (g) o ————— o | Flagman for Track No. 7 may return. |
| (h) o ————— o | Flagman for Track No. 8 may return. |

Amended form, adopted May 15, 1924:

Following added after each indication:

"\*As prescribed by Rule 99."

Eliminated January 17, 1928.

(See Rule 14, page 26.)

RULE F-275.

Original reading of Rule F-275 (Old Rule F-276),  
adopted April 5, 1905:

F-276. Except as affected by these rules, all Block

Signal Rules and Train Rules for Double Track remain in force.

*Amended form, adopted November 17, 1915:*

F-275. Except as affected by Rules F-271 to F-274, all Block Signal Rules and Train Rules for Double Track remain in force.

*Amended form, adopted May 15, 1924:*

F-275. Except as affected by Rules F-271 to F-274, inclusive, all Block Signal Rules and Train Rules for double track remain in force.

*Eliminated January 17, 1928.*

(See Rule 264, page 517.)

### MANUAL BLOCK SYSTEM.

Introductory paragraph.

*Original reading, adopted April 15, 1896:*

### TELEGRAPH BLOCK SYSTEM.

A series of consecutive blocks, controlled by block signals operated manually upon telegraphic information.

THE REQUISITES OF INSTALLATION ARE:

*Amended form, adopted April 25, 1900:*

### TELEGRAPH BLOCK SYSTEM.

A series of consecutive blocks, controlled by block signals operated manually upon information by telegraph.

REQUISITES OF INSTALLATION.

*Amended form, adopted May 19, 1909:*

A series of consecutive blocks, controlled by block signals operated manually, upon information by telegraph, telephone or other means of communication.

REQUISITES OF INSTALLATION.

*Omitted in the revision, adopted November 17, 1915,  
with the exception of the heading "Requisites  
of Installation."*

#### I.

*Original reading, (old number 3) adopted April 15,  
1896:*

1. Signals of prescribed form, the indications given by not more than three positions; and, in addition, at night by lights of prescribed color.

*Amended form, adopted November 17, 1915:*

1. Signals of prescribed form, the indications given by not more than three positions; by lights of prescribed color; or by both.

*Eliminated January 17, 1928.*

---

2.

*Original reading, adopted April 15, 1896:*

2. Failure of any part directly controlling a signal to cause it to give the normal indication.

*Amended form, adopted April 25, 1900:*

2. The apparatus so constructed that the failure of any part directly controlling a signal will cause it to give the normal indication.

*Amended form, adopted May 19, 1909:*

2. The apparatus so constructed that the failure of any part directly controlling a signal will cause it to display the normal indication.

*Amended form, adopted November 17, 1915:*

2. The apparatus so constructed that the failure of any part controlling the operation of a signal will cause it to display its most restrictive indication.

*Eliminated January 17, 1928.*

---

3.

*Original reading (old number 5), adopted April 15, 1896:*

3 (5). The signals, either over, or upon the right of, and, if practicable, adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same support.

*Amended form, adopted April 25, 1900:*

3. Signals, if practicable, either over or upon the right of and adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same signal mast.\*

\* The word "mast" refers to the upright to which the signals are directly attached.

*Amended form, adopted May 19, 1909:*

3. Signals, if practicable, either over or upon the right\* of and adjoining the track upon which trains are governed by them. For less than three tracks signals for trains in each direction may be on the same signal mast.

\* Where a road is operated with the current of traffic to the left the block signals may be placed upon the left.

*Amended form, adopted November 17, 1915:*

3. Signals located preferably over or upon the right\* of and adjoining the tracks to which they refer. For less than three tracks signals for trains in each direction may be on the same signal mast.

\* Where a railroad is operated with the current of traffic to the left the block signals may be placed upon the left.

*Eliminated January 17, 1928.*

## 4.

*Original reading, adopted April 15, 1896:*

4. Where the semaphore is used, the arm displayed to the right of the signal mast, as seen from an approaching train.

*Amended form, adopted April 25, 1900:*

4. Semaphore arms that govern, displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted November 17, 1915:*

4. Semaphore arms that govern, displayed to the —† of the signal mast as seen from an approaching train.

† Right or left.

*Eliminated January 17, 1928.*

## 5.

*Original reading (old number 1), adopted April 15, 1896:*

5 (1). The normal indication of Home (and Advance) block signals—**Stop**: (of distant block signals—**Caution**).

*Amended form, adopted April 25, 1900:*

5. The normal indication of Home Block Signals—**Stop**.

*Eliminated January 17, 1928.*

## 6.

*Original reading, adopted April 15, 1896:*

6. The home block signals within view of the signalman operating them.

*Omitted in the revision, adopted April 25, 1900.*

## ADJUNCTS.

## (A)

*Original reading, adopted April 15, 1896:*

The following may be used if desired:

(A) Distant Block Signals interlocked with Home Block Signals.

*Amended form, adopted April 25, 1900:*

The following may be used:

(A) Distant Block Signals\* interlocked with Home Block Signals; normal indication—**Caution**.

\* When Distant Block Signals are used the following should be added to Rule 301:

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.   | NAME.           |
|---------|-----------------------------------|---|-----------------|
| (d) —   | Home (or advance) signal at (a).  | Proceed with caution to the home (or advance) signal. | Caution signal. |
| (e) —   | Home (and advance) signal at (b). | Proceed.  | Clear signal.   |

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

Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (e).

*Amended form, adopted May 19, 1909:*

The following may be used:

(A) Distant Block Signals\* interlocked with Home Block Signals; normal indication—Caution.

\* When Distant Block Signals are used the following should be added to Rule 301:

DISTANT BLOCK SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.   | NAME.             |
|---------|-----------------------------------|---|-------------------|
| Color.  | The signal will be displayed when | For enginemen and trainmen.                           | As used in rules. |
| (d) —.  | Home (or advance) signal at (a).  | Proceed with caution to the home (or advance) signal. | Caution-signal.   |
| (e) —.  | Home (and advance) signal at (c). | Proceed.  | Clear-signal.     |

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

Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (e).

Rule 311 also should be changed to read "The normal indication of Home Block Signals is Stop; of Distant Block Signals is Caution."

*Amended form, adopted November 17, 1915:*

A. Distant Block Signals interlocked with Home Block Signals; normal indication—Caution.

*Amended form, adopted May 15, 1924:*

A. Distant Block Signals interlocked with Home Block Signals; normal indication—Restricted Speed.

*Eliminated January 17, 1928.*

(B)

*Original reading, adopted April 15, 1896:*

(B) Advance Block Signals interlocked with the Home Block Signal, and the Distant Block Signal if used.

*Amended form, adopted April 25, 1900:*

(B) Advance Block Signals† interlocked with Distant Block Signals if used; normal indication—Stop.

† When Advance Block Signals are used that name should be added to the caption of Rule 301 so as to read "HOME AND ADVANCE BLOCK SIGNALS," and Rule 311 should be changed to read "The normal indication of Home and Advance Block Signals is Stop."

*Amended form, adopted May 19, 1909:*

(B) Advance Block Signals† interlocked with Distant Block Signals, if used; normal indication—Stop.

† When Advance Block Signals are used that name should be added to the caption of Rule 301 so as to read "HOME AND ADVANCE BLOCK SIGNALS," and Rule 311 should be changed to read "The normal indication of Home and Advance Block Signals is Stop."

*Omitted in revision, adopted November 17, 1915.*

(C) *As embodied in the Code, adopted April 25, 1900:*

(C) Advance Block Signals interlocked with Home Block Signals; normal indication—Stop.

*Omitted in the revision, adopted May 19, 1909.*

(C)

*Original reading, adopted April 15, 1896:*

(C) Repeaters or Audible Signals, to indicate the position of signals to the signalman operating them.

*Amended form, adopted May 19, 1909:*

C. Repeaters, audible or visible, to indicate the position of block signals to the signalman operating them.

*Eliminated January 17, 1928.*

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(D)

*Originally lettered (E). Original reading, adopted April 15, 1896:*

(D)-(E). The automatic return of the signal to the normal indication.

*Amended form, adopted April 25, 1900:*

(D)-(E). The automatic release of signals to give the normal indication.

*Amended form, adopted May 19, 1909:*

(D.) The automatic release of block signals to display the normal indication.

*Amended form, adopted November 17, 1915:*

D. The automatic release of block signals to display their most restrictive indication.

*Eliminated January 17, 1928.*

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(E)

*Originally lettered (F). Original reading, adopted April 15, 1896:*

(E)-(F). The interlocking of switches and block signals.

*Amended form, adopted April 25, 1900:*

(E) The interlocking of switches with block signals.

*Amended form, adopted November 17, 1915:*

E. The locking of switches with block signals.

*Eliminated January 17, 1928.*

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(F)

*Original reading, adopted November 17, 1915:*

F. Track circuits.

*Eliminated January 17, 1928.*

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(H)

*Original reading, adopted November 17, 1915:*

H. Lock indicators for main track switches.

*Eliminated January 17, 1928.*

---

(J)

*Original reading, adopted November 17, 1915:*

J. Take siding indicators.

*Eliminated January 17, 1928.*

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(K)

*Originally lettered (F)-(G). Original reading, adopted April 15, 1896:*

(K)-(F)-(G). Bell circuits for signaling between a block station and outlying switches.



Amended form, adopted April 25, 1900:

(K)-(F)-(G). Bell circuits‡ for signaling between a block station and outlying switches.

‡ The bell signal used for this purpose under the Controlled Manual Block Signal System should be employed as far as applicable.

Amended form, adopted May 19, 1909:

(K)-(F). Communications between block stations and outlying switches.

Amended form, adopted November 17, 1915:

K. Means of communication between block stations and outlying switches.

Eliminated January 17, 1928.

(L)

Originally lettered (G)-(H)-(D). Original reading, adopted April 15, 1896:

(L)-(G)-(D). The interlocking of telegraph keys and block signals.

Amended form, adopted April 25, 1900:

(L)-(G)-(H). The interlocking of telegraph keys with block signals.

Amended reading, adopted May 19, 1909:

(L)-(G). The interlocking of telegraph keys with block signals.

Amended form, adopted November 17, 1915:

L. The locking of telegraph keys with block signals.

Eliminated January 17, 1928.

RULES.

(NOTE.—The rules as adopted April 15, 1896, were numbered, commencing with 501. In the revision adopted April 25, 1900, the rules were numbered, commencing with 301.)

501. Original reading, adopted April 15, 1896:

501. The movement of trains is regulated by block signals between limits designated by \_\_\_\_\_.

Omitted in the revision, adopted April 25, 1900.

RULE 301.

Original reading, Rule 301 (old number 502), adopted April 15, 1896:

301 (502).

SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop-signal.      |
| (b) —.   | Block is clear.                   | Proceed.                    | Clear-signal.     |
| (c) —.   | Block is not clear.               | Proceed with caution.       | Caution signal.   |

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

Horizontal as the equivalent of (a).

Vertical or diagonal \_\_\_\_\_\* as the equivalent of (b).

Diagonal ———\* as the equivalent of (c).

\* Angle above or below the horizontal.

Amended form, adopted April 25, 1900:

301. HOME SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop signal.      |
| (b) —.   | Block is clear.                   | Proceed.                    | Clear signal.     |
| (c) —.   | Block is not clear.               | Proceed with caution.       | Caution signal.   |

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

Horizontal as the equivalent of (a).

Vertical or diagonal ———\* as the equivalent of (b).

Diagonal ———\* as the equivalent of (c).

NOTE TO RULE 301.—\*Angle above or below the horizontal.

Amended form, adopted May 19, 1909:

301. HOME BLOCK SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop-signal.      |
| (b) —.   | Block is not clear.               | Proceed with caution.       | Caution-signal.   |
| (c) —.   | Block is clear.                   | Proceed.                    | Clear-signal.     |

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

Horizontal as the equivalent of (a).

Diagonal ———\* as the equivalent of (b).

Vertical or Diagonal ———\* as the equivalent of (c).

GENERAL NOTE.—The Committee has found it desirable to leave blanks (——) in certain rules to be filled by each road adopting them, as may best suit its own requirements.

NOTE TO RULE 301.—\*Angle above or below the horizontal.

Amended form, adopted November 17, 1915:

See Rules 301 (A), 301 (C), 301 (G), 302 (A), 302 (C), 303 (J) and 303 (K). Substituted for Rule 301.

## RULES.

## 301. THREE-POSITION BLOCK SIGNALS.

(The aspects shown are typical and may be given in any one of the other quadrants. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

REQUISITES OF  
INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)

Signal will appear when—

## 301 A.



INDICATION—STOP.

NAME—STOP-SIGNAL.

Block is not clear.

## 301 C.



INDICATION—PROCEED.

NAME—CLEAR-SIGNAL.

Block is clear.

## 301 G.



Block is occupied.

INDICATION—PROCEED WITH CAUTION PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION.

NAME—PERMISSIVE-SIGNAL.

## 302. TWO-POSITION HOME BLOCK SIGNALS.

The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

REQUISITES OF  
INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)

Signal will appear when—

## 302 A.

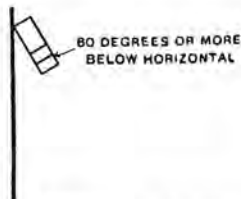


INDICATION—STOP.

NAME—STOP-SIGNAL.

Block is not clear.

302 C.



INDICATION—PROCEED.

NAME—CLEAR-SIGNAL.

Block is clear.

## 303. TWO-POSITION DISTANT BLOCK SIGNALS.

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

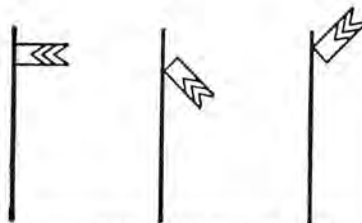
The following signals will appear where conditions require their use:

REQUISITES OF  
INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)

Signal will appear when—

303 J.

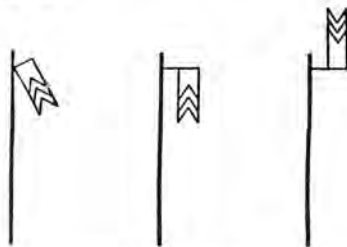
INDICATION—APPROACH HOME  
SIGNAL WITH CAUTION.

NAME—CAUTION-SIGNAL.

Home signal is  
not clear.

NOTE TO RULE 303.—Where Distant Block Signals are not used Rule 303 will be omitted.

303 K.



INDICATION—PROCEED.

NAME—CLEAR-SIGNAL.

Home signal in-  
dicates proceed.

Amended form, adopted May 15, 1924:

301 G. Only change was in "Indication," which was changed to "Proceed at Restricted Speed," and in "Name," which was made "Restricting Signal."

303 J. Only change was in "Indication," where "Restricted Speed" was substituted for "Caution," and in the "Name," which was made "Distant Signal."

Eliminated January 17, 1928.

(See New Rules 281 to 292 inclusive, as follows):

NOTE.—In the following illustrations of typical signal aspects, Rules 281 to 292 inclusive.

R = Red

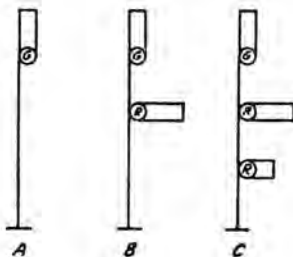
Y = Yellow

G = Green

## RULE 281.

*Original reading, adopted January 17, 1928:*

## FIXED SIGNALS.



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS  
SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS  
OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW  
THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—PROCEED.  
NAME—CLEAR.

*Amended form, adopted November 15, 1938.*

(See page 519.)

## RULE 281-A.

*Original reading, adopted November 15, 1938.*

(See page 520.)

## RULE 281-B.

*Original reading, adopted November 15, 1938.*

(See page 521.)

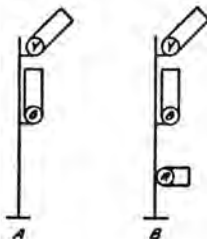
## RULE 281-C.

*Original reading, adopted November 15, 1938.*

(See page 522.)

## RULE 282.

Original reading, adopted January 17, 1928:



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

**DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS OF THE SEMAPHORE SIGNALS.**

**ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.**

**INDICATION—APPROACH NEXT SIGNAL AT NOT EXCEEDING MEDIUM SPEED.**

**NAME—APPROACH—MEDIUM.**

Amended form, adopted November 15, 1938.  
(See page 523.)

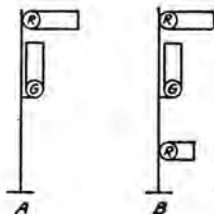
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 RULE 282-A.

Original reading, adopted November 15, 1938.  
(See page 524.)

## RULE 283.

Original reading, adopted January 17, 1928:



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS  
SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS  
OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW  
THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—PROCEED AT NOT EXCEEDING  
MEDIUM SPEED.  
NAME—CLEAR-MEDIUM.

Amended form, adopted November 15, 1938.

(See page 525.)

## RULE 283-A.

Original reading, adopted November 15, 1938.

(See page 526.)

## RULE 283-B.

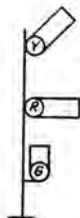
Original reading, adopted November 15, 1938.

(See page 527.)



## RULE 284.

Original reading, adopted January 17, 1928:



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS  
SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS  
OF THE SEMAPHORE SIGNALS.

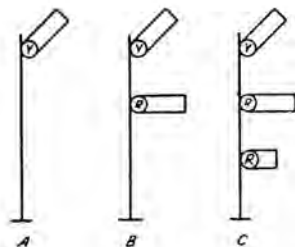
ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW  
THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—APPROACH NEXT SIGNAL AT NOT  
EXCEEDING SLOW SPEED.  
NAME—APPROACH—SLOW.

Amended form, adopted November 15, 1938.  
(See page 528.)

## RULE 285.

Original reading, adopted January 17, 1928:



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS  
SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS  
OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW  
THE ASPECTS AND COLORS OF LIGHTS IT USES.

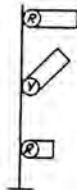
INDICATION—PREPARE TO STOP AT NEXT SIGNAL.  
TRAIN EXCEEDING MEDIUM SPEED MUST  
AT ONCE REDUCE TO THAT SPEED.  
NAME—APPROACH.

Amended form, adopted November 15, 1938.  
(See page 529.)

Original and Amended Forms of  
Block Signal Rules

RULE 286.

Original reading, adopted January 17, 1928:



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

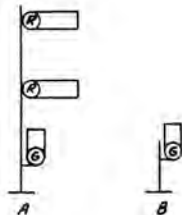
INDICATION—PROCEED AT NOT EXCEEDING MEDIUM SPEED PREPARED TO STOP AT NEXT SIGNAL.  
NAME—MEDIUM-APPROACH.

Amended form, adopted November 15, 1938.  
(See page 530.)

Original and Amended Forms of  
Block Signal Rules

RULE 287.

Original reading, adopted January 17, 1928:



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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—PROCEED AT NOT EXCEEDING SLOW SPEED.  
NAME—CLEAR—SLOW.

Amended form, adopted November 15, 1938.  
(See page 531.)

## RULE 288.

Original reading, adopted January 17, 1928:



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

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—PROCEED AT NOT EXCEEDING SLOW SPEED  
PREPARED TO STOP AT NEXT SIGNAL.  
NAME—SLOW - APPROACH.

Amended form, adopted November 15, 1938.  
(See page 532.)

## RULE 289.

Original reading, adopted January 17, 1928:



- DESIGNATE BY
- 1 - LETTER PLATE  
OR
  - 2 - MARKER LIGHT  
OR
  - 3 - SHAPE OF ARM  
OR
  - 4 - COMBINATION OF THESE  
DISTINGUISHING FEATURES

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

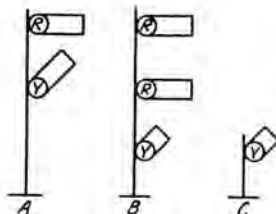
ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—BLOCK OCCUPIED, PROCEED PREPARED  
TO STOP SHORT OF TRAIN AHEAD.  
NAME—PERMISSIVE.

Amended form, adopted November 15, 1938.  
(See page 533.)

## RULE 290.

Original reading, adopted January 17, 1928:



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

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

INDICATION—PROCEED AT RESTRICTED SPEED.  
NAME—RESTRICTING.

Amended form, adopted November 15, 1938.  
(See page 534.)

## RULE 291.

Original reading, adopted January 17, 1928:



## DESIGNATE BY

- 1 - NUMBER PLATE  
OR
- 2 - MARKER LIGHT  
OR
- 3 - POINTED BLADE  
OR
- 4 - COMBINATION OF THESE  
DISTINGUISHING FEATURES

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

DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS OF THE SEMAPHORE SIGNALS.

ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW THE ASPECTS AND COLORS OF LIGHTS IT USES.

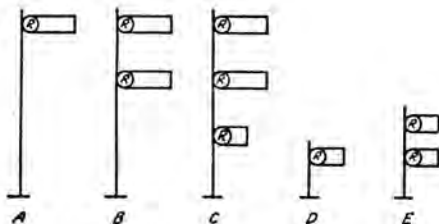
INDICATION—STOP; THEN PROCEED IN  
ACCORDANCE WITH RULE 509 B  
NAME—STOP AND PROCEED.

Amended form, adopted November 15, 1938.  
(See page 535.)

*Original and Amended Forms of  
Block Signal Rules*

**RULE 292.**

*Original reading, adopted January 17, 1928:*



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

*DAY AND NIGHT ASPECTS FOR POSITION LIGHT SIGNALS  
SHALL HAVE THE SAME POSITIONS AS THE DAY ASPECTS  
OF THE SEMAPHORE SIGNALS.*

*ASPECTS SHOWN ARE TYPICAL. EACH ROAD SHOULD SHOW  
THE ASPECTS AND COLORS OF LIGHTS IT USES.*

*INDICATION—STOP.  
NAME—STOP.*

*Original and Amended Forms of  
Block Signal Rules*

*Amended form, adopted November 15, 1938.*

(See page 536.)

**RULE 293.**

*Original reading, adopted November 15, 1938.*

(See page 537.)

**RULE 294.**

*Original reading, adopted November 15, 1938.*

(See page 537.)

**RULE 301.**

(See history, page 585.)

**RULE 302.**

*Adopted November 17, 1915:*

(See history of Rule 301, page 585.)

**RULE 303.**

*Adopted November 17, 1915:*

(See history of Rule 301, page 585.)

**NOTE.**—Rules and forms with the prefix "M" are for Manual Block; those with the prefix "C" are for Controlled Manual Block. Rules without a prefix are for both Manual and Controlled Manual Block Systems.

The prefixes "M" and "C" to be printed in italics.

**RULE 305.**

*Original reading Rule 305 (old numbers 302 and 531-532), adopted April 15, 1896:*

305 (302) (531). Block signals, unless otherwise provided, do not affect the rights of trains under the time-table or train rules.

(532.) Block signals do not dispense with the use or the observance of other signals whenever or wherever they may be required.

*Amended reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

305 (302). Block signals control the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

*Amended form, adopted November 17, 1915:*

(See page 537.)

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RULE C-305.

*Original reading, adopted January 17, 1928:*

C-305. Controlled manual block signals govern the use of the blocks, and, unless otherwise provided, their indications supersede time-table superiority and take the place of train orders; they do not dispense with the use or the observance of other signals whenever and wherever they may be required.

*Eliminated November 15, 1938.*

(See 305, page 537).

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RULE 306.

*Original reading Rule 306 (old number 303), adopted May 19, 1909:*

306 (303). When a block station is open at an irregular hour, trains must be notified by train order or by special instructions, and special precautions must be taken to call the attention of trains approaching the block station to the indications of the block signals.

*Amended form, adopted November 17, 1915:*

306. When a block station is open at an irregular hour, trains must be notified by train order or by special instructions, and special precautions must be taken to call the attention of trains approaching such block station to the indications of the block signals.

*Amended form, adopted November 15, 1938.*

(See page 537.)

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RULE 307.

*Original reading, adopted November 15, 1938.*

(See page 537.)

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RULE 308.

*Original reading, adopted November 15, 1938.*

(See page 538.)

## SIGNALMEN.

## RULE 311.

*Original reading Rule 311, adopted April 25, 1900:*

311. The normal indication of Home Block Signals is Stop.

*Amended form, adopted November 17, 1915:*

311. The normal indication of Home Block Signals—Stop; of Distant Block Signals—Caution.

NOTE TO RULE 311.—Where Distant Block Signals are not used the words "of Distant Block Signals—Caution" will be omitted.

*Amended form, adopted May 15, 1924:*

311. The normal indication of Home Block Signals—Stop; of Distant Block Signals—Restricted Speed.

NOTE TO RULE 311.—Where Distant Block Signals are not used the words "of Distant Block Signals—Restricted Speed" will be omitted.

*Amended form, adopted January 17, 1928.*

(See page 538.)

## RULE 312.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

312. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the

signal secured so as to display the normal indication until repaired.

*Amended form, adopted November 17, 1915:*

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

*Amended form, adopted January 17, 1928.*

(See page 538.)

## RULE 313.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909.*

(See page 538.)

## RULE 314.

*Original reading, adopted April 25, 1900:*

314. Signalmen must not make nor permit any unauthorized alterations or additions to the apparatus.

*Amended form, adopted May 19, 1909:*

314. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

*Amended form, adopted November 15, 1938.*

(See page 538.)



## RULE 315.

*Original reading, Rule 315 (old number 503) adopted April 15, 1896:*

315 (503). A register is required at each block station.

*Amended form, adopted April 25, 1900.*

(See page 538.)

*Original reading, Note to Rule 315, adopted April 25, 1900:*

NOTE TO RULE 315.—The different items to be entered on the block record have not been prescribed in this rule, but it has been left to each road to complete the rule by adding such items as may be necessary to meet the conditions governing its traffic.

*Eliminated November 15, 1938.*

(See General Note, page 515.)

## RULE 316.

*Original reading, adopted April 25, 1900:*

316. The prescribed telegraph signals are as follows:

- 1—Display stop signal. Answer by S D or 5
- 2—Block clear. Answer by 13.
- 3—Block wanted. Answer by 2 or 5.
- 4—Train has entered block. Answer by 13.
- 5—Block is not clear.
- 7—Train following.
- 8—Opening block station. Answer by Nos. of trains in the extended block with time each train entered the block.

9—Closing block station. Answer by "13" after receiving transfer of the records of trains which are in the extended block.

13—I understand.

71—Train following. Display stop signal. Answer by S D.

NOTE.—Additional signals may be used if desired. The signals prescribed under the Controlled Manual Block Signal system should be used for such additional signals wherever applicable.

*Amended form, adopted May 19, 1909:*

316. The prescribed communicating code is as follows:

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 3—Block wanted for train other than passenger.
- 36—Block wanted for passenger train.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 56—Block is not clear of passenger train.
- 7—Train following.
- 8—Opening block station. Answer by record of trains in the extended block.
- 9—Closing block station. Answer by 13.

NOTE TO RULE 316.—Additions to the code may be made if desired.

Amended form, adopted November 17, 1915:

316.

## COMMUNICATING CODE.

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 3—Block wanted for train other than passenger.
- 36—Block wanted for passenger train.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 56—Block is not clear of passenger train.
- 7—Train following.
- 8—Opening block station. Answer by record of trains in the extended block.
- 9—Closing block station. Answer by 13.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

NOTE TO RULE 316.—Additions to the communicating code may be made if desired. When the telephone is used the code will be used without the numerals.

Amended form, adopted January 17, 1928:

## 316. COMMUNICATING CODE.

- 1.—Display Stop-signal.
- 13.—I understand.
- 17.—Display Stop-signal. Train following.
- 2.—Block clear.
- 3.—Block wanted for train other than passenger.

- 36.—Block wanted for passenger train.
- 4.—Train other than passenger has entered block.
- 46.—Passenger train has entered block.
- 5.—Block is not clear of train other than passenger.
- 56.—Block is not clear of passenger train.
- 7.—Train following.
- 8.—Opening block station. Answer by 2, 5, or 56.
- 9.—Closing block station, followed by 2.

If the block is clear, to be answered by 13, followed by 2.

If the block is not clear, to be answered by 5 or 56.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

NOTE TO RULE 316.—Additions to the communicating code may be made if desired. When the telephone is used the code will be used without the numerals.

(Note eliminated November 15, 1938)

Amended form, adopted November 15, 1938.

(See page 538.)

## RULE 317 (A).

Original reading, Rule 317A (old number 504b)  
adopted April 15, 1896:

317 (A) (504b). When notice is received of an approaching train the signalman receiving it will notify the signalman in advance, ascertain if the block is clear and the "stop signal" displayed, and after arranging with the signalman in advance to hold the block for ———, admit the train to the block.

When a train enters a block the signalman will report it to the signalman in advance, and when the rear of a train has passed — feet within the block, and he has seen the "markers," he will give the required signal indication, and report to the signalman in the rear that the train is clear of the block.

NOTE TO 504b.—For blocks where both opposing and following movements are to be regulated.

*Amended form, adopted April 25, 1900:*

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

A train must not be admitted to a block unless it is clear, except as provided in Rule 331 or by special order.

NOTE.—317 (A) is the absolute block for following and opposing movements on the same track.

*Amended form, adopted May 19, 1909:*

317 A. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give "1 for —" to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains, and reply "2 for —." If the block is not clear, he must reply "5 of —," or "56

of —." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block unless it is clear, except as provided in Rule 332 or by train order.

NOTE TO RULE 317 A.—317 A is for absolute block for following and opposing movements on the same track.

*Amended form, adopted January 17, 1928:*

317-A. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give "1 for ....." to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains, and reply "2 for ....." and when necessary unlock the next block in the rear. If the block is not clear, he must reply "5 of ....." or "56 of ....." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block unless it is clear, except as provided in Rules M-333, C-333 or by train order.

NOTE TO RULE 317-A.—317-A is for absolute block for following and opposing movements on the same track.

*Eliminated November 15, 1938.*

(See Rule 317, page 539.)

#### RULE 317 (B).

*Original reading, adopted April 25, 1900:*

317.(B). To admit a train to a block the signalman must examine the block record, and, if the block is clear, will give "1 for —" to the next block

station in advance. The signalman receiving this signal, if the block is clear, must display the stop signal to opposing trains and reply "SD for ....." If the block is not clear, he must reply "5 of ——." The signalman at the entrance of the block must then display the proper signal indication to the train to be admitted.

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

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

\* Under caution signal or with caution card (Form B).

NOTE.—Rule 317 (B) is for absolute block for opposing movements and permissive block for following movements on the same track.

NOTES TO RULE 317 (B).

*Amended form, adopted May 19, 1909:*

The first note was changed to, "Under Permissive-signal or with Permissive Card (Form C)."

*Amended form, adopted November 17, 1915:*

317 B. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give "1 for ——" to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "2 for ——." If the

block is not clear, he must reply "5 of ——," or "56 of ——." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rule 332 or by train order.

To permit a train to follow a train other than a passenger train into a block, the signalman must give "17 for ——" to the next block station in advance. The signalman receiving this signal, if there is no passenger train in the block, must reply "5 of —— 13 for ——." The approaching train will then be admitted to the block ——.\*

NOTES TO RULE 317 B.—

\* Under Permissive-signal or with Permissive Card (Form C).

Rule 317 B is for absolute block for opposing movements, and permissive block for following movements on the same track.

*Amended form, adopted May 15, 1924:*

(Only change in Note where "Restricting Signal" was substituted for "Permissive Signal" and "Clearance Card" for "Permissive Card.")

*Amended form, adopted January 17, 1928:*

317-B. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give "3 or 36 for ....." to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "2 for ....." and when necessary unlock the next block in the rear. If the block is not clear, he must reply "5 of ....." or "56

of .....” The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rules M-333, C-333 or by train order.

To permit a train to follow a train other than a passenger train into a block, the signalman must give “17 for .....,” to the next block station in advance. The signalman receiving this signal, if there is no passenger train in the block, must reply “5 of .....,” 13 for .....” The approaching train will then be admitted to the block .....\*

NOTES TO RULE 317-B.—

Rule 317-B is for absolute block for opposing movements, and permissive block for following movements on the same track.

\* Under Permissive-signal or with Clearance Form B.

Eliminated November 15, 1938.

(See Rule 317, page 539.)

RULE 318 (A).

Original reading, Rule 318 A (old number 504 A)  
adopted April 15, 1896:

318 (504a). Upon the approach of a train to a block station the signal indications shall be given in accordance with Rule 502.

When a train enters a block the signalman will report it to the signalman in advance, and when the rear of a train has passed — feet within the block,

and he has seen the “markers,” he will give the required signal indication, and report to the signalman in the rear that the train is clear of the block.

NOTE TO 504a.—For blocks where following movements only are to be regulated.

Amended form, adopted April 25, 1900:

318 (A). To admit a train to a block the signalman must examine the block record, and, if the block is clear, will display the proper signal indication to the train to be admitted, reporting its movement as per Rule 319.

A train must not be admitted to a block unless it is clear, except as provided in Rule 331 or by special order.

NOTE.—Rule 318 (A) is for absolute block for following movements only.

Amended form, adopted May 19, 1909:

318 A. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give “3 for —,” or “36 for —,” to the next block station in advance. The signalman receiving this signal, if the block is clear, must reply “2 for —.” If the block is not clear, he must reply “5 of —,” or “56 of .....” The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block unless it is clear, except as provided in Rule 332 or by train order.

NOTE TO RULE 318 A.—Rule 318 A is for absolute block for following movements only.

*Amended form, adopted January 17, 1928:*

318-A. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give "3 for ....." or "36 for ....." to the next block station in advance. The signalman receiving this signal, if the block is clear, must reply "2 for ....." and when necessary unlock the next block in the rear. If the block is not clear, he must reply "5 of ....." or "56 of ....." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block unless it is clear, except as provided in Rules M-333, C-333 or by train order.

NOTE TO RULE 318-A.—Rule 318-A is for absolute block for following movements only.

*Eliminated November 15, 1938.*

(See Rule 318, page 539.)

RULE 318 (B).

*Original reading, Rule 318 (B) (old number 507),  
adopted April 25, 1896:*

318 (B) (507). When it is necessary to allow more than one train in a block, the signalman will:

Issue "caution card," Form — (B).

or

Give "caution signal."

But a train shall not be allowed to enter a block occupied by a passenger train, except as provided in Rule 511 or by special order.

*Amended form, adopted April 25, 1900:*

318 (B). To admit a train to a block the signalman must examine the block record, and, if the block is clear, will display the proper signal indication to the train to be admitted, reporting its movement as per Rule 319.

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

A train may be permitted to follow a freight train into a block —\*.

\* Under caution signal or with caution card (Form B).

NOTE.—Rule 318 (B) is for permissive block for following movements only.

NOTE TO RULES 317 (A), 317 (B), 318 (A) AND 318 (B).—Where it is desired that train dispatchers shall control the display of block signals, roads may modify Rules 317 (A), 317 (B), 318 (A) and 318 (B) so as to provide for such practice.

*Amended form, adopted May 19, 1909:*

318 B. To admit a train to a block, the signalman must examine the block record, and, if the block is not occupied by a passenger train, give "3 for —," or "36 for —," to the next block station in advance. The signalman receiving this signal, if the block is clear, must reply "2 for —." If the block is not clear, he must reply "5 of —," or "56 of —." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 332 or by train order.



A train may be permitted to follow a train other than a passenger train into a block \_\_\_\_\_.\*

NOTES TO RULE 318 B.—

\* Under Permissive-signal or with Permissive Card (Form C).

Rule 318 B is for permissive block for following movements only.

NOTE TO RULES 317 A, 317 B, 318 A AND 318 B.—Where it is desired that train dispatchers shall control the display of block signals, railroads may modify Rules 317 A, 317 B, 318 A and 318 B so as to provide for such practice.

NOTE TO RULES 317 A, 317 B, 318 A, 318 B AND 319.—The blanks in Rules 317 A, 317 B, 318 A, 318 B and 319 are to be filled by the number or designation of the train, except as otherwise noted.

*Amended form, adopted May 15, 1924:*

(Only change was in first line of Note where "Permissive Signal" was made "Restricting Signal" and "Permissive Card" was made "Clearance Card.")

*Amended form, adopted January 17, 1928:*

318-B. To admit a train to a block, the signalman must examine the block record, and, if the block is not occupied by a passenger train, give "3 for \_\_\_\_\_," or "36 for \_\_\_\_\_," to the next block station in advance. The signalman receiving this signal, if the block is clear, must reply "2 for \_\_\_\_\_," and when necessary unlock the next block in the rear. If the block is not clear, he must reply "5 of \_\_\_\_\_," or "56 of \_\_\_\_\_." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rules M-333, C-333 or by train order.

A train may be permitted to follow a train other than a passenger train into a block \_\_\_\_\_.\*

NOTES TO RULE 318-B.—

Rule 318-B is for permissive block for following movements only.

\* Under Permissive-signal or with Clearance Form B.

*Eliminated November 15, 1938.*

(See Rule 318, page 539.)

#### RULE 319.

*Original reading, adopted April 25, 1900:*

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

This information must be entered on the block records.

NOTE.—The blanks following the telegraph signals in Rules 317 (A), 317 (B), 318 (A), 318 (B) and 319 are to be filled by the number or designation of the train.

*Amended form, adopted May 19, 1909:*

319. When a train enters a block, the signalman must give "4 \_\_\_\_\_," or "46 \_\_\_\_\_" and the time, to the next block station in advance, and when the train has passed the Home Block Signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed \_\_\_\_\_ feet beyond the Home Block Signal, he must



give the record of the train to the next block station in the rear.

This information must be entered on the block records.

*Amended form, adopted January 17, 1928:*

319. When a train enters a block, the signalman must give "4 ....." or "46 ....." and the time, to the next block station in advance, and when the train has passed the Home or Block Signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed ..... feet beyond the Home or Block Signal, he must give the record of the train to the next block station in the rear.

This information must be entered on the block records.

NOTE TO RULES 317-A, 317-B, 318-A AND 318-B.—Where it is desired that train dispatchers shall control the display of block signals, railroads may modify Rules 317-A, 317-B, 318-A and 318-B so as to provide for such practice.

NOTE TO RULES 317-A, 317-B, 318-A, 318-B AND 319.—The blanks in Rules 317-A, 317-B, 318-A, 318-B and 319 are to be filled by the number or designation of the train, except as otherwise noted.

*Amended form, adopted November 15, 1938.*

(See page 540.)

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#### RULE 320.

*Original reading, adopted April 25, 1900:*

320. Unless otherwise provided, signalmen must not give "1" or "3" until they have received "4" from the block station in the rear.

*Amended form, adopted May 19, 1909:*

320. Unless otherwise provided, signalmen must not ask for the block until they have received 4 or 46 from the next block station in the rear.

*Amended form, adopted November 17, 1915:*

320. Unless otherwise provided, signalmen must not ask for the block until they have received a report of the train from the next block station in the rear.

*Amended form, adopted January 17, 1928:*

320. Unless otherwise provided, signalmen must not ask for the block until they have received a report of the train from the next block station in the rear, nor unlock the next block in the rear until the block is asked for by that block station.

*Amended form, adopted November 15, 1938.*

(See page 540.)

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#### RULES 321 AND 322.

*Original reading, adopted April 25, 1900:*

321 AND 322 (321). Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed. Should there be any indication of conditions endangering the train, or a train on another track, the signalman must notify the signalman at the next block station in advance. A signalman having received this notice must display stop signals in both directions and answer "S D." Should a train going in the opposite direction be stopped, it may be per-

mitted to proceed when it is known that the track on which it is running is not obstructed.

*Amended form, adopted May 19, 1909:*

321. Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the signalman must immediately notify the signalman at the next block station in advance, and each must display Stop-signals to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

*Amended form, adopted January 17, 1928.*

(See page 540.)

*Amended form, adopted November 15, 1938.*

(Only change was substitution of "Stop-indications" for "Stop-signals".)

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RULE 323

*Original reading, Rule 323 (old number 505) adopted April 15, 1896:*

323 (505.) Should a train pass a block station without "markers," the signalman will notify the signalman at the block station on each side of him, and will not report the block clear until the signalman in advance has notified him that the train is complete.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted January 17, 1928:*

323. Should a train without markers pass a block station, the signalman must notify the signalman at the next block station in each direction, and must not report that train clear of the block nor unlock the next block in the rear until he has ascertained that the train is complete.

*Omitted in revision November 15, 1938.*

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RULE 324.

*Original reading, Rule 324 (old numbers 323 and 506) adopted April 15, 1896:*

324 (506). Should a train pass a block station in two or more parts, the signalman must notify the signalman at the block station in advance. A signalman having received this notice must stop any train running in the opposite direction. He must not give the stop signal to the engineman of the divided train if the block in advance is clear, but must give the "train parted" signal (see Train Rules 362 and 363). Should any train going in the opposite direction be stopped, it may be allowed to proceed when it is known that its track is not obstructed.

*Amended form, adopted April 25, 1900:*

324 (323). Should a train pass a block station in two or more parts, the signalman must notify the signalman at the next block station in advance. A signalman having received this notice must stop any train running in the opposite direction. The stop signal must not be displayed to the engineman of the divided train if the block in advance is clear, but the train parted signal must be given. Should a train going in the opposite direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Amended form, adopted May 19, 1909:*

324. Should a train pass a block station in two or more parts, the signalman must stop all trains running in the same direction and notify the signalman at the next block station in advance. A signalman having received this notice must stop any train running in the opposite direction. The stop signal must not be displayed to the engineman of the divided train if the train can be admitted to the block in advance under Block Signal Rules; but the Train-parted Signal must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Amended form, adopted November 17, 1915.*

324. Should a train pass a block station in two or more parts, the signalman must stop all trains moving in the same direction and notify the signalman at the next block station in advance. A signalman having received this notice must stop all trains moving in

the opposite direction. The Stop-signal must not be displayed to the engineman of the parted train if the train can be admitted to the block in advance under Block Signal Rules; but the Train-parted signal must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Omitted in revision November 15, 1938.*

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RULE 325

*Original reading, Rule 325 (old numbers 324 and 510),  
adopted April 15, 1896:*

325 (510). A signalman informed of any obstruction in a block will notify the signalman at the other end of that block. The "clear signal" must not be given until the obstruction is removed.

*Amended form, adopted April 25, 1900:*

325 (324). A signalman informed of any obstruction in a block must display the stop signal and notify the signalman at the other end of that block. The signalman at the other end of the block must immediately display the stop signal. The clear signal for that block must not be displayed until the obstruction is removed.

*Amended form, adopted May 19, 1909:*

325. A signalman informed of any obstruction in a block must immediately notify the signalman at the other end of the block and each must display Stop-signals to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

*Amended form, adopted November 15, 1938.*

(See page 540.)

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RULE 326.

*Original reading, adopted April 25, 1900:*

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

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

*Amended form, adopted January 17, 1928.*

326. When a train takes a siding or otherwise clears the main track the signalman must know that it is clear of the block before giving 2 or displaying a Clear-signal for that block.

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

*Amended form, adopted November 15, 1938.*

(See page 541.)

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RULE 327.

*Original reading, Rule 327 (old number 326), adopted April 25, 1900:*

327 (326). To permit a train to cross over or return the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he will arrange with the signalmen at the next block station on either side to protect the movement, and when the proper signals have been dis-

played permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under caution signals or with caution card (Form B). All cross-over movements must be entered on the block records.

*Amended form, adopted May 19, 1909:*

327. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalmen at the next block station in each direction to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under a Caution-signal or with a Caution Card (Form B).

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

*Amended form, adopted November 17, 1915:*

327. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Permissive-signal or with Permissive Card (Form C).

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

*Amended form, adopted May 15, 1924:*

327. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed, permission may be given. Until the block is clear, no train must be admitted in the direction of the cross-over switches except under Restricting signal or with Clearance Card C.

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

*Amended form, adopted January 17, 1928:*

327. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed, permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Permissive-signal or with Clearance Form B.

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

*Amended form, adopted November 15, 1938.*

(See page 541.)

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**RULE 328.**

*Original reading, Rule 328 (old number 327), adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

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

*Amended form, adopted November 17, 1915.*

(See page 541.)

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**RULE 329.**

*Original reading, Rule 329 (old numbers 508 and 328) adopted April 15, 1896:*

329 (508). If necessary, while it is passing a block station, to stop a train for which a "clear signal" (or a "caution signal") has been given, the signalman will give hand signals in addition to displaying the "stop signal," and will give the conductor the reason for the change.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

329. If necessary to stop a train for which a Clear or Caution Home (or Advance) Block Signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted November 17, 1915.*

329. If necessary to stop a train for which a Clear or Permissive Home Block Signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted May 15, 1924:*

329. If necessary to stop a train for which a Clear or Restricted Home Block Signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted January 17, 1928:*

329. When necessary to stop a train for which a Clear or Permissive signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted November 15, 1938.*

(See page 541.)

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RULE 330.

*Original reading, Rule 330 (old number 509), adopted April 15, 1896:*

330 (509). A signalman having orders for a train shall display the block signals at "stop" and in addition display ———. The signalman may allow trains so stopped to proceed under block signal rules after having given them clearance cards or orders as per Train Rules.

*Amended form, adopted April 25, 1900:*

330. A signalman having orders for a train must display the block signal at Stop. He may permit

trains so stopped to proceed under Block Signal Rules after complying with Rules for Movement by Train Orders.

*Amended form, adopted November 17, 1915.*

330. A signalman having train orders for a train must display the block signal at Stop. He may permit trains so stopped to proceed under Block Signal Rules after complying with Rules for Movement by Train Orders.

*Eliminated November 15, 1938.*

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RULES 331 (A) AND 331 (B).

*Original reading, (old number 330), adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

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

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NOTE TO RULE 331 (A).—Rule 331 (A) is for absolute block.



331 (B). If, from the failure of block signal apparatus, the block signal cannot be changed from the normal indication, a signalman having information from the signalman at the next block station in advance that the block is clear, may admit a train to the block by the use of a Clearance Card (Form C); or if the block is occupied by a train, other than an opposing train or a passenger train, he may admit a following train by the use of a Caution Card (Form B).

NOTE TO RULE 331 (B).—Rule 331 (B) is for permissive block.

*Amended form, adopted November 17, 1915.*

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

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

If the block is occupied by a train, other than an opposing train or a passenger train, the signalman may admit a following train by the use of Permissive Card (Form C).

NOTE TO RULE 331 A.—Rule 331 A is for absolute block.

NOTE TO RULE 331 B.—Rule 331 B is for permissive block.

*Eliminated January 17, 1928.*

(See New Rules M-331 and C-331, adopted January 17, 1928 as follows):

M-331. When from the failure of block signal apparatus, the block signal cannot be changed from its most restrictive indication, a signalman having information from signalman at the next block station in advance that the block is clear, may admit a train to the block by the use of Clearance Form A.

If the block is occupied by a train, other than an opposing train or a passenger train, the signalman may admit a following train by use of Clearance Form B.

C-331. When from the failure of the block signal apparatus, the block signal cannot be changed from its most restrictive indication, or when a signalman is unable to communicate with the next block station in advance, he may admit a train to the block by the use of Clearance Form B.

NOTE TO RULE C-331.—Rule C-331 is for operation on two or more main tracks for following movements only.

*Rules M-331 and C-331 eliminated November 15, 1938.*

#### RULE 332.

*Original reading, Rule 332 (old numbers 331 and 511), adopted April 15, 1896:*

332 (511). If, from failure of telegraph line or other cause a signalman be unable to communicate with the next block station, he will stop train moving in that direction, give to each written notice of the trouble, and then allow them to proceed under \_\_\_\_\_



with \_\_\_\_\_ minutes interval, until communication is restored.

*Amended form, adopted April 25, 1900:*

332 (331). If, from the failure of telegraph line or other cause, a signalman be unable to communicate with the next block station in advance, he must stop every train approaching in that direction. Should no cause for detaining the train be known, it may then be permitted to proceed, provided \_\_\_\_\_ minutes have elapsed since the passage of the last preceding train, using Caution Card (Form D).

*Amended form, adopted May 19, 1909:*

332. If, from any cause, a signalman be unable to communicate with the next block station in advance, he must stop every train approaching in that direction. Should no cause for detaining the train be known, it may then be permitted to proceed with a Caution Card (Form D), provided \_\_\_\_\_ minutes have elapsed since the passage of the last preceding train.

*Amended form, adopted November 17, 1915:*

332. If, from any cause, a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Caution Card (Form B), provided \_\_\_\_\_ minutes have elapsed since the passage of the last preceding train.

*Amended form, adopted May 15, 1924:*

332. When, from any cause, a signalman is unable to communicate with the next block station in ad-

vance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Card B, provided \_\_\_\_\_ minutes have elapsed since the passage of the last preceding train.

*Amended form, adopted January 17, 1928:*

(Number changed to M-333 as follows):

M-333. When, from any cause, a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Form B, provided ..... minutes have elapsed since the passage of the last preceding train.

*Eliminated November 15, 1938.*

(See Rule 333, page 541.)

RULE 332 (New).

*Original reading, adopted January 17, 1928.*

332. Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs, or when a track is obstructed.

*Eliminated November 15, 1938.*

RULE 333. (New Rule 334.)

*Original reading, Rule 333 (old numbers 332 and 513), adopted April 15, 1896:*

333 (513). Signalmen must have the proper appliances for hand signaling\* ready for immediate

\* Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

use. These must be used when the proper indication cannot be given by a fixed signal.

*Amended form, adopted April 25, 1900:*

333 (332). Signalmen must have the proper appliances for hand signaling\* ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 333.—\*Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

*Amended form, adopted May 19, 1909:*

333. Signalmen must have the proper appliances for hand signaling\* ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the block signals, except as provided in Rule 329, 342 or 375. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 333.—\*Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

*Amended form, adopted November 17, 1915:*

333. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication

can be displayed by the block signals, except as prescribed by Rule 329 or 343. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

*Amended form, adopted January 17, 1928:*

(Number changed to Rule 334. See page 542.)

**RULE 334 (New Rule 335).**

*Original reading, adopted November 17, 1915:*

334. Block signals for a track apply only to trains moving with the current of traffic on that track. Signalmen will use \_\_\_\_\_ for blocking trains moving against the current of traffic.

NOTE TO RULE 334.—Each railroad may fill in the blank in Rule 334 with the kind of signals that are to be displayed or with the form of card to be used by the signalmen.

*Amended form, adopted January 17, 1928:*

(Number changed to Rule 335. See page 542.)

NOTE TO RULE 334 (New Rule 335).

*Adopted January 17, 1928:*

NOTE TO RULE 335.—Each railroad may fill in the blank in Rule 335 with the kind of signals that are to be displayed or with the Form to be used by the signalmen.

*Eliminated November 15, 1938.*

**RULE 335 (New Rule 336).**

*Original reading of Rule 335 (old number 334)  
adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

*Amended form, adopted January 17, 1928:*

(Number changed to Rule 336.)

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

*Amended form, adopted November 15, 1938.*

(See page 542.)

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**RULE 336 (New Rule 337).**

*Original reading, Rule 336 (old numbers 335 and 334), adopted April 25, 1900:*

336 (335) (334). Lights in block stations must be so placed that they cannot be seen from approaching trains.

*Amended form, adopted May 19, 1909:*

336 (335). Lights within block stations must be so placed that they cannot be seen from approaching trains.

*Amended form, adopted November 17, 1915.*

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

*Amended form, adopted January 17, 1928:*

(Number changed to Rule 337. See page 542.)

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**RULE 337 (Old).**

*Original reading, Rule 337 (old numbers 336 and 512), adopted April 15, 1896:*

337 (336) (512). Lights must be used upon the block signals from one hour before sunset until one hour after sunrise, and whenever the signal indications cannot be clearly seen without them.

*Amended form, adopted April 25, 1900:*

337. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

*Eliminated January 17, 1928.*

(Standard Code Train Rule 9, page 21, covers.)

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**RULE 338**

*Original reading, Rule 338 (old numbers 337 and 336), adopted April 25, 1900:*

338 (337) (336). If a train over runs a stop signal, the fact, with the number of train, must be reported to ———.

*Amended form, adopted May 19, 1909:*

338. If a train overruns a Stop-signal the fact must be reported to ———.

*The following was eliminated in the revision, adopted November 17, 1915:*

\* Designated official.

Eliminated November 15, 1938.

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RULE 339.

Original reading, Rule 339 (old numbers 338 and 337), adopted April 25, 1900:

339 (338) (337). If a stop signal is disregarded, the fact, with the number of the train, must be reported to the next block station in advance and then to

Amended form, adopted May 19, 1909:

339. If a Stop-signal is disregarded, the fact must be reported to the next block station in advance and then to .....

Amended form, adopted November 15, 1938.

(See page 542.)

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RULE 340.

Original reading, Rule 340 (old numbers 339 and 338), adopted April 25, 1900:

340 (339) (338). To open a block station, the signalman must give 8 to the next block station in each direction and record the trains that are in the extended block. He must then display the normal signal indication and notify the block station in each direction that the station is open.

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

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

Amended form, adopted May 19, 1909:

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

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

Amended form, adopted January 17, 1928:

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

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

Amended form, adopted November 15, 1938.

(See page 542.)

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RULE 341.

Original reading, Rule 341 (old numbers 340 and 514), adopted April 15, 1896:

341 (340) (514). Block stations must not be closed without permission of the ———, nor until the signalman at the next open block station on each side is notified and the notice acknowledged.

*Amended form, adopted April 25, 1900:*

341 (340) (339). A block station must not be closed except upon authority of ———; nor when trains are approaching which are to meet or pass at that block station.

*Amended form, adopted May 19, 1909.*

(See page 542.)

#### RULE 342.

*Original reading, Rule 342 (old numbers 341 and 340), adopted April 25, 1900:*

342 (341) (340). To close a block station the signalman must first obtain "2" for trains which he has admitted to the blocks in each direction.

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

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

NOTE.—The arrangement of the block signal under the third paragraph of Rule 340 is left for each road to determine in accordance with its local requirements.

*Amended form, adopted May 19, 1909:*

342 (341). A block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 to the next block station in each direction, and when he receives 13 enter it on his block record, with the time it is received from each block station.

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

NOTE TO RULE 341.—The arrangement of the block signals under the third paragraph of Rule 341 is left for each road to determine in accordance with its local requirements.

Note to Rule 341, omitted in revision, adopted November 17, 1915.

*Amended form, adopted November 17, 1915.*

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 to the next block station in each direction, and when he receives 13 enter it on his block record, with the time it is received from each block station.

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

*Amended form, adopted January 17, 1928:*

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 followed by 2 to the next block station in each direction and when he receives 13 followed by 2 enter it on his block record, with the time it is received from each block station.

The block signals must then be secured in the ..... position, all lights extinguished, and the

block wires and, when necessary, circuits arranged to work through the closed block station.

*Amended form, adopted November 15, 1938.*

(See page 543.)

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RULE 343.

*Rule 343 (old number 342), adopted May 19, 1909:*

343. When a block station is open at an irregular hour, signalmen must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order or by special instructions that the block station is open. Signalmen must take special precautions to call the attention of trains approaching the block station to the indications of the block signals.

*Amended form, adopted November 15, 1938.*

(See page 543.)

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RULE 344.

*Rule 344 (old number 343), adopted May 19, 1909.*

(See page 543.)

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ENGINEMEN AND TRAINMEN.

*Amended form, adopted November 15, 1938.*

(See page 543.)

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RULE 361.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

361. Block signals for a track apply only to trains running with the current of traffic on that track.

*Amended form, adopted November 17, 1915:*

361. Block signals for a track apply only to trains moving with the current of traffic on that track. \_\_\_\_\_ will be used for blocking trains moving against the current of traffic.

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NOTE TO RULE 361.—Each railroad may fill in the blank in Rule 361 with the kind of signals that are to be displayed or the form of card to be used by the signalmen.

*Amended form, adopted January 17, 1928:*

(See page 543.)

NOTE TO RULE 361.

*Amended form, adopted January 17, 1928:*

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NOTE TO RULE 361.—Each railroad may fill in the blank in Rule 361 with the kind of signals that are to be displayed or with the Form to be used by the signalmen.

*Eliminated November 15, 1938.*

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RULE 362.

*Original reading, Rule 362 (old number 533), adopted April 15, 1896:*

362 (533). Trains may pass a block signal which displays either

A "clear signal," or

A "caution signal," or

A "stop signal" upon receiving a "caution card,"  
Form — (B).



*Amended form, adopted April 25, 1900:*

362. Trains must not pass a stop signal without receiving a caution card (Form B or D), a clearance card (Form C) or a special order.

*Amended form, adopted May 19, 1909:*

362. Trains must not pass a Stop-signal without receiving a Caution Card (Form B or D), a Clearance Card (Form C) or a train order authorizing them to do so.

*Amended form, adopted November 17, 1915:*

362. Trains must not pass a Stop-signal without receiving Clearance Card (Form A), Caution Card (Form B), Permissive Card (Form C), or a train order authorizing them to do so.

*Amended form, adopted May 15, 1924:*

362. Trains must not pass a Stop-signal without receiving Clearance Card A, Clearance Card B, Clearance Card C, or a train order authorizing them to do so.

*Eliminated January 17, 1928:*

(See Rules M-362 and C-362, adopted January 17, 1928, as follows:)

M-362. Trains must not pass a Stop-signal without receiving Clearance Form A, Clearance Form B, or a train order authorizing them to do so.

C-362. Trains must not pass a Stop-signal without receiving Clearance Form B, or a train order authorizing them to do so.

On single track, trains receiving Clearance Form B may proceed on their time-table or train order

authority expecting to find a train in the block, a broken rail or a switch not properly lined.

*Eliminated November 15, 1938.*

(See Rule 362, page 543.)

#### RULE 363.

*Original reading, Rule 363 (old number 534), adopted April 15, 1896:*

363 (534). An engineman holding a notice, as per Rule 511, will deliver it to the signalman at the next block station and personally ascertain from him whether the block in advance is clear before proceeding.

*Amended form, adopted April 25, 1900:*

363. An engineman holding a caution card (Form D) must deliver it to the signalman at the next block station and personally ascertain from him that the block in advance is clear before proceeding.

*Amended form, adopted May 19, 1909:*

363. An engineman holding a Caution Card (Form D) must deliver it to the signalman at the next block station and personally obtain from him permission to proceed.

*Eliminated in revision adopted November 17, 1915.*

(See Caution Card, Form B.)

*In revision adopted November 17, 1915. old Rule 367 was made Rule 363.*

(See page 543.)



RULE 364.

*Original reading, adopted April 25, 1900:*

364. Unless directed by special instructions, when two or more trains have been coupled and so run past any block station, they must be uncoupled only at a block station and the signalman notified.

*Amended form, adopted November 17, 1915:*

(See page 544.)

RULE 365

*Original reading, adopted April 24, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

A train having passed beyond the limits of a block must not back into that block without permission from the signalman.

*Amended form, adopted January 17, 1928:*

365. When a train takes a siding or otherwise clears the main track it must not again enter the block or foul the main track without the permission of the signalman.

A train having passed beyond the limits of a block must not back into that block without permission from the signalman.

*Amended form, adopted November 15, 1938.*

(See page 544.)

RULE 366.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

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

*Amended form, adopted November 17, 1915:*

366. Unless otherwise provided, when it is necessary for a train to cross over, the signalman must be notified and permission obtained before crossing over or returning.

*Eliminated November 15, 1938.*

RULE 367.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

367. Enginemen and trainmen must not proceed on hand signals as against block signals.

*Rule 367 was made Rule 363 in the revision adopted November 17, 1915.*

*Original reading, adopted April 15, 1896:*

367 (368) (535). The engineman of a train which has parted will, on approaching a block station, notify the signalman by sounding the whistle signal for "train parted."

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

*Eliminated November 15, 1938.*

*Old 368 and 369. Original reading, Rules 368 and 369 (old numbers 369, 370 and 536), adopted April 15, 1896:*

368 AND 369 (369 AND 370) (536). An engineman receiving a "train parted" signal from a signalman will answer by the whistle signal for "train parted." When the train has been recoupled the signalman shall be notified.

**RULE 368.**

*Amended form, Rule 368 (old number 369), adopted April 25, 1900:*

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

*Eliminated November 15, 1938.*

**RULE 369.**

*Amended form, Rule 369 (old number 370), adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

369. When a parted train is recoupled the signalman must be notified.

*Eliminated November 15, 1938.*

**RULE 370.**

*Original reading, Rule 370 (old numbers 371, 372 and 538), adopted April 15, 1896:*

370 (371) (538). If the track be obstructed between block stations notice shall be given to the nearest block signalman.

*Amended form, adopted April 25, 1900:*

370 (371) (372). If the track is obstructed between block stations notice must be given to the nearest block signalman.

*Amended form, adopted May 19, 1909:*

370 (371). If there is an obstruction between block stations notice must be given to the nearest block signalman.

*Amended form, adopted November 17, 1915:*

370. If there is an obstruction between block stations notice must be given to the nearest signalman.

*Amended form, adopted January 17, 1928:*

(See page 544.)

**RULE 371 (Old)**

*Old 371. Original reading adopted April 15, 1896:*

OLD 371 (537). At a block station where, because the signalman is absent or incapacitated, instructions cannot be obtained, trains shall wait — minutes and then proceed with caution, the conductor reporting accordingly to the — from the next block station.

*Amended form, adopted April 25, 1900:*

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

*Omitted in the revision, adopted May 19, 1909.*

**RULE 371.**

*Original reading, Rule 371 (old number 372), adopted April 25, 1900:*

371 (372). If a train is held by a block signal to exceed — minutes, the conductor must ascertain the cause.

*Amended form, adopted November 17, 1915:*

371. If a train is stopped by a block signal the conductor and engineman must immediately ascertain the cause.

*Amended form, adopted January 17, 1928:*

371. When a train is stopped by a home or block signal the conductor and engineman must immediately ascertain the cause.

*Amended form, adopted November 15, 1938.*

(See page 544.)

**RULE 372.**

*Original reading, Rule 372 (old numbers 373 and 374), adopted April 25, 1900:*

372 (373) (374). Conductors must report to — any unusual detention at block stations.

*Amended form, adopted May 19, 1909:*

(See page 544.)

*The following was eliminated in the revision adopted November 17, 1915:*

\* Designated official.

**RULE 373.**

*Original reading, Rule 373 (old numbers 374 and 539), adopted April 15, 1896:*

373 (374) (539). When a block station is closed, except as provided on time-table or by special instructions, notice will be given by —.

*Amended form, adopted April 25, 1900:*

373 (374). A block station must not be considered as closed, except as provided on time table or by special instructions.

*Amended form, adopted November 17, 1915:*

373. A block station must not be considered as closed, except as provided for by time-table or special instructions.

*Amended form, adopted November 15, 1938.*

(See page 544.)

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RULE 375.

*Original reading, adopted May 19, 1909:*

375. When a block station is open at an irregular hour, the required block indications will be given by hand signals, in addition to block signals, until all trains have passed which have not received a train order or special instructions that the block station is open.

*Omitted in the revision, adopted November 17, 1915.*

CONTROLLED MANUAL BLOCK SYSTEM.

Introductory paragraph.

*Original reading, adopted April 15, 1896:*

A series of consecutive blocks controlled by block signals operated manually, and which by its construction requires the co-operation of the signalman at both ends of the block to display a clear signal.

THE REQUISITES OF INSTALLATION ARE:

*Amended form, adopted April 25, 1900:*

A series of consecutive blocks controlled by block signals operated manually, and so constructed as to require the co-operation of the signalmen at both ends of the block to display a clear signal.

REQUISITES OF INSTALLATION

*Amended form, adopted May 19, 1909:*

A series of consecutive blocks controlled by block signals operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the co-operation of the signalmen at both ends of the block to display a Clear or a Caution Block Signal.

REQUISITES OF INSTALLATION

*Omitted in the revision, adopted November 17, 1915, with the exception of the heading "Requisites of Installation."*

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1.

*Original reading (old number 4), adopted April 15, 1896:*

1 (4). Signals of prescribed form, the indications given by two positions; and, in addition, at night, by lights of prescribed color.

*Amended form, adopted May 19, 1909:*

1. Signals of prescribed form, the indications given by not more than three positions; and, in addition, at night by lights of prescribed color.

*Amended form, adopted November 17, 1915:*

1. Signals of prescribed form, the indications given by not more than three positions; by lights of prescribed color; or by both.

*Eliminated January 17, 1928:*

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2.

*Original reading, adopted April 15, 1896:*

2. Failure of any part directly controlling a signal to cause it to give the normal indication.

*Amended form, adopted April 25, 1900:*

2. The apparatus so constructed that the failure of any part directly controlling a signal will cause it to give the normal indication.

*Amended form, adopted May 19, 1909:*

2. The apparatus so constructed that the failure of any part directly controlling a signal will cause it to display the normal indication.

*Amended form, adopted November 17, 1915:*

2. The apparatus so constructed that the failure of any part controlling the operation of a signal will cause it to display its most restrictive indication.

*Eliminated January 17, 1928.*

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3.

*Original reading (old number 6), adopted April 15, 1896:*

3 (6). The signals either over, or upon the right of, and, if practicable, adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same support.

*Amended form, adopted April 25, 1900:*

3. Signals, if practicable, either over or upon the right of and adjoining the track upon which trains are governed by them. For less than three tracks signals for trains in each direction may be on the same signal mast.\*

\* The word "mast" refers to the upright to which the signals are directly attached.

*Amended form, adopted May 19, 1909:*

3. Signals, if practicable, either over or upon the right\* of and adjoining the track upon which trains are governed by them. For less than three tracks signals for trains in each direction may be on the same signal mast.

*Amended form, adopted November 17, 1915:*

3. Signals located preferably over or upon the right\* of and adjoining the track to which they refer.

\* Where a railroad is operated with the current of traffic to the left the block signals may be placed upon the left.

*Eliminated January 17, 1928.*

\* Where a road is operated with the current of traffic to the left the block signals may be placed upon the left.

---

4.

*Original reading (old number 5), adopted April 15, 1896:*

4 (5). Where the semaphore is used the arm displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted April 25, 1900:*

4. Semaphore arms that govern, displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted November 17, 1915:*

4. Semaphore arms that govern, displayed to the —† of the signal mast as seen from an approaching train.

† Right or left.

Eliminated January 17, 1928.

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5.

Original reading (old number 1), adopted April 15, 1896:

5 (1). The normal indication of Home (and Advance) block signals—**Stop**: (of distant block signals—**Caution**).

Amended form, adopted April 25, 1900:

5. The normal indication of Home Block Signals—**Stop**.

Eliminated January 17, 1928.

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6.

Original reading (old number 3), adopted April 15, 1896:

6 (3). Failure of the block signal instruments or electric circuits to prevent the display of a clear signal.

Amended form, adopted April 25, 1900:

6. The apparatus so constructed that the failure of the block signal instruments or electric circuits will prevent the display of the clear signal.

Amended form, adopted May 19, 1909:

6. The apparatus so constructed that the failure of the block signal, block signal instruments or electric circuits will prevent the display of a Clear Block Signal (or a Caution Home or Advance Block Signal).

Eliminated in the revision, adopted November 17, 1915.

New 6 (Old Adjunct J), adopted November 17, 1915:

6. Continuous track circuits.

Eliminated January 17, 1928.

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7.

Original reading, adopted April 15, 1896:

7. The relative position of the home signal and track instrument or releasing circuit, such as to make it necessary that the rear of a train shall have passed \_\_\_\_\_ feet beyond the home block signal before the signal at the preceding block station can be released.

Omitted in the revision, adopted May 19, 1909, and made Adjunct G.

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8.

Original reading, adopted April 15, 1896:

8. When signals controlling a block also indicate the position of main track switches, all such switches must be locked for the main track before a clear signal can be given.

Omitted in the revision, adopted April 25, 1900.

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Old Adjunct (D), adopted November 17, 1915:

11. The automatic release of block signals to display their most restrictive indication.

*Eliminated January 17, 1928.*

ADJUNCTS.

(A)

*Original reading, adopted April 15, 1896:*

The following may be used, if desired:

(A) Distant block signals interlocked with home block signals.

*Amended form, adopted April 25, 1900:*

The following may be used:

(A) Distant block signals\* interlocked with home block signals; normal indication—caution.

\* When Distant Block Signals are used the following should be added to Rule 401:

DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.   | NAME.           |
|---------|-----------------------------------|---|-----------------|
| (c) —   | Home (or advance) signal at (a).  | Proceed with caution to the home (or advance) signal. | Caution signal. |
| (d) —   | Home (and advance) signal at (b). | Proceed.  | Clear signal.   |

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

Horizontal as the equivalent of (c).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (d).

*Amended form, adopted May 19, 1909:*

A. Distant Block Signals interlocked with Home Block Signals; normal indication—Caution.

*The following note eliminated in revision adopted November 17, 1915:*

\* When Distant Block Signals are used the following should be added to Rule 401:

DISTANT BLOCK SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.   | NAME.             |
|---------|-----------------------------------|---|-------------------|
| Color.  | The signal will be displayed when | For enginemen and trainmen.                           | As used in rules. |
| (d) —   | Home (or advance) signal at (a).  | Proceed with caution to the home (or advance) signal. | Caution-signal.   |
| (e) —   | Home (and advance) signal at (c). | Proceed.  | Clear-signal.     |

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

Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (e).

Rule 411 also should be changed to read: "The normal indication of Home Block Signals is Stop; of Distant Block Signals is Caution."

(See Rules 403 and 411.)

*Amended form, adopted May 15, 1924:*

A. Distant Block Signals interlocked with Home Block Signals; normal indication—Restricted Speed.

*Eliminated January 17, 1928.*

(B)

*Original reading, adopted April 15, 1896:*

(B) Advance block signals interlocked with the home block signal, and the distant block signal, if used.

*Amended form, adopted April 25, 1900:*



(B) Advance block signals† interlocked with home block signals, and with distant block signals, if used; normal indication—stop.

† When Advance Block Signals are used that name should be added to the caption of Rule 401 so as to read "HOME AND ADVANCE SIGNALS," and Rule 411 should be changed to read "The normal indication of Home and Advance Block Signals is Stop."

*Amended form, adopted May 19, 1909:*

(B) Advance Block Signals† interlocked with Distant Block Signals, if used; normal indication—Stop.

† When Advance Block Signals are used that name should be added to the caption of Rule 401 so as to read "HOME AND ADVANCE BLOCK SIGNALS," and Rule 411 should be changed to read "The normal indication of Home and Advance Block Signals is Stop."

*Eliminated in revision adopted November 17, 1915.*

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(C)

*Original reading, adopted April 15, 1896:*

(C) Repeaters or audible signals to indicate the position of signals to the signalman operating them.

*Amended form, adopted May 19, 1909:*

C. Repeaters, audible or visible, to indicate the position of block signals to the signalman operating them.

*Eliminated January 17, 1928.*

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(D)

*Originally lettered (E). Original reading, adopted April 15, 1896:*

(D)—(E). The automatic return of the signal to the normal indication.

*Amended form, adopted April 25, 1900:*

(D)—(E). The automatic release of signals to give the normal indication.

*Amended form, adopted May 19, 1909:*

(D). The automatic release of block signals to display the normal indication.

*Eliminated in revision, adopted November 17, 1915.*

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(E)

*Originally lettered (F). Original reading, adopted April 15, 1896:*

(E)—(F). The interlocking of switches and block signals.

*Amended form, adopted April 25, 1900:*

(E). The interlocking of switches with block signals.

*Amended form, adopted November 17, 1915:*

E. The locking of switches with block signals.

*Eliminated January 17, 1928.*

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(F)

*Originally lettered (G). Original reading, adopted April 15, 1896:*

(F)—(G). Bell circuits for signaling between a block station and outlying switches.

*Original and Amended Forms of  
Block Signal Rules*

*Amended form, adopted April 25, 1900:*

(F)—(G). Bell circuits\* for signaling between a block station and outlying switches.

\* When bell circuits for signaling between a block station and outlying switches are used, Rule 420 will be amended to include the following signals, which will be given and observed by signalmen and conductors.

1-2-3—Train has gone on siding. All clear. Switch closed. Answer by 1-2-3.

3-4—Train is ready to leave siding. Answer by 3-4, or 5. Conductor when ready to go will give 3-4, and will not start his train until 3-4 has been given in reply, and this must not be given by the signalman unless the block is clear.

*Amended form, adopted May 19, 1909:*

(F). Communication between block stations and outlying switches.

*Made Adjunct K in revision, adopted November 17, 1915.*

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(G)

*Original reading, adopted May 19, 1909:*

(G). Track instruments or releasing circuits so located as to require that the rear of train shall have passed a prescribed distance beyond the Home Block Signal before the signal at the next block station in the rear can be released.

*Eliminated in revision, adopted November 17, 1915,*

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(H) (Old)

*Original reading, adopted April 25, 1900:*

(H). Unlocking circuits between a block station and outlying switches.

*Original and Amended Forms of  
Block Signal Rules*

*Amended form, adopted May 19, 1909:*

(H). Unlocking circuits between block stations and outlying switches.

*Eliminated in revision, adopted November 17, 1915.*

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(H) (New)

(H). *Adopted November 17, 1915:*

H. Lock indicators for main track switches.

*Eliminated January 17, 1928.*

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(J)

*Originally lettered (D). Original reading, adopted April 15, 1896:*

(J). Track circuits.

*Eliminated in revision, adopted November 17, 1915.*

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(J) (New)

(J). *Adopted November 17, 1915:*

J. Take siding indicators.

*Eliminated January 17, 1928.*

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(K)

(K). *(Old Adjunct F), adopted November 17, 1915:*

K. Means of communication between block stations and outlying switches.

*Eliminated January 17, 1928.*

## RULES.

[NOTE.—The rules as adopted April 15, 1896, were numbered commencing with 601. In the revision, adopted April 25, 1900, the rules were numbered commencing with 401.]

601. *Adopted April 15, 1896:*

601. The movement of trains is regulated by block signals between limits designated by ———.

*Omitted in the revision, adopted April 25, 1900.*

## RULE 401.

*Original reading, adopted April 15, 1896:*

401 (602). HOME AND ADVANCE SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop signal.      |
| (b) —.   | Block is clear.                   | Proceed.                    | Clear signal.     |

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

Horizontal as the equivalent of (a).

Diagonal below as the equivalent of (b).

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.   | NAME.           |
|---------|-----------------------------------|---|-----------------|
| (c) —.  | Home (or advance) signal at (a).  | Proceed with caution to the home (or advance) signal. | Caution signal. |
| (d) —.  | Home (and advance) signal at (b). | Proceed.  | Clear signal.   |

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

Horizontal as the equivalent of (c).

Diagonal below as the equivalent of (d).

*Amended form, adopted April 25, 1900:*

## 401. HOME SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop signal.      |
| (b) —.   | Block is clear.                   | Proceed.                    | Clear signal.     |

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

Horizontal as the equivalent of (a).

Vertical or Diagonal ———\* as the equivalent of (b).

\* Angle above or below the horizontal.

*Amended form, adopted May 19, 1909:*

## 401. HOME BLOCK SIGNALS.

| SIGNAL.  | OCCASION FOR USE.                 | INDICATION.                 | NAME.             |
|----------|-----------------------------------|-----------------------------|-------------------|
| Color.   | The signal will be displayed when | For enginemen and trainmen. | As used in rules. |
| (a) Red. | Block is not clear.               | Stop.                       | Stop-signal.      |
| (b) —.   | Block is not clear.               | Proceed with caution.       | Caution-signal.   |
| (c) —.   | Block is clear.                   | Proceed.                    | Clear-signal.     |

Original and Amended Forms of  
Block Signal Rules

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

Horizontal as the equivalent of (a).

Diagonal ——\* as the equivalent of (b).

Vertical or Diagonal ——\* as the equivalent of (c).

Amended form, adopted November 17, 1915:

(See new Rules 401 (A), 401 (C), 401 (G), 402 (A), 402 (C), 403 (J) and 403 (K). Substituted for Rule 401.)

Original and Amended Forms of  
Block Signal Rules

RULES.

401. THREE-POSITION BLOCK SIGNALS.

|   |  |
|---|--|
| <p>(The aspects shown are typical and may be given in any one of the other quadrants. Each road should show the aspects and colors of lights it uses.)</p> <p>The following signals will appear where conditions require their use:</p> | <p>REQUISITES OF INSTALLATION.<br/>(Not to be printed in the Rules for Enginemen and Trainmen.)<br/>Signal will appear when—</p> |
|---|--|

401 A.



INDICATION—STOP.  
NAME—STOP-SIGNAL.

Block is not clear.

401 C.



INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

Block is clear.

401 G.



Block is occupied.

INDICATION—PROCEED WITH CAUTION PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION.

NAME—PERMISSIVE-SIGNAL.

## 402. TWO-POSITION HOME BLOCK SIGNALS.

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

REQUISITES OF INSTALLATION.  
(Not to be printed in the Rules for Enginemen and Trainmen.)  
Signal will appear when—

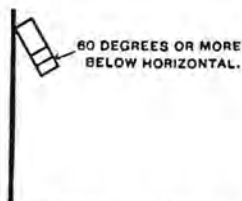
402 A.



Block is not clear.

INDICATION—STOP.  
NAME—STOP-SIGNAL.

402 C.



Block is clear.

INDICATION—PROCEED.

NAME—CLEAR-SIGNAL.

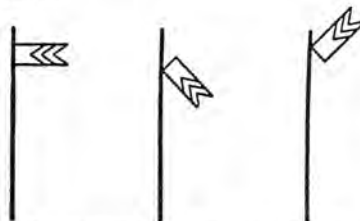
## 403. TWO-POSITION DISTANT BLOCK SIGNALS.

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

REQUISITES OF INSTALLATION.  
(Not to be printed in the Rules for Enginemen and Trainmen.)  
Signal will appear when—

403 J.



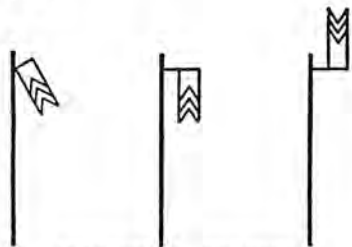
Home signal is not clear.

INDICATION—APPROACH HOME SIGNAL WITH CAUTION.

NAME—CAUTION-SIGNAL.

NOTE TO RULE 403.—Where Distant Block Signals are not used Rule 403 will be omitted.

403 K.

INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

Home signal indicates proceed.

*Amended form, adopted May 15, 1924:*

401 G. Only change was in "Indication" which was changed to "Proceed at Restricted Speed," and in "Name" which was made "Restricting Signal."

403 J. Only change was in "Indication" where "Restricted Speed" was substituted for "Caution" and in the "Name" which was made "Distant Signal."

403 K. Name changed to "Distant Signal."

*Eliminated January 17, 1928.*

(Superseded by Rules 281 to 292 inclusive. See pages 591 to 606 inclusive.)

*Amended forms, adopted November 15, 1938.*

(See New Rules 281 to 292 inclusive, pages 518 to 536 inclusive.)

## RULE 402.

*Original reading, adopted April 15, 1896:*

402 (641). Block signals, unless otherwise provided, do not affect the rights of trains under the time-table or train rules.

642. Block signals do not dispense with the use or the observance of other signals whenever or wherever they may be required.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

402. Block signals control the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

*Made Rule 405 in revision adopted November 17, 1915.*

## RULE 403.

*Original reading, adopted May 19, 1909:*

403. When a block station is open at an irregular hour, trains must be notified by train order or by special instructions, and special precautions must be taken to call the attention of trains approaching the block station to the indications of the block signals.

Made Rule 406 in revision, adopted November 17, 1915.

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RULE 405.

405 (402) *Adopted November 17, 1915:*

405. Controlled manual block signals govern the use of the blocks, and, unless otherwise provided, their indications supersede time-table superiority and take the place of train orders; they do not dispense with the use or the observance of other signals whenever and wherever they may be required.

*Eliminated January 17, 1928.*

(See Rule C-305, page 608.)

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RULE 406.

406 (403). *Adopted November 17, 1915:*

406. When a block station is open at an irregular hour, trains must be notified by train order or by special instructions, and special precautions must be taken to call the attention of trains approaching such block station to the indications of the block signals.

*Eliminated January 17, 1928.*

(See Rule 306, page 537.)

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SIGNALMEN.

RULE 411.

*Original reading, adopted April 15, 1896:*

411 (603). The normal indication of home (and advance) block signals is (a) as above (of distant block signals (c) as above).

*Amended form, adopted April 25, 1900:*

411. The normal indication of Home Block Signals is Stop.

*Amended form, adopted November 17, 1915:*

SIGNALMEN.

411. The normal indication of Home Block Signals—Stop; of Distant Block Signals—Caution.

NOTE TO RULE 411.—Where Distant Block Signals are not used, the words "of Distant Block Signals—Caution" will be omitted.

*Amended form, adopted May 15, 1924:*

411. The normal indication of Home Block Signals—Stop; of Distant Block Signals—Restricted Speed.

NOTE TO RULE 411.—Where Distant Block Signals are not used, the words "of Distant Block Signals—Restricted Speed" will be omitted.

*Eliminated January 17, 1928.*

(See Rule 311, page 538.)

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RULE 412.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

412. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the signal



secured so as to display the normal indication until repaired.

*Amended form, adopted November 17, 1915:*

412. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the signal secured so as to display its most restrictive indication until repaired.

*Eliminated January 17, 1928.*

(See Rule 312, page 538.)

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RULE 413.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

413. Signalmen must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

*Eliminated January 17, 1928.*

(See Rule 313, page 538.)

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RULE 414.

*Original reading, adopted April 25, 1900:*

414. Signalmen must not make nor permit any unauthorized alterations or additions to the apparatus.

*Amended form, adopted May 19, 1909:*

414. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the apparatus.

*Eliminated January 17, 1928.*

(See Rule 314, page 538.)

*Old 415. Adopted April 25, 1900:*

415. If any electrical or mechanical appliance fails to work properly ——— must be notified, and only duly authorized persons permitted to make repairs.

*Omitted in the revision, adopted May 19, 1909.*

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RULE 415.

*Original reading, adopted April 15, 1896:*

415. (604). A register is required at each block station.

[NOTE.—The following records may be kept on the block register:

- a. The time a train enters the block in the rear.
- b. The time a train clears the block in the rear and enters the block in advance.
- c. The time a train clears the block in advance.
- d. Other information as desired.]

*Amended form, adopted April 25, 1900:*

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

*Amended form, Note to Rule 415, adopted April 25, 1900:*

NOTE TO RULE 415.—The different items to be entered on the block record have not been prescribed in this rule, but it has been left to each road to complete the rule by adding such items as may be necessary to meet the conditions governing its traffic.

*Amended form, adopted November 17, 1915:*

NOTE TO RULE 415.—The different items to be entered on the block record have not been prescribed in this rule, but it has been left to each railroad to complete the rule by adding such items as may be necessary to meet the conditions governing its traffic.

*Eliminated January 17, 1928.*

(See Rule 315, page 538.)

RULE 416.

*Original reading, adopted April 15, 1896:*

416 (608). The prescribed BELL SIGNALS are as follows:

- 2—All right. Yes.
- 3—Unlock my lever. Answer by unlocking, or 5, or 3-1.
- 4—Train has entered block.
- 5—Block is not clear.
- 6—Has a train entered this block? Answer by 2, or 2-1.
- 1-2—Clear. Train has cleared block.
- 2-1—No.
- 2-4—Has train cleared block? Answer by 1-2 or 5.
- 3-1—Have unlocked. If levers are not released, instrument must be out of order. Block is clear. This signal must be answered by 3-1 and the answer acknowledged by 2. It must not be used unless the block is known to be clear. A signalman having received 3-1 and answered it by 3-1 and received 2 in acknowledgment, may allow train to proceed under Rule 617, announcing it by 4.

3-3—Train in block will take intermediate siding. Answer by 3-3.

5-5-5—Obstruction in block. Stop all trains approaching this station. Answer by 5-5-5.

3-3-3—3-3-3—Train in block has broken apart. Answer by 3-3-3—3-3-3.

4-4-4—Cars running away in the wrong direction and proceeding toward you. Answer by 4-4-4.

4-6-4—Cars running away in the right direction and proceeding toward you. Answer by 4-6-4.

2-3-2—Train has passed without markers. This signal to be given to station in advance. Answer by 2-3-2.

5-2-5—Train has passed without markers. This signal to be given to station in rear. Answer by 5-2-5.

1-4-1-4—Stop train approaching and have it examined. Answer by 2.

2-2-2—Previous signal given in error. Answer by 2.

2-4-2—Repeat previous signal.

6-6-6—Testing. Answer by 6-6-6.

1—(Long stroke). Answer telegraph call.

When bell circuits for signaling between a block station and outlying switches are used, the following signals will be given and observed by conductors and signalmen:

1-2-3—Train has gone on siding. All clear. Switch closed. Answer by 1-2-3.

3-4—Train is ready to leave siding. Answer by 3-4, or 5. Conductor when ready to go will give 3-4,

and will not start his train until 3-4 has been given in reply, and this must not be given by the signalman unless the block is clear.

[NOTE.—(-) signifies pause between beats.]

[NOTE.—Additional bell signals may be used if desired. The telegraph or other equivalent may be used instead of the bell for transmitting signals.]

*Amended form, adopted April 25, 1900:*

416 (420). The prescribed BELL SIGNALS are as follows:

- 1—(Long stroke.) Answer telegraph call.
- 2—All right. Yes.
- 3—Unlock my lever. Answer by unlocking, or 5, or 3-1.
- 4—Train has entered block.
- 5—Block is not clear.
- 6—Has a train entered this block? Answer by 2, or 2-1.
  - 1-2—Clear. Train has cleared block.
  - 1-4-1-4—Stop train approaching and have it examined. Answer by 1-4-1-4.
  - 2-1—No.
  - 2-2-2—Previous signal given in error. Answer by 2.
  - 2-3-2—Train has passed without markers. This signal to be given to station in advance. Answer by 2-3-2.
  - 2-4—Has train cleared block? Answer by 1-2, or 5.
  - 2-4-2—Repeat previous signal.
  - 3-1—Have unlocked. If levers are not released, instrument must be out of order. Block is clear.

This signal must be answered by 3-1 and the answer acknowledged by 2. It must not be used unless the block is known to be clear. A signalman having received 3-1 and answered it by 3-1 and received 2 in acknowledgment may allow train to proceed under Rule 434, announcing it by 4.

3-3—Train in block will take intermediate siding. Answer by 3-3.

3-3-3-3-3-3—Train in block has broken apart. Answer by 3-3-3-3-3-3.

4-3-4—Train from intermediate siding is proceeding toward you. Answer by 4-3-4.

4-4-4—Cars running away in the wrong direction and proceeding toward you. Answer by 4-4-4.

4-6-4—Cars running away in the right direction and proceeding toward you. Answer by 4-6-4.

5-2-5—Train has passed without markers. This signal to be given to station in rear. Answer by 5-2-5.

5-5-5—Obstruction in block. Stop all trains approaching this station. Answer by 5-5-5.

6-6-6—Testing. Answer by 6-6-6.

[NOTE.—(-) signifies pause between beats.]

[NOTE.—Additional bell signals may be used if desired. The telegraph or other equivalent may be used instead of the bell for transmitting signals.]

*Amended form, adopted May 19, 1909:*

416. The prescribed communicating code is as follows:

- 1—Display Stop-signal.
- 13—I understand.

- 17—Display Stop-signal. Train following.  
 2—Block clear.  
 3—Block wanted for train other than passenger.  
 36—Block wanted for passenger train.  
 4—Train other than passenger has entered block.  
 46—Passenger train has entered block.  
 5—Block is not clear of train other than passenger.  
 56—Block is not clear of passenger train.  
 7—Train following.  
 8—Opening block station. Answer by 2, 5, or 56.  
 9—Closing block station, followed by 2.  
     If the block is clear, to be answered by 13,  
     followed by 2.  
     If the block is not clear, to be answered by  
     5 or 56.

NOTE TO RULE 416.—Additions to the code may be made if desired.

*Amended form, adopted November 17, 1915:*

416. COMMUNICATING CODE.

- 1—Display Stop-signal.  
 13—I understand.  
 17—Display Stop-signal. Train following.  
 2—Block clear.  
 3—Block wanted for train other than passenger.  
 36—Block wanted for passenger train.  
 4—Train other than passenger has entered block.  
 46—Passenger train has entered block.  
 5—Block is not clear of train other than passenger.  
 56—Block is not clear of passenger train.  
 7—Train following.  
 8—Opening block station. Answer by 2, 5, or 56.  
 9—Closing block station, followed by 2.

If the block is clear, to be answered by 13,  
 followed by 2.

If the block is not clear, to be answered by  
 5 or 56.

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

NOTE TO RULE 416.—Additions to the communicating code may be made if desired. When the telephone is used the code will be used without the numerals.

*Eliminated January 17, 1928.*

(See Rule 316, page 538.)

*Old 417 and 418. Original reading, adopted April 15,  
 1896.*

417 (605). Block signal instruments and bells must be used only by signalmen and as directed by the rules.

418 (606). Bells must not be used for any purpose other than to give the prescribed signals.

*Omitted in the revision, adopted May 19, 1909.*

RULE 417 (A).

*Adopted May 19, 1909:*

417 A. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give 1 to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains, unlock the next block station in the rear and reply 2. If the block is not clear, he must reply 5 or 56. The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block unless it is clear, except as provided in Rule 432 or by train order.

NOTE TO RULE 417 A.—417 A is for absolute block for following and opposing movements on the same track.

Eliminated January 17, 1928.

(See Rule 317(A) and Note, page 615.)

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RULE 417 (B).

Adopted May 19, 1909:

417 B. To admit a train to a block, the signalman must examine the block record, and, if the block is clear, give 3 or 36 to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains, unlock the next block station in the rear and reply 2. If the block is not clear, he must reply 5 or 56. The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rule 432 or by train order.

To permit a train to follow a train other than a passenger train into a block, the signalman must give 17 to the next block station in advance. The signalman receiving this signal, if there is no passenger train in the block, must unlock the next block station in the rear and reply 5. The approaching train will then be admitted to the block ———.\*

Original reading, Notes to Rule 417 (B), adopted May 19, 1909:

NOTES TO RULE 417 (B).—

\* Under Caution Signal or with Caution Card (Form B).

Rule 417 (B) is for absolute block for opposing movements and permissive block for following movements on the same track.

Amended form, adopted November 17, 1915:

NOTE TO RULE 417 B.—

Rule 417 B is for absolute block for opposing movements and permissive block for following movements on the same track.

NOTE TO RULE 417 B.—

\* Under Permissive-signal or with Permissive Card (Form C).

Amended form, adopted May 15, 1924:

NOTE TO RULE 417 B.—

Rule 417 B is for absolute block for opposing movements and Restricted block for following movements on the same track.

\* Under Restricting signal or with Clearance Card C.

Eliminated January 17, 1928.

(See Rule 317-B and Note, page 617.)

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RULE 418 (A).

Adopted May 19, 1909:

418 A. To admit a train to a block, the signalman must examine the block record, and if the block is clear, give 3 or 36 to the next block station in advance. The signalman receiving this signal, if the block is clear, must unlock the next block station in the rear and reply 2. If the block is not clear, he must reply 5 or 56. The signalman at the entrance of the block must then display the proper signal indication.

*Original and Amended Forms of  
Block Signal Rules*

A train must not be admitted to a block unless it is clear, except as provided in Rule 432, or by train order.

NOTE TO RULE 418 A.—Rule 418 A is for absolute block for following movements only.

*Eliminated January 17, 1928.*

(See Rule 318A and Note, page 620.)

RULE 418 (B).

*Adopted May 19, 1909:*

(See Rule 318 B, page 622.)

*Original reading, Notes to Rule 418 (B), adopted  
May 19, 1909:*

NOTES TO RULE 418 (B).—

\* Under Caution-signal or with Caution Card (Form B).

Rule 418 (B) is for permissive block for following movements only.

*Amended form, adopted November 17, 1915:*

418 B. To admit a train to a block, the signalman must examine the block record, and, if the block is not occupied by a passenger train, give 3 or 36 to the next block station in advance. The signalman receiving this signal, if the block is clear, must unlock the next block station in the rear and reply 2. If the block is not clear, he must reply 5 or 56. The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 432 or by train order.

*Original and Amended Forms of  
Block Signal Rules*

A train may be permitted to follow a train other than a passenger train into a block ———.†

NOTES TO RULE 418 B.—

† Under Permissive-signal or with Permissive Card (Form C).

Rule 418 B is for permissive block for following movements only.

NOTE TO RULES 417 A, 417 B, 418 A AND 418 B.—Where it is desired that train dispatchers shall control the display of block signals, railroads may modify Rules 417 A, 417 B, 418 A and 418 B so as to provide for such practice.

*Amended form, adopted May 15, 1924:*

Only change was in "Note" where the "Permissive signal" was changed to "Restricting signal;" "Permissive Card" to "Clearance Card" and "Permissive block" to "Restrictive block."

*Eliminated January 17, 1928.*

(See Rule 318-B and Note, page 622.)

*Old 419. Original reading, adopted April 15, 1896:*

419 (607). Bells must be rung deliberately and distinctly and answered promptly. All signals must be repeated until answered.

*Amended form, adopted April 25, 1900:*

419. Bell signals must be given deliberately and distinctly, and answered promptly. All signals must be repeated until answered.

*Omitted in the revision, adopted May 19, 1909.*

RULE 419.

*Original reading, adopted May 19, 1909:*

419. When a train enters a block the signalman must give 4 or 46 to the next block station in ad-

vance, and when the train has passed the Home Block Signal and the signalman has seen the markers he must display the Stop signal, and when the rear of the train has passed ——— feet beyond the Home Block Signal, he must, if the block is then clear, give 2 to the next block station in the rear.

This information must be entered on the block records.

*Amended form, adopted November 17, 1915:*

419. When a train enters a block the signalman must give 4 or 46 to the next block station in advance, and when the train has passed the Home Block Signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed the Home Block Signal, he must, if the block is then clear, give 2 to the next block station in the rear.

This information must be entered on the block records.

*Eliminated January 17, 1928.*

(See Rule 319, page 540.)

*Old 421. Original reading, adopted April 15, 1896:*

421 (609). To receive and forward a train, the block being clear, and signals giving the normal indication:

In answer to 3 from the block station in the rear, unlock by closing the circuit, holding it closed until acknowledged.

In answer to 4 from the block station in the rear, give 2, then give the block station in advance 3. If released, give 2 in acknowledgment, then clear the signals. When the train enters the block in advance, give 4 to the block station in advance. When the train has passed the home signal ——— feet give 1-2 to the station in the rear.

*Amended form, adopted April 25, 1900:*

421. To receive and forward a train, the block being clear, and signals giving the normal indication:

In answer to 3 from the next block station in the rear, the signalman must unlock by closing the circuit, and, unless otherwise provided, hold it closed until acknowledged.

In answer to 4 from the next block station in the rear he must give 2, then give the block station in advance 3. If released, he must give 2 in acknowledgment, then clear the signals. When the train enters the block in advance, he must give 4 to the next block station in advance. When the rear of the train has passed ——— feet beyond the home block signal and he has seen the markers he must give 1-2 to the station in the rear.

*Omitted in the revision, adopted May 19, 1909.*

*Old 422. Original reading, adopted April 15, 1896:*

422 (610). When a block signal has been cleared, it must be restored to its normal indication as soon as the train for which it was cleared has passed it.



*Amended form, adopted April 25, 1900:*

422. Block signals must be restored to the normal indication as soon as the train for which they were cleared has passed \_\_\_\_\_.

*Omitted in the revision, adopted May 19, 1909.*

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**RULE 420.**

*Original reading, adopted April 15, 1896:*

420 (611). Unless otherwise provided, signalmen must not give 3 until they have received 4 from the block station in the rear, nor unlock the block station in the rear before receiving 3.

*Amended form, adopted April 25, 1900:*

420 (423). Unless otherwise provided, signalmen must not give 3 until they have received 4 from the next block station in the rear, nor unlock the next block station in the rear before receiving 3.

*Amended form, adopted May 19, 1909:*

420. Unless otherwise provided, signalmen must not ask for the block until they have received 4 or 46 from the next block station in the rear, nor unlock the next block station in the rear until the block is asked for by that block station.

*Amended form, adopted November 17, 1915:*

420. Unless otherwise provided, signalmen must not ask for the block until they have received a report of the train from the next block station in the rear, nor unlock the next block station in the rear until the block is asked for by that block station.

*Eliminated January 17, 1928.*

(See Rule 320, page 540.)

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**RULES 421 AND 422.**

*Original reading, adopted April 15, 1896:*

421 AND 422 (612). Signalmen must observe all passing trains and note whether they are complete and in order. Should there be any indication of conditions endangering a train, or a train on another track, the signal 1-4-1-4 must be given to the block station in advance, and the signalman must display stop signals, in both directions, and then answer 1-4-1-4. Should a train going in the opposite direction be stopped, it may be allowed to proceed when it is known that the track on which it is running is not obstructed. When practicable the signalman giving 1-4-1-4 must inform the signalman at the other end of the block why the signal was given.

*Amended form, adopted April 25, 1900:*

421 AND 422 (424). Signalmen must observe all passing trains and note whether they are complete and in order and the markers properly displayed. Should there be any indication of conditions endangering the train or a train on another track, the signal 1-4-1-4 must be given to the next block station in advance and the signalman must display stop signals, in both directions, and then answer 1-4-1-4. Should a train going in the opposite direction be stopped, it may be permitted to proceed when it is known that the track on which it is running is not obstructed. When practicable, the signalman giving

1-4—1-4 must inform the signalman at the other end of the block why the signal was given.

*Amended form, adopted May 19, 1909:*

421. Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

422. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the signalman must immediately notify the signalman at the next block station in advance, and each must display Stop-signals to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

*Eliminated January 17, 1928.*

(See Rules 321 and 322, page 540.)

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RULE 423.

*Original reading, adopted April 15, 1896:*

423 (613). Should a train pass a block station without "markers," the signalman must not report the block clear, but will give 2-3-2 to the block station in advance and 5-2-5 to the block station in the rear, and not unlock the block station in the rear until the signalman in advance has reported that the train is complete.

*Amended form, adopted April 25, 1900:*

423 (425). Should a train pass a block station without markers, the signalman must give 2-3-2 to the next block station in advance and 5-2-5 to the

next block station in the rear, and must not report the block clear nor unlock the next block station in the rear until he has ascertained that the train is complete.

*Amended form, adopted May 19, 1909:*

423. Should a train pass a block station without markers, the signalman must notify the signalman at the next block station in each direction, and must not report that train clear of the block nor unlock the next block station in the rear until he has ascertained that the train is complete.

*Eliminated January 17, 1928.*

(See Rule 322, page 540.)

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RULE 424.

*Original reading, adopted April 15, 1896:*

424 (614). Should a train pass a block station in two or more parts, the signal 3-3-3—3-3-3 must be given to the block station in advance. A signalman receiving this signal must stop any train running in the opposite direction. He must not give the "stop signal" to the engineman of the divided train if the block in advance is clear, but must give the "train parted" signal (see Train Rules 362 and 363). Should any train going in the opposite direction be stopped, it may be allowed to proceed when it is known that its track is not obstructed.

*Amended form, adopted April 25, 1900:*

424 (426). Should a train pass a block station in two or more parts, the signalman must give 3-3-3—

3-3-3 to the signalman at the next block station in advance. A signalman having received this signal must stop any train running in the opposite direction. The stop signal must not be displayed to the engineman of the divided train if the block in advance is clear, but the train parted signal must be given. Should a train going in the opposite direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Amended form, adopted May 19, 1909:*

424. Should a train pass a block station in two or more parts, the signalman must stop all trains running in the same direction and notify the signalman at the next block station in advance. A signalman having received this notice must stop any train running in the opposite direction. The Stop signal must not be displayed to the engineman of the divided train if the train can be admitted to the block in advance under Block Signal Rules; but the Train-parted signal must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Amended form, adopted November 17, 1915:*

424. Should a train pass a block station in two or more parts, the signalman must stop all trains moving in the same direction and notify the signalman at the next block station in advance. A signalman having received this notice must stop all trains moving in the opposite direction. The Stop-signal must not be displayed to the engineman of the parted train if the train can be admitted to the block in advance under Block Signal Rules; but the Train-parted

Signal must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

*Eliminated January 17, 1928.*

(See Rule 322, page 540.)

#### RULE 425.

*Original reading, adopted April 15, 1896:*

425 (616). A signalman receiving notice of any obstruction in a block must display stop signals and give 5-5-5 to the signalman at the other end of that block. A signalman receiving 5-5-5 must immediately display stop signals and then answer by 5-5-5. The "clear signal" must not be given until the obstruction is removed.

*Amended form, adopted April 25, 1900:*

425 (428). A signalman informed of any obstruction in a block must display the stop signal and give 5-5-5 to the signalman at the other end of that block. A signalman receiving 5-5-5 must immediately display the stop signal and then answer by 5-5-5. The clear signal for that block must not be displayed until the obstruction is removed.

*Amended form, adopted May 19, 1909:*

425. A signalman informed of any obstruction in a block must immediately notify the signalman at the other end of the block and each must display Stop-signals to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

*Eliminated January 17, 1928.*

(See Rule 325, page 540.)

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RULE 426.

*Original reading, adopted April 15, 1896:*

426 (621). A signalman, after having unlocked the block station in the rear or given 3-1, will not permit train or switching movements that will endanger an approaching train.

*Amended reading, adopted April 25, 1900:*

426 (429). When a train takes a siding the signalman must know that it is clear of the block before giving 1-2 or displaying a clear signal for that block.

A signalman, after having unlocked the next block station in the rear or given 3-1, must not permit train or switching movements that will endanger an approaching train.

*Amended form, adopted May 19, 1909:*

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

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

*Eliminated January 17, 1928.*

(See Rule 326, page 541.)

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*Old 427. Original reading, adopted April 15, 1896:*

427 (615). Should cars run away in the wrong di-

rection, the signal 4-4-4 must be given to the next block station toward which they are running. Should cars run away in the right direction, the signal 4-6-4 must be given to the block station in advance. Signalmen receiving either of these signals must take such measures for the protection of trains as may be practicable.

*Amended form, adopted April 25, 1900:*

427. Should cars run away in the wrong direction, the signal 4-4-4 must be given to the next block station in the rear. Should cars run away in the right direction, the signal 4-6-4 must be given to the next block station in advance. Signalmen receiving either of these signals must take such measures for the protection of trains as may be practicable.

*Omitted in the revision, adopted May 19, 1909.*

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RULE 427.

*Original reading, adopted May 19, 1909:*

427. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under a Caution-signal or with a Caution Card (Form B).

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

*Amended form, adopted November 17, 1915:*

427. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Permissive-signal or with Permissive Card (Form C).

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

*Amended form, adopted May 15, 1924:*

427. To permit a train to cross over or return, unless otherwise provided, the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next block station in each direction to protect the movement, and when the proper signals have been displayed, permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Restricting signal or with Clearance Card C.

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

*Eliminated January 17, 1928.*

(See Rule 327, page 541.)

RULE 428.

*Original reading, adopted April 15, 1896:*

428 (622). When, as provided for in Rule 647, coupled trains have been separated, the signalman must regard each portion as an independent train.

*Amended form, adopted May 19, 1909:*

428. When, as provided in Rule 464, coupled trains have been separated, the signalman must regard each portion as an independent train.

*Amended form, adopted November 17, 1915:*

428. When coupled trains are separated, as prescribed by Rule 464, the signalman must regard each portion as an independent train.

*Eliminated January 17, 1928.*

(See Rule 328, page 541.)

RULE 429.

*Original reading, adopted April 15, 1896:*

429 (623). If necessary, while it is passing a block station, to stop a train for which a "clear signal" has been given, the signalman will give hand signals in addition to displaying the "stop signal," and will give the conductor the reason for the change.

*Amended form, adopted April 25, 1900:*

429 (432). If necessary to stop a train for which a clear signal has been displayed and accepted the signalman must give hand signals in addition to displaying the stop signal.

*Amended form, adopted May 19, 1909:*

429. If necessary to stop a train for which a Clear or Caution Home (or Advance) Block Signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted November 17, 1915:*

429. If necessary to stop a train for which a Clear or Permissive Home Block Signal has been displayed and accepted, the signalman must give hand signals in addition to displaying the Stop-signal.

*Amended form, adopted May 15, 1924:*

"Permissive" in second line changed to "Restricting." No other change.

*Eliminated January 17, 1928.*

(See Rule 329, page 541.)

*Old 430. Original reading, adopted April 15, 1896:*

430 (620). A second train must not be admitted to any block until the first has cleared the block, except as provided in Rule 619.

*Amended form, adopted April 25, 1900:*

430. A train must not be admitted to a block unless it is clear, except as provided in Rule 436, or by special order.

*Omitted in revision, adopted May 19, 1909.*

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**RULE 430.**

*Original reading, adopted April 15, 1896:*

430 (624). A signalman having orders for a train shall display the block signal at "stop," and in addition display ———. The signalman may allow

trains so stopped to proceed under block signal rules after having given them clearance cards or orders as per Train Rules.

*Amended form, adopted April 25, 1900:*

430. A signalman having orders for a train must display the block signal at Stop. He may permit trains so stopped to proceed under Block Signal Rules after complying with Rules for Movement by Train Orders.

*Amended form, adopted November 17, 1915:*

430. A signalman having train orders for a train must display the block signal at Stop. He may permit trains so stopped to proceed under Block Signal Rules after complying with Rules for Movement by Train Orders.

*Eliminated January 17, 1928.*

(See Rule 311, page 538.)

*Old 431 (A). Original reading, adopted April 15, 1896:*

431 (A) (617a). In case of the failure of block signal instruments, or circuits, or when the block signal cannot be changed from the normal indication, a signalman having information from the signalman at the block station in advance that the block is clear may admit a train to the block by giving hand or lamp signals from an open side window of the block station in the direction of the approaching train.

431 (A) (617b). In case of the failure of block signal instruments, or circuits, or when the block signal cannot be changed from the normal indication, a signalman having information from the signalman at



the block station in advance that the block is clear may admit a train to the block by the use of clearance card, Form — (C).

[NOTE.—The Committee has reported two forms of Rule 617, believing either to be good practice.]

*Amended form, adopted April 25, 1900:*

431 (A) (434). If, from the failure of block signal apparatus, the block signal cannot be changed from the normal indication, a signalman having information from the signalman at the next block station in advance that the block is clear may admit a train to the block by the use of clearance card (Form C).

*Amended form, adopted May 19, 1909:*

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

NOTE TO RULE 431 (A).—Rule 431 (A) is for absolute block.

*Omitted in the revision, adopted November 17, 1915.*

RULE 431.

*Original reading, Rule 431 (old number 431 (B)), adopted May 19, 1909:*

431 (431 (B)). If, from the failure of block signal apparatus, the block signal cannot be changed from the normal indication, a signalman, having information from the signalman at the next block station in

advance that the block is clear, may admit a train to the block by the use of a Clearance Card (Form C); or if the block is occupied by a train, other than an opposing train or a passenger train, he may admit a following train by the use of a Caution Card (Form B).

NOTE TO RULE 431 (B).—Rule 431 (B) is for permissive block.

*Amended form, adopted November 17, 1915:*

431. If, from the failure of the block signal apparatus, the block signal cannot be changed from the normal indication, the signalman may admit a train to the block by the use of Caution Card (Form B).

NOTE TO RULE 431.—Rule 431 is for operation on two or more main tracks for following movements only.

*Amended form, adopted May 15, 1924:*

Only change was substitution of "Clearance" for "Caution" in last line.

*Eliminated January 17, 1928.*

(See Rule C-331, page 639.)

RULE 432.

*Original reading, adopted April 15, 1896:*

432 (619). In case of the failure of bell circuits and telegraph line, signalmen must stop every approaching train and notify the conductor and engineman, using the blank provided for that purpose, Form — (D). Should no cause for detaining the train be known, it may then be allowed to proceed, provided — minutes have elapsed since the passage of the last preceding train.



*Amended form, adopted April 25, 1900:*

432 (436). If, from the failure of bell circuits, telegraph line or other cause, a signalman be unable to communicate with the next block station in advance he must stop every train approaching in that direction. Should no cause for detaining the train be known, it may then be permitted to proceed, provided — minutes have elapsed since the passage of the last preceding train, using caution card (Form D).

*Amended form, adopted May 19, 1909:*

432. If, from any cause, a signalman be unable to communicate with the next block station in advance, he must stop every train approaching in that direction. Should no cause for detaining the train be known, it may then be permitted to proceed with a Caution Card (Form D), provided — minutes have elapsed since the passage of the last preceding train.

*Amended form, adopted November 17, 1915:*

432. If from any cause a signalman is unable to communicate with the next block station in advance, or if from the failure of the block signal apparatus the block signal cannot be changed from the normal indication, he must set his signal and other apparatus so as to display their most restrictive indication, stop all trains approaching in that direction and be governed by instructions from the superintendent. If, at the same time, the signalman is unable to communicate with the superintendent, he will, after any train for which 2 or 13 had been given to the next block station in advance has cleared the

block, permit regular trains to proceed on their time-table authority, with Caution Card (Form D) and under Stop-signal.

NOTE TO RULE 432.—Rule 432 is for operation on single track.

*Amended form, adopted May 15, 1924:*

432. If, from any cause, a signalman is unable to communicate with the next block station in advance, or if from the failure of the block signal apparatus the block signal cannot be changed from the normal indication, he must set his signal and other apparatus so as to display their most restrictive indication, stop all trains approaching in that direction and be governed by instructions from the ——. If, at the same time, the signalman is unable to communicate with the ——, he will, after any trains for which 2 or 13 had been given to the next block station in advance has cleared the block, permit regular trains to proceed on their time-table authority, with Clearance Card D and under Stop-signal.

*Eliminated January 17, 1928.*

(See Rule C-333 and Note adopted January 17, 1928 as follows:)

C-333. When a signalman is unable to communicate with the next block station in advance, or if from the failure of the block signal apparatus the block signal cannot be changed from the normal indication, he must set his signal and other apparatus to display their most restrictive indication, stop all trains approaching in that direction and be governed by instructions from the ..... If unable to communicate with the ....., he will, after any

train for which 2 or 13 had been given to the next block station in advance has cleared the block, permit trains to proceed on their time-table or train order authority, with Clearance Form B and under Stop-signal.

NOTE TO RULE C-333.—Rule C-333 is for operation on single track.

Eliminated November 15, 1938.

(See Rule 333, page 541.)

RULE 433.

Original reading, adopted April 15, 1896:

433 (626). Signalmen must have the proper appliances for hand signaling\* and keep them ready for immediate use. Stop signals must be given by them when that indication cannot be given by a fixed signal.

\* Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

Amended form, adopted April 25, 1900:

433 (437). Signalmen must have the proper appliances for hand signaling\* ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

\* NOTE.—Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

Amended form, adopted May 19, 1909:

433. Signalmen must have the proper appliances for hand signaling\* ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the block signals, except as provided in Rule 429, 442 or 475. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 433.—\*Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

Amended form, adopted November 17, 1915:

433. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the block signals, except as prescribed in Rule 429 or 443. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 433.—Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

Eliminated January 17, 1928.

(See Rule 334, page 542.)

RULE 434.

Original reading, adopted November 17, 1915:

434. Block signals for a track apply only to trains moving with the current of traffic on that track. Signalmen will use ——— for blocking trains moving against the current of traffic.

NOTE TO RULE 434.—Each railroad may fill in the blank in Rule 434 with the kind of signals that are to be displayed, or with the form of card to be used by the signalmen.

*Eliminated January 17, 1928.*

(See Rule 335, page 542.)

*Old 435. Original reading, adopted April 15, 1896:*

435 (618). When a train is admitted to a block, as provided in Rule 617, both signalmen must use every precaution to prevent a second train from entering the block until the first train has cleared the block.

*Amended form, adopted April 25, 1900:*

435. When a train is admitted to a block, as provided in Rule 436, both signalmen must use every precaution to prevent a second train from entering the block until it is clear.

*Omitted in the revision, adopted May 19, 1909.*

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RULE 435.

*Original reading Rule 435 (old number 434) adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

*Eliminated January 17, 1928.*

(See Rule 336, page 542.)

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RULE 436.

*Original reading Rule 436 (old numbers 435 and 439), adopted April 25, 1900:*

436 (435) (439). Lights in block stations must be so placed that they cannot be seen from approaching trains.

*Amended form, adopted May 19, 1909:*

436 (435). Lights within block stations must be so placed that they cannot be seen from approaching trains.

*Amended form, adopted November 17, 1915:*

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

*Eliminated January 17, 1928.*

(See Rule 337, page 542.)

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RULE 437.

*Original reading Rule 437 (old numbers 436 and 625), adopted April 15, 1896:*

437 (436) (625). Lights must be used upon the block signals from one hour before sunset until one hour after sunrise, and whenever the signal indications cannot be clearly seen without them.

*Amended form, adopted April 25, 1900:*

437. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

*Eliminated January 17, 1928.*

(See Operating Rule No. 9, page 21.)

RULE 438.

*Original reading, Rule 438 (old numbers 437 and 441),  
adopted April 25, 1900:*

438 (437) (441). If a train overruns a stop signal, the fact, with the number of train, must be reported to ———.

*Amended form, adopted May 19, 1909:*

438. If a train overruns a Stop-signal, the fact must be reported to ———.

*Eliminated January 17, 1928.*

(See Rule 339, page 542.)

*The following was eliminated in the revision adopted  
November 17, 1915.*

† Designated official. \_\_\_\_\_

RULE 439.

*Original reading, Rule 439 (old numbers 438 and 442),  
adopted April 25, 1900:*

439 (438) (442). If a stop signal is disregarded, the fact, with the number of train, must be reported to the block station in advance and then to ———.

*Amended form, adopted May 19, 1909:*

439. If a Stop-signal is disregarded, the fact must be reported to the next block station in advance and then to ———.

*Eliminated January 17, 1928.*

(See Rule 339, page 542.)

*The following was eliminated in the revision adopted  
November 17, 1915.*

† Designated official. \_\_\_\_\_

RULE 440.

*Rule 440 (old number 439), adopted May 19, 1909:*

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

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

*Eliminated January 17, 1928.*

(See Rule 340, page 542.) \_\_\_\_\_

*Old 440 and 441. Original reading, adopted April 15,  
1896:*

440 AND 441 (627). Block stations must not be closed without permission of ———, nor until the signal-

man at the next open block station on each side is notified and the notice acknowledged.

*Omitted in the revision, adopted April 25, 1900.*

—  
RULE 441.

*Rule 441 (old number 440), adopted May 19, 1909:*

441. A block station must not be closed except upon authority of —.

*Eliminated January 17, 1928.*

(See Rule 341, page 542.)

*The following was eliminated in the revision, adopted November 17, 1915.*

\* Designated official.

—  
RULE 442.

*Rule 442 (old number 441), adopted May 19, 1909:*

442 (441). A block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 to the next block station in each direction and when he receives 13 enter it on his block record, with the time it is received from each block station.

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

NOTE TO RULE 441.—The arrangement of the block signals under the third paragraph of Rule 441 is left for each road to determine in accordance with its local requirements.

*Amended form, adopted November 17, 1915:*

442. Unless otherwise provided, a block station

must not be closed until the block in each direction is clear of all trains.

To close a block station, the signalman must give 9 to the next block station in each direction and when he receives 13 enter it on his block record, with the time it is received from each block station.

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

*Eliminated January 17, 1928.*

(See Rule 342, page 543.)

—  
RULE 443.

*Rule 443 (old number 442), adopted May 19, 1909:*

443. When a block station is open at an irregular hour, signalmen must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order or by special instructions that the block station is open. Signalmen must take special precautions to call the attention of trains approaching the block station to the indications of the block signals.

*Eliminated January 17, 1928.*

(See Rule 343, page 543.)

—  
RULE 444.

*Rule 444 (old number 443) adopted May 19, 1909:*

444. Signalmen must not permit unauthorized persons to enter the block station.

*Eliminated January 17, 1928.*

(See Rule 344, page 543.)

ENGINEMEN AND TRAINMEN.

RULE 461.

*Original reading, adopted April 15, 1896:*

461 (643). Block signals apply only to trains running in the established direction, not to trains moving in the opposite direction.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

461. Block signals for a track apply only to trains running with the current of traffic on that track.

*Amended form, adopted November 17, 1915:*

461. Block signals for a track apply only to trains moving with the current of traffic on that track.

\_\_\_\_\_ will be used for blocking trains moving against the current of traffic.

NOTE TO RULE 461.—Each railroad may fill in the blank in Rule 461 with the kind of signals that are to be displayed or the form of card to be used by the signalmen.

*Eliminated January 17, 1928.*

(See Rule 361, page 543.)

RULE 462.

*Original reading, adopted April 15, 1896:*

462. (645a). Hand signals given from an open side window of a block station in the direction of ap-

proaching trains overrule the indication of the block signal.

A \_\_\_\_\_ flag by day and a \_\_\_\_\_ light by night, raised and lowered vertically, signifies "caution," and gives a train the right to run through the block under control, prepared to stop short of any obstruction that may be found within the block.

Enginemen receiving this signal must acknowledge it by two short followed by one short blast of the whistle.

A \_\_\_\_\_ flag by day and a \_\_\_\_\_ light by night, raised and lowered vertically, signifies that the block is clear and the train may proceed.

Enginemen receiving this signal must acknowledge it by two short blasts of the whistle.

(465b). An engineman holding a clearance card, Form \_\_\_\_\_ (C), may pass the block signal indicating "stop" and proceed as directed by the card.

[NOTE.—The Committee has reported two forms of Rule 645 believing either to be good practice.]

*Amended form, adopted April 25, 1900:*

462. Trains must not pass a stop signal without receiving a caution card (Form D), a clearance card (Form C) or a special order.

*Amended form, adopted May 19, 1909:*

462. Trains must not pass a Stop-signal without receiving a Caution Card (Form B or D), a Clearance Card (Form C) or a train order authorizing them to do so.

*Amended form, adopted November 17, 1915:*

462. Trains must not pass a Stop-signal without re-

ceiving Caution Card (Form B), Permissive Card (Form C) or a train order authorizing them to do so.

On single track regular trains receiving Caution Card (Form D) may proceed on their time-table authority expecting to find a train in the block, a broken rail or a switch not properly set.

*Amended form, adopted May 15, 1924:*

462. Trains must not pass a Stop-signal without receiving a Clearance Card B, Clearance Card C, or a train order authorizing them to do so.

On single track, regular trains receiving Clearance Card D may proceed on their time-table authority expecting to find a train in the block, a broken rail or a switch not properly set.

*Eliminated January 17, 1928.*

(See Rule 362, page 543.)

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#### RULE 463.

*Original reading, adopted April 15, 1896:*

463 (646). An engineman holding a caution card (Form — D) may pass the block signal indicating "stop," and proceed as directed by the card, and will deliver it to the signalman at the next block station and personally ascertain from him that the block in advance is clear before proceeding.

*Amended form, adopted April 25, 1900:*

463. An engineman holding a caution card (Form D) must deliver it to the signalman at the next block station and personally ascertain from him that the block in advance is clear before proceeding.

*Amended form, adopted May 19, 1909:*

463. An engineman holding a Caution Card (Form D) must deliver it to the signalman at the next block station and personally obtain from him permission to proceed.

*Eliminated in revision adopted November 17, 1915.*

(See Caution Card, Form B.)

*In revision, adopted November 17, 1915, old Rule 467 was made Rule 463.*

463. Trains must not proceed on hand signals as against block signals.

*Eliminated January 17, 1928.*

(See Rule 363, page 543.)

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#### RULE 464.

*Original reading, adopted April 15, 1896:*

464 (647). Unless directed by special instructions, when two or more trains have been coupled and so run past any block station, they must be uncoupled at a block station only and the signalman notified.

*Amended form, adopted April 25, 1900:*

464. Unless directed by special instructions, when two or more trains have been coupled and so run past any block station, they must be uncoupled only at a block station and the signalman notified.

*Amended form, adopted November 17, 1915:*

464. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.



*Eliminated January 17, 1928.*

(See Rule 364, page 544.)

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RULE 465.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

A train having passed beyond the limits of a block must not back into that block without permission from the signalman.

*Eliminated January 17, 1928.*

(See Rule 365, page 544.)

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RULE 466.

*Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

466. Unless otherwise provided, when it is necessary for a train to cross over, the conductor before crossing or returning, must notify the signalman and obtain permission to do so.

*Amended form, adopted November 17, 1915:*

466. Unless otherwise provided, when it is necessary for a train to cross over, the signalman must be notified and permission obtained before crossing over or returning.

*Eliminated January 17, 1928.*

(See Rule 365, page 544.)

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*Old 467. Original reading, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

467. Enginemen and trainmen must not proceed on hand signals as against block signals.

*Rule 467 was made Rule 463 in the revision adopted November 17, 1915.*

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RULE 467.

*Original reading, Rule 467 (old number 468), adopted April 15, 1896:*

467 (468) (648). The engineman of a train which has parted will, on approaching a block station, notify the signalman by sounding the whistle signal for "train parted."

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted November 17, 1915:*

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

*Eliminated January 17, 1928.*

*Old 468 and 469. Original reading, Rules 468 and 469 (old numbers 469 and 470 and 649), adopted April 15, 1896:*

468 AND 469 (469 AND 470) (649). An engineman receiving a "train parted" signal from a signalman will answer by the whistle signal for "train parted." When the train has been recoupled the signalman shall be notified.

RULE 468.

*Rule 468 (old number 469), adopted April 25, 1900:*

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

*Eliminated January 17, 1928.*

RULE 469.

*Original reading, Rule 469 (old number 470), adopted April 25, 1900:*

469 (470). When a parted train has been recoupled the signalman must be notified.

*Amended form, adopted November 17, 1915:*

469. When a parted train is recoupled the signalman must be notified.

*Eliminated January 17, 1928.*

*Old 471. Original reading, adopted April 15, 1896:*

471 (650). At a block station where, because the signalman is absent or incapacitated, instructions cannot be obtained, trains shall wait — minutes

and then proceed with caution, the conductor reporting accordingly to the — from the next block station.

*Amended form, adopted April 25, 1900:*

471. At a block station where the signalman is absent or incapacitated, so that instructions cannot be obtained, trains must wait — minutes and then proceed with caution to the next block station, where the conductor must report accordingly to the —. *Omitted in the revision, adopted May 19, 1909.*

RULE 470.

*Original reading, Rule 470 (old numbers 471, 472 and 651), adopted April 15, 1896:*

470 (471) (651). If the track be obstructed between block stations notice must be given to the nearest block signalman.

*Amended form, adopted April 25, 1900:*

470 (471) (472). If the track is obstructed between block stations notice must be given to the nearest block signalman.

*Amended form, adopted May 19, 1909:*

470 (471). If there is an obstruction between block stations notice must be given to the nearest block signalman.

*Amended form, adopted November 17, 1915:*

470. If there is an obstruction between block stations notice must be given to the nearest signalman.

*Eliminated January 17, 1928.*

(See Rule 370, page 544.)

## RULE 471.

*Original reading, Rule 471 (old number 472), adopted April 25, 1900:*

471 (472). If a train is held by a block signal to exceed ——— minutes, the conductor must ascertain the cause.

*Amended form, adopted November 17, 1915:*

471. If a train is stopped by a block signal the conductor and engineman must immediately ascertain the cause.

*Eliminated January 17, 1928.*

(See Rule 371, page 544.)

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 RULE 472.

*Original reading, Rule 472 (old number 473), adopted April 25, 1900:*

472 (473) (474). Conductors must report to ——— any unusual detention at block stations.

*Amended form, adopted May 19, 1909:*

472. Conductors must report to ——— any unusual detention at block stations.

*The following was eliminated in the revision, adopted November 17, 1915:*

\* Designated official.

*Eliminated January 17, 1928.*

(See Rule 372, page 544.)

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 RULE 473.

*Original reading, Rule 473 (old numbers 474 and 652), adopted April 15, 1896:*

473 (474) (652). When a block station is closed, except as provided on time-table or by special instructions, notice will be given by ———.

*Amended form, adopted April 25, 1900:*

473 (474). A block station must not be considered as closed except as provided on time-table or by special instructions.

*Amended form, adopted November 17, 1915:*

473. A block station must not be considered as closed, except as provided for by time-table or special instructions.

*Eliminated January 17, 1928.*

(See Rule 373, page 544.)

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 RULE 475.

*Original reading, adopted May 19, 1909:*

475. When a block station is open at an irregular hour, the required block indications will be given by hand signals, in addition to block signals, until all trains have passed which have not received a train order or special instructions that the block station is open.

*Omitted in the revision, adopted November 17, 1915.*

*Old 644. Adopted April 15, 1896:*

644. Either a red flag or red light displayed from the side window of a block station, or either a flag or light swung in the same direction as across the track signifies stop.

*Omitted in the revision, adopted April 25, 1900.*

## AUTOMATIC BLOCK SYSTEM

## Introductory paragraph

*Original reading, adopted April 15, 1896:*

A series of consecutive blocks controlled by block signals operated by electric, pneumatic or other agency actuated by a train or by certain conditions affecting the use of a block.

## THE REQUISITES OF INSTALLATION ARE:

*Amended form, adopted April 25, 1900:*

A series of consecutive blocks controlled by block signals operated by electric, pneumatic or other agency, actuated by a train or by certain conditions affecting the use of a block.

## REQUISITES OF INSTALLATION.

*Omitted in the revision, adopted November 17, 1915, with the exception of the heading "Requisites of Installation."*

## 1.

*Original reading (old number 2) adopted April 15, 1896:*

1 (2). Signals of prescribed form, the indications given by two positions; and, in addition, at night by lights of prescribed color.

*Amended form, adopted April 25, 1900:*

1. Signals of prescribed form, the indication given by not more than three positions; and, in addition, at night by lights of prescribed color.

*Amended form, adopted November 17, 1915:*

1. Signals of prescribed form, the indications given by not more than three positions; by lights of prescribed color; or by both.

*Eliminated January 17, 1928.*

## 2.

*Original reading (old number 1), adopted April 15, 1896:*

2. (1). That the failure of any part controlling a signal shall cause the home block signal to indicate—**Stop**; (distant block signal—**Caution**).

*Amended form, adopted April 25, 1900:*

2. The apparatus so constructed that failure of any part controlling the Home Block Signal will cause it to indicate—**Stop**.

*Amended form, adopted November 17, 1915:*

2. The apparatus so constructed that the failure of any part controlling the operation of a signal will cause it to display its most restrictive indication.

*Eliminated January 17, 1928.*

## 3.

*Original reading (old number 4), adopted April 15, 1896:*

3 (4). The signals, either over or upon the right of and, if practicable, adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same support.

*Amended form, adopted April 25, 1900:*

3. Signals, if practicable, either over or upon the right of and adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same signal mast.\*

\* The word "mast" refers to the upright to which the signals are directly attached.

*Amended form, adopted May 19, 1909:*

3. Signals, if practicable, either over or upon the right\* of and adjoining the track upon which trains are governed by them. For less than three tracks, signals for trains in each direction may be on the same signal mast.

\* Where a road is operated with the current of traffic to the left the block signals may be placed upon the left.

*Amended form, adopted November 17, 1915:*

3. Signals located preferably over or upon the right\* of and adjoining the track to which they refer.

\* Where a railroad is operated with the current of traffic to the left the block signals may be placed upon the left.

*Eliminated January 17, 1928.*

4.

*Original reading (old number 3), adopted April 15, 1896.*

4 (3). Where the semaphore is used, the arm displayed to the right of the signal mast, as seen from an approaching train.

*Amended form, adopted April 25, 1900:*

4. Semaphore arms that govern, displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted November 17, 1915:*

4. Semaphore arms that govern, displayed to the ——— † of the signal mast as seen from an approaching train.

† Right or left.

*Eliminated January 17, 1928.*

6.

*Adopted November 17, 1915:*

6. Continuous track circuits.

*Eliminated January 17, 1928.*

7.

*Original reading (old number 6), adopted April 15, 1896:*

7 (6). The signal connections and operating mechanism so arranged that a home block signal for an unoccupied block shall display a "stop signal" after the head of a train shall have passed it.

*Amended form, adopted April 25, 1900:*

7 (6). Signal connections and operating mechanism so arranged that a home block signal will indicate stop after the ——— † of a train shall have passed it.

† The head, or rear.

*Amended form, adopted May 19, 1909:*

7 (6). Signal connections and operating mechanism so arranged that a Home Block Signal will indicate Stop after the ———† of a train shall have passed it.

† The front, or rear.

*Amended form, adopted November 17, 1915:*

7. Signal connections and operating mechanism so arranged that a Home Block Signal will display the indications provided in Rules 501 A, 501 AA or 501 G after the front of a train shall have passed it.

*Eliminated January 17, 1928.*

8.

*Original reading (old number 5), adopted April 15, 1896:*

8 (5). All switches in the main track so connected with the block signals that the block signal back of the switch will display a "stop signal" when the switch is not set for the main track.

*Amended form, adopted April 25, 1900:*

8 (5). Switches in the main track so connected with the block signals that the Home Block Signal in the direction of approaching trains will indicate Stop when the switch is not set for the main track.

*Amended form, adopted November 17, 1915:*

8. Switches in the main track so connected with the block signals that the Home Block Signal in the direction of approaching trains will display the indications provided in Rules 501 A, 501 AA or 501 G when the switch is not set for the main track.

*Eliminated January 17, 1928.*

ADJUNCTS.

(A)

*Original reading, adopted April 15, 1896 :*

The following may be used, if desired:

(A) Distant block signals in circuit with corresponding home block signals.

*Amended form, adopted April 25, 1900:*

The following may be used:

(A) Distant block signals\* connected with corresponding home block signals and so constructed that the failure of any part controlling the signal shall cause it to indicate—caution.

\* When distant block signals are used the following should be added to Rule 501:

DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.  | INDICATION.                              | NAME.             |
|---------|--|--|-------------------|
| Color.  | The signal will appear when  | For enginemen and trainmen.              | As used in rules. |
| (d) —.  | Home signal is at (a) or track obstructed between distant and home signal. | Proceed with caution to the home signal. | Caution signal.   |
| (e) —.  | Home signal is at (b).   | Proceed.                                 | Clear signal.     |

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

Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (e).

Where a single disc is used for two indications these are given by position of a ——— (color) disc as seen from an approaching train:

Disc displayed as the equivalent of (d).

Disc withdrawn as the equivalent of (e).

*Amended form, adopted May 19, 1909:*

The following may be used:

(A) Distant Block Signals\* connected with corresponding Home Block Signals and so constructed that the failure of any part controlling the signal shall cause it to indicate—Caution.

\* When Distant Block Signals are used the following should be added to Rule 501:

DISTANT BLOCK SIGNALS.

| SIGNAL. | OCCASION FOR USE.  | INDICATION.                              | NAME.             |
|---------|--|--|-------------------|
| Color.  | The signal will appear when  | For enginemen and trainmen.              | As used in rules. |
| (d) —.  | Home signal is at (d) or track obstructed between distant and home signal. | Proceed with caution to the home signal. | Caution-signal.   |
| (e) —.  | Home signal is at (e).   | Proceed.                                 | Clear-signal.     |

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

Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (e).

Where a single disc is used for two indications these are given by position of a — (color) disc as seen from an approaching train:

Disc displayed as the equivalent of (d).

Disc withdrawn as the equivalent of (e).

*Amended form, adopted November 17, 1915:*

A. Distant Block Signals connected with corresponding Home Block Signals.

*Eliminated January 17, 1928.*

*The note to adjunct A was eliminated in the revision, adopted November 17, 1915:*

(See Rule 285, page 529.)

B.

*Adopted April 15, 1896:*

(B) Track circuits.

*Eliminated in revision, adopted November 17, 1915.*

(J)

*Adopted November 17, 1915:*

J. Take siding indicators.

*Eliminated January 17, 1928.*

(S)

*Originally lettered (C). Original reading, adopted April 15, 1896:*

(S) (C) Indicators at main track switches.

*Amended form, adopted November 17, 1915:*

S. Switch indicators for main track switches.

*Eliminated January 17, 1928.*

(T)

*Adopted November 17, 1915:*

T. Automatic and Train Order Signals interconnected.

*Eliminated January 17, 1928.*



## RULES.

[NOTE.—The rules as adopted April 15, 1896, were numbered, commencing with 701. In the revision, adopted April 25, 1900, the rules were numbered, commencing with 501.]

701. *Adopted April 15, 1896:*

701. The movement of trains is regulated by block signals between limits designated by \_\_\_\_\_.

*Omitted in the revision, adopted April 25, 1900.*

## RULE 501.

*Original reading, adopted April 15, 1896:*

501 (702).

## HOME SIGNALS.

| SIGNAL.            | OCCASION FOR USE.                      | INDICATION.                 | NAME.                         |
|--------------------|--|-----------------------------|-------------------------------|
| Color.             | The signal will appear when            | For enginemen and trainmen. | As used in rules.             |
| (a) Red.<br>(b) —. | Block is not clear.<br>Block is clear. | Stop.<br>Proceed.           | Stop signal.<br>Clear signal. |

Where the Semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions:

Horizontal as the equivalent of (a).

Diagonal \_\_\_\_\_\* as the equivalent of (b).

Where a single disc is used for two indications these are given by position of a "\_\_\_\_\_†" disc as seen from an approaching train:

\* Angle above or below horizontal. † Color.

Disc displayed as the equivalent of (a).

Disc withdrawn as the equivalent of (b).

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.  | INDICATION.                              | NAME.             |
|---------|--|--|-------------------|
| Color.  | The signal will appear when  | For enginemen and trainmen.              | As used in rules. |
| (c) —.  | Home signal is at (a) or track obstructed between distant and home signal. | Proceed with caution to the home signal. | Caution signal.   |
| (d) —.  | Home signal is at (b).   | Proceed.                                 | Clear signal.     |

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

Horizontal as the equivalent of (c).

Diagonal \_\_\_\_\_\* as the equivalent of (d).

Where a single disc is used for two indications these are given by position of a "\_\_\_\_\_†" disc as seen from an approaching train:

\* Angle above or below the horizontal. † Color.

Disc displayed as the equivalent of (c).

Disc withdrawn as the equivalent of (d).

*Amended form, adopted April 25, 1900:*

501.

## HOME SIGNALS.

| SIGNAL.                      | OCCASION FOR USE.   | INDICATION.                        | NAME.  |
|------------------------------|---|------------------------------------|--|
| Color.                       | The signal will appear when                               | For enginemen and trainmen.        | As used in rules.                                |
| (a) Red.<br>(b) —.<br>(c) —. | Block is not clear.<br>Block is clear.<br>Block is clear. | Stop.<br>Proceed.<br>Approach next | Stop signal.<br>Clear signal.<br>Caution signal. |
|                              | Second block in advance is not clear.                     | home signal prepared to stop.      |  |

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

Horizontal as the equivalent of (a).

Vertical or diagonal ——\* as the equivalent of (b).

Diagonal ——\* as the equivalent of (c).

Where a single disc is used for two indications these are given by a position of a ——† disc as seen from an approaching train:

Disc displayed as the equivalent of (a).

Disc withdrawn as the equivalent of (b).

NOTES TO RULE 501.—

\* Angle above or below the horizontal. † Color.

Amended form, adopted May 19, 1909:

501. HOME BLOCK SIGNALS.

| SIGNAL.  | OCCASION FOR USE.  | INDICATION.                                 | NAME.             |
|----------|--|---|-------------------|
| Color.   | The signal will appear when                              | For enginemen and trainmen.                 | As used in rules. |
| (a) Red. | Block is not clear.                                      | Stop.                                       | Stop-signal.      |
| (b) —.   | Block is clear.<br>Second block in advance is not clear. | Approach next home signal prepared to stop. | Caution-signal.   |
| (c) —.   | Block is clear.  | Proceed.                                    | Clear-signal.     |

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

Horizontal as the equivalent of (a).

Diagonal ——\* as the equivalent of (b).

Vertical or Diagonal ——\* as the equivalent of (c).

Where a single disc is used for two indications these are given by position of a ——† disc as seen from an approaching train:

Disc displayed as the equivalent of (a).

Disc withdrawn as the equivalent of (c).

GENERAL NOTE.—The Committee has found it desirable to leave blanks (——) in certain rules to be filled by each road adopting them, as may best suit its own requirements.

NOTES TO RULE 501.—

\* Angle above or below the horizontal.

† Color.

Amended form, adopted November 17, 1915:

(See Rules 501 (A), 501 (AA), 501 (B), 501 (C), 501 (E), 501 (F), 501 (G), 502 (AA), 502 (C), 503 (J), 503 (K), 504 (AA), 504 (B) and 504 (C). Substituted for Rule 501.)

## RULES.

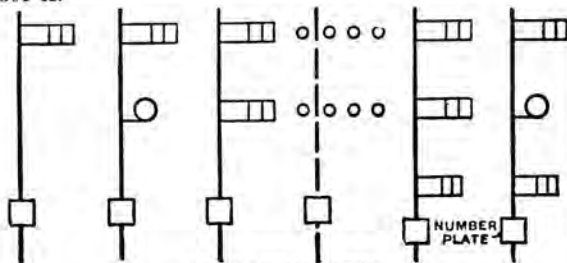
501.

—THREE-POSITION—

(The aspects shown are typical and may be given in any one aspect and colors of lights it uses.)

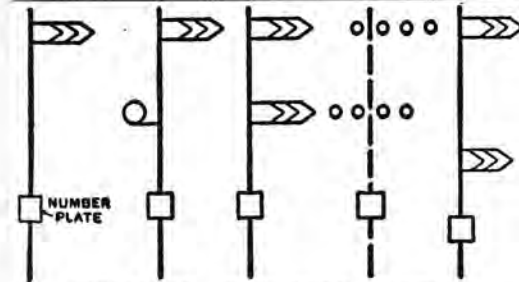
The following signals will appear where conditions

501 A.



INDICATION—STOP.  
NAME—STOP-SIGNAL.

501 AA.



INDICATION—STOP; THEN PROCEED.  
NAME—STOP AND PROCEED-SIGNAL.

## RULES.

—BLOCK SIGNALS.

of the other quadrants. Each road should show the as-

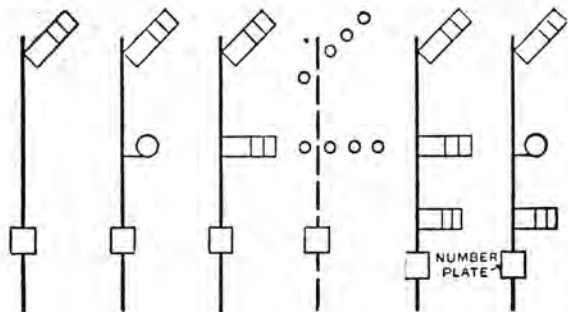
require their use:

REQUISITES  
OF INSTAL-  
LATION.  
(Not to be  
printed in  
the Rules  
for Engi-  
neers and  
Trainmen.)  
Signal will  
appear  
when—

Block is not  
clear.

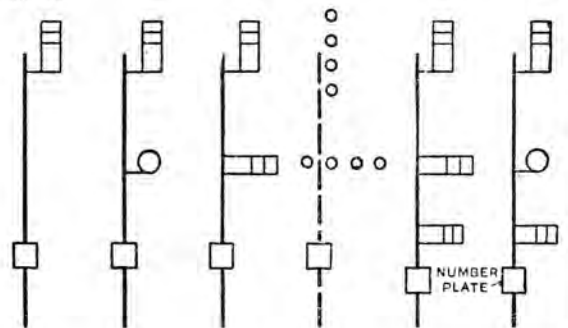
Block is not  
clear.

## 501 B.

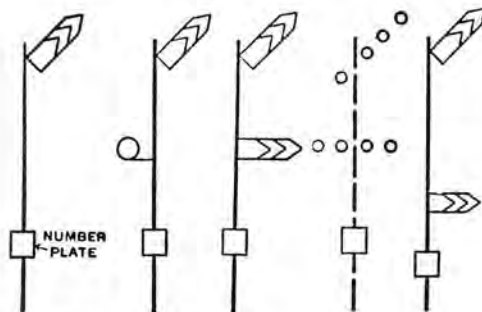


INDICATION—APPROACH NEXT SIGNAL  
NAME—APPROACH-

## 501 C.

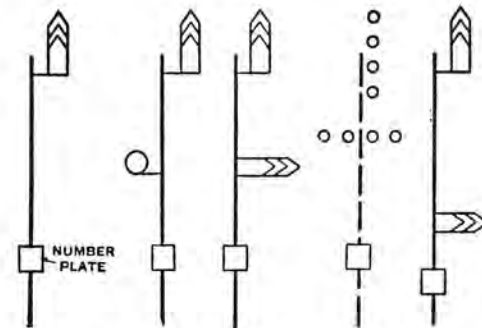


INDICATION—  
NAME—CLEAR-



PREPARED TO STOP.  
IGNAL.

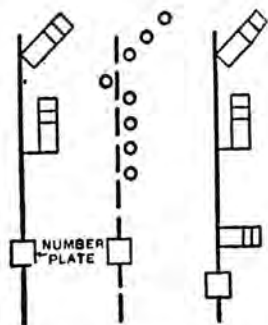
Block is clear;  
second block  
in advance is  
not clear.



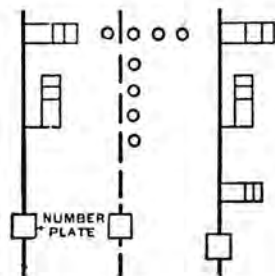
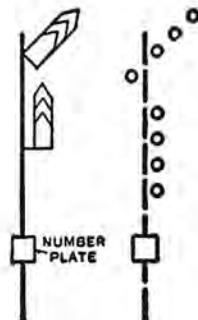
ROCEED,  
IGNAL.

Two or more  
blocks are  
clear.

501 E.

INDICATION—APPROACH NEXT SIGNAL  
NAME—APPROACH

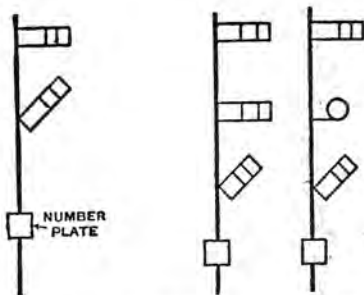
501 F.

INDICATION—PROCEED AT  
NAME—CLEARAT RESTRICTED SPEED.  
RESTRICTING-SIGNAL.

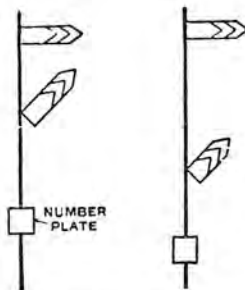
Two blocks are clear.

RESTRICTED SPEED.  
RESTRICTING-SIGNAL.Two or more blocks  
are clear.

501 G.



INDICATION—PROCEED AT SLOW SPEED PREPARED  
OB-  
NAME—PERMISSIVE



TO STOP SHORT OF TRAIN OR  
STRUCTION  
SIGNAL.

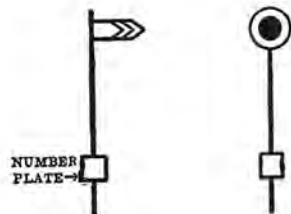
Block is occupied or  
switch is set to di-  
verge.

## 502. TWO-POSITION HOME BLOCK SIGNALS.

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

## 502 AA.



INDICATION—STOP; THEN PROCEED.  
NAME—STOP AND PROCEED-SIGNAL.

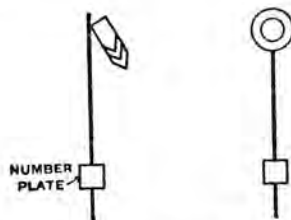
REQUISITES OF  
INSTALLATION.

(Not to be printed in  
the Rules for En-  
ginemen and Train-  
men.)

Signal will appear  
when—

Block is not clear.

## 502 C.



INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

Block is clear.

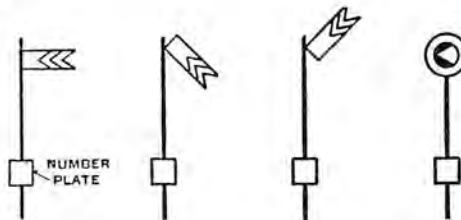


## 503. — TWO-POSITION DIS —

(The aspects are typical. Each road should show the aspects and colors of lights it uses.)

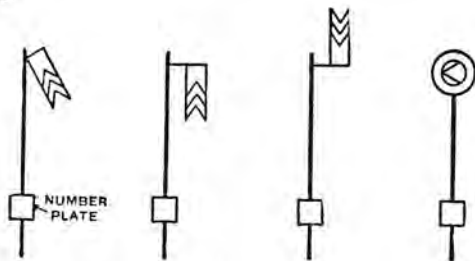
The following signals will appear where conditions require their use:

## 503 J.



INDICATION—APPROACH HOME SIGNAL WITH CAUTION.  
NAME—CAUTION-SIGNAL.

## 503 K.



INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

NOTE TO RULE 503.—Where Distant Block

## —TANT BLOCK SIGNALS.

## REQUISITES OF INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)

Signal will appear when—

Block is not clear or track is obstructed between distant and home signals.

Block is clear.

Signals are not used Rule 305 will be omitted.

## 504. TWO-POSITION HOME AND DISTANT

## BLOCK SIGNALS.

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

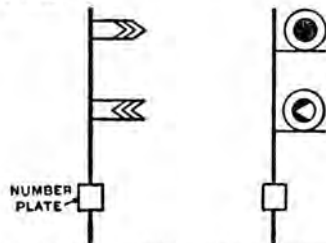
The following signals will appear where conditions require their use:

REQUISITES OF  
INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)

Signal will appear when—

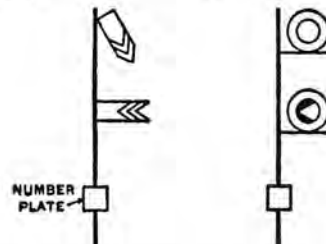
## 504 AA.



INDICATION—STOP; THEN PROCEED.  
NAME—STOP AND PROCEED-SIGNAL.

Block is not clear.

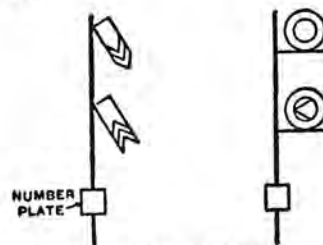
## 504 B.



INDICATION—APPROACH NEXT SIGNAL PREPARED TO STOP.  
NAME—APPROACH-SIGNAL.

Block is clear; second block in advance is not clear.

## 504 C.



INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

Two or more blocks are clear.

*Amended form, adopted May 15, 1924:*

501 B. Indication changed to,

Indication—Proceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding thirty miles per hour) prepared to stop at the next signal.

501 G. Indication changed to "Proceed at Restricted Speed" and Name changed to "Restricting Signal."

503 J. Indication changed to "Approach next signal at Restricted Speed," and Name changed to "Distant Signal."

503 K. Name changed to "Clear Distant Signal."

*Eliminated January 17, 1928.*

(See rules 281 to 292 inclusive, pages 591 to 607 inclusive.)

502. *Original reading, adopted April 15, 1896:*

502 (703). Block signals, unless otherwise provided, do not affect the rights of trains under the time-table or train rules.

(704). Block signals do not dispense with the use or the observance of other signals whenever or wherever they may be required.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

502. Block signals control the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

(See rules 281 to 292 inclusive, pages 591 to 607 inclusive.)

503. *Original reading, adopted April 15, 1896:*

503 (705). Block signals apply to the trains in the established direction, not to trains in the opposite direction.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

503. Block signals for a track apply only to trains running with the current of traffic on that track.

(See rules 281 to 292 inclusive, pages 591 to 607 inclusive.)

504. *Original reading, adopted April 15, 1896:*

504 (706). When a train is stopped by a block signal it may proceed:

When a signal is cleared, or

After waiting — minutes and then running under caution, or

Preceded by a flagman to the next clear signal.

*Amended form, adopted April 25, 1900:*

504. When a train is stopped by a block signal it may proceed when the signal is cleared.

Or it may proceed—

(A) After waiting — minutes and then running under caution;

Or —

(B) Preceded by flagman to the next clear signal.

NOTE TO RULE 504.—The Committee has provided for alternatives in Rule 504, considering either to be safe practice.

*Amended form, adopted May 19, 1909:*

504. When a train is stopped by a block signal, it may proceed when the signal is cleared. If not immediately cleared, it may proceed —

(A) On single track, preceded by a flagman to the next Clear signal:

Or —

(B) On double track at once with caution.

(See rules 281 to 292 inclusive, pages 591 to 607 inclusive.)

505. *Original reading, adopted April 15, 1896:*

505 (707). When a signal is out of service the fact will be indicated by —.

Trains finding a signal out of service will, unless otherwise directed, proceed with caution to the next signal.

*Amended form, adopted April 25, 1900:*

505. When a signal is out of service the fact will be indicated by —.

Trains finding a signal out of service must, unless otherwise directed, proceed with caution to the next signal.

*Amended form, adopted May 19, 1909:*

505. When a block signal is out of service the fact will be indicated by —.

Trains finding a block signal out of service must, unless otherwise directed, proceed with caution to the next block signal.

*Omitted in revision, adopted November 17, 1915.*

RULE 505.

*Original reading, Rule 505 (old numbers 502, 703 and 704), adopted April 15, 1896:*

505 (502) (703). Block signals, unless otherwise provided, do not affect the rights of trains under the time-table or train rules.

505 (502) (704). Block signals do not dispense with the use or the observance of other signals whenever or wherever they may be required.

*Amended form, adopted April 25, 1900:*

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

*Amended form, adopted May 19, 1909:*

505 (502). Block Signals control the use of the blocks but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

*Amended form, adopted November 17, 1915:*

505. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

*Amended form, adopted November 15, 1938:*

(See page 544.)

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RULE 506.

*Rule 506 (old number 507), adopted May 19, 1909:*

506. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

*Eliminated January 17, 1918.*

(See Train Rules 8 and 9, page 21.)

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RULE 508.

*Original reading, Rule 508 (old numbers 503 and 705), adopted April 15, 1896:*

508 (503) (705). Block signals apply to the trains in the established direction, not to trains in the opposite direction.

*Amended form, adopted April 25, 1900:*

508 (503). Block Signals apply only to trains running in the established direction.

*Amended form, adopted May 19, 1909:*

508 (503). Block signals for a track apply only to trains running with the current of traffic on that track.

*Amended form, adopted November 17, 1915:*

508. Block Signals for a track apply only to trains moving with the current of traffic on that track.

*Amended form, adopted November 15, 1938.*

(See page 545.)

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RULE 509.

*Original reading, Rule 509 (old numbers 504 and 706), adopted April 15, 1896:*

509 (504) (706). When a train is stopped by a block signal it may proceed:

When the signal is cleared, or

After waiting ——— minutes and then running under caution, or

Preceded by a flagman to the next clear signal.

*Amended form, adopted April 25, 1900:*

509 (504). When a train is stopped by a block signal it may proceed when the signal is cleared.

Or it may proceed—

(A) After waiting ——— minutes and then running under caution;

Or—

(B) Preceded by a flagman to the next clear signal.

---

NOTE TO RULE 504.—The Committee has provided for alternatives in Rule 504, considering either to be safe practice.

*Amended form, adopted May 19, 1909:*

509 (504). When a train is stopped by a block signal, it may proceed when the signal is cleared. If not immediately cleared, it may proceed—

(A) On single track, preceded by a flagman to the next Clear signal;

Or—

(B) On double track at once with caution.

*Amended form, adopted November 17, 1915:*

509. When a train is stopped by a Stop-signal it must stop until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

When a train is stopped by a Stop and Proceed-signal it may proceed—

(A) On single track ———.

(B) On two or more tracks at once at slow speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

*Amended form, adopted January 17, 1928:*

NOTE TO RULE 509.

*Adopted May 15, 1924:*

Railroads desiring to avoid stopping trains on ascending grades, or elsewhere, may arrange their automatic signals to permit this.

*Amended form, adopted January 17, 1928:*

509(A). On single track when a train is stopped by a Stop-signal it must stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

509(B). When a train is stopped by a Stop and Proceed signal it may proceed

(a) On single track .....

(b) On two or more tracks at once at restricted speed.

NOTE TO RULE 509-B.—Railroads desiring to avoid stopping trains may arrange accordingly.

*Amended form, adopted November 15, 1938.*

(See page 545.)

RULE 510.

*Original reading, Rule 510 (old number 506), adopted April 25, 1900:*

510 (506). When a train is stopped by a signal which is evidently out of order, and not so indicated, the fact must be reported to ——.\*

*Amended form, adopted May 19, 1909:*

510. When a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to .....

*The following was eliminated in the revision, adopted November 17, 1915:*

\* Designated official.

*Amended form, adopted November 15, 1938.*

(See page 545.)

RULE 511.

*Original reading, adopted November 17, 1915:*

511. Both switches of a cross-over must be open before a train starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

*Amended form, adopted May 15, 1924.*

(See page 545.)

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**RULE 512.**

*Adopted November 17, 1915.*

(See page 545.)

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NOTE TO RULE 512.

*Adopted May 15, 1924:*

Where switch indicators are not used Rule 512 will be omitted.

*(The Note was omitted in the revision, adopted January 17, 1928.)*

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**RULE 513.**

*Adopted November 15, 1938.*

(See page 545.)

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**RULE 513-A.**

*Adopted November 15, 1938.*

(See page 546.)

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**RULE 514.**

*Adopted November 15, 1938.*

(See page 546.)

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**RULE 515.**

*Adopted November 15, 1938.*

(See page 546.)

**RULE 516.**

*Adopted November 15, 1938.*

(See page 546.)

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**RULE 517.**

*Adopted November 15, 1938.*

(See page 546.)

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**RULE 518.**

*Adopted November 15, 1938.*

(See page 546.)



**HISTORY**  
**OF THE**  
**INTERLOCKING RULES.**

---

Adopted October 6, 1897.

With Amendments agreed to October 24, 1900; May 19, 1909; November 17, 1915; May 15, 1924; January 17, 1928, and November 15, 1938.

**ORIGINAL AND AMENDED FORMS OF  
INTERLOCKING RULES.**

(For Definitions, see pages 555 to 564 inclusive)

---

REQUISITES OF INSTALLATION.

1.

*Original reading (old number 4), adopted October 6, 1897:*

1 (4). Signals of prescribed form, the indications given by two positions, and in addition at night by lights of prescribed color.

*Amended form, adopted May 19, 1909:*

1. Signals of prescribed form, the indications given by not more than three positions; and, in addition, at night by lights of prescribed color.

*Amended form, adopted November 17, 1915:*

1. Signals of prescribed form, the indications given by not more than three positions; by lights of prescribed color; or by both.

*Eliminated January 17, 1928.*

---

2.

*Original reading (old number 5), adopted October 6, 1897:*

2 (5). The apparatus so constructed that the

failure of any part directly controlling a signal will cause it to give the normal indication.

*Amended form, adopted May 19, 1909:*

2. The apparatus so constructed that the failure of any part directly controlling a signal will cause it to display the normal indication.

*Amended form, adopted November 17, 1915:*

2. The apparatus so constructed that the failure of any part controlling the operation of a signal will cause it to display its most restrictive indication.

*Eliminated January 17, 1928.*

---

3.

*Original reading (old number 6), adopted October 6, 1897 :*

3 (6). Signals, if practicable, either over, or upon the right of, and adjoining the track to which they refer.

*Amended form, adopted May 19, 1909:*

3. Signals, if practicable, either over or upon the right of and adjoining the track to which they refer.\*

---

\* Where a road is operated with the current of traffic to the left the interlocking signals may be placed upon the left.

*Amended form, adopted November 17, 1915:*

3. Signals located preferably over or upon the right of and adjoining the track to which they refer.\*

---

\* Where a railroad is operated with the current of traffic to the left the interlocking signals may be placed upon the left.

*Eliminated January 17, 1928.*

---

4.

*Original reading (old number 7), adopted October 6, 1897:*

4 (7). Semaphore arms, that govern, displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted October 24, 1900:*

4. Semaphore arms that govern, displayed to the right of the signal mast\* as seen from an approaching train.

---

\* The word "mast" refers to the upright to which the signals are directly attached.

*Amended form, adopted May 19, 1909:*

4. Semaphore arms that govern, displayed to the right of the signal mast as seen from an approaching train.

*Amended form, adopted November 17, 1915:*

4. Semaphore arms that govern, displayed to the ———† of the signal mast as seen from an approaching train.

---

† Right or left.

*Eliminated January 17, 1928.*

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5.

*Original reading (old number 8), adopted October 6, 1897:*

5 (8). The normal indication of Home Signals—**Stop**; (of Distant Signals—**Caution**).

*Amended form, adopted October 24, 1900:*

5. The normal indication of Home Signals—**Stop**.

*Eliminated January 17, 1928.*

9. *Original reading, adopted October 6, 1897:*

9. The apparatus so constructed that the failure of any part directly controlling a switch or lock will prevent the display of the clear signal.

*Amended form, adopted May 19, 1909:*

9. The apparatus so constructed that the failure of any part directly controlling a switch or lock will prevent the display of a Clear-signal (or a Caution Home or Advance Signal).

*Omitted in revision, adopted November 17, 1915.*

(See Requisites 16 and 17.)

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9.

*(Old number 13.) Adopted October 6, 1897:*

9. Latch locking, or its equivalent.

*Eliminated January 17, 1928.*

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10.

*(Old number 7.) Adopted October 6, 1897:*

10. Interlocked levers, or their equivalent, by which switches, locks and signals are operated.

*Eliminated January 17, 1928.*

---

12.

*(Old number 8.) Adopted October 6, 1897:*

12. The interlocking of switches, locks, railroad crossings, drawbridges and signals through levers, or their equivalent.

*Eliminated January 17, 1928.*

---

13.

*Original reading 13 (old number 10), adopted October 6, 1897:*

13 (10). Facing point locks, for all facing point switches in main routes.

*Amended form, adopted May 19, 1909:*

13 (10). Facing point locks, or their equivalent, for all switches in main routes.

*Amended form, adopted November 17, 1915:*

13. Locks for all switches.

*Eliminated January 17, 1928.*

---

14.

*Original reading 14 (old number 11), adopted October 6, 1897:*

14 (11). Detector bars, or their equivalent, for all facing point switches in main routes.

*Amended form, adopted May 19, 1909:*

14. Detector bars, or their equivalent, for all interlocked switches.

*Eliminated January 17, 1928.*

---

15.

*Original reading 15 (old number 12), adopted October 6, 1897:*

15 (12). Pipe, or its equivalent, compensated for changes in temperature, for connecting levers, in mechanical interlocking, with switches and locks.

*Amended form, adopted November 17, 1915:*

15. Pipe, or its equivalent, compensated for changes in temperature, in mechanical interlocking, for connecting levers, with switches and locks.

*Eliminated January 17, 1928.*

---

16.

*Original reading 16 (old numbers 6 and 1), adopted October 6, 1897:*

16. (6) (1). The interlocking of signals with switches, locks, railroad crossings, or drawbridges, so that a clear signal cannot be given unless the route to be used is clear and stop signals displayed for all conflicting routes.

*Amended form, adopted May 19, 1909:*

16 (6). The interlocking of signals with switches, locks, railroad crossings, or drawbridges, so that a Clear-signal cannot be displayed unless the route to be used is clear and Stop-signals displayed for all conflicting routes.

*Amended form, adopted November 17, 1915:*

*Old 6 made No. 16 in revision, adopted November 17, 1915.*

*Old 7 made No. 10 in revision, adopted November 17, 1915.*

*Old 8 made No. 12 in revision, adopted November 17, 1915.*

*Old 11 made No. 14 in revision, adopted November 17, 1915.*

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17.

*Original reading 17 (old number 14), adopted October 6, 1897:*

17 (14). The established order of interlocking such that:

A clear home signal cannot be displayed until derails or diverging switches, if any, in conflicting routes are in their normal position, and the switches for the required route are set and locked:

The display of a clear home signal shall lock all switches and locks in the route as far as the point to which such signal gives permission to proceed, locking all opposing or conflicting signals and releasing

the corresponding distant signal, where such signal is used:

Where distant signals are used, the display of a clear distant signal shall lock the home signal in the clear position.

*Amended form, adopted October 24, 1900:*

17 (14). The established order of interlocking such that:

A clear signal cannot be displayed until derails or diverging switches, if any, in conflicting routes are in their normal position and the switches for the required route are set and locked:

The display of a clear Home Signal shall lock all switches and locks in the route as far as the point to which such signal gives permission to proceed, locking all opposing or conflicting signals and releasing the corresponding Distant Signal, where such signal is used:

Where Distant Signals are used, the display of a clear Distant Signal shall lock the Home Signal in the clear position.

*Amended form, adopted May 19, 1909:*

17 (14). The established order of interlocking such that:

A Clear or Caution Home Signal cannot be displayed until derails or diverging switches, if any, in conflicting routes are in their normal position, and the switches for the required route are set and locked:

The display of a Clear or Caution Home Signal shall lock all switches and locks in the route as far as the point to which such signal gives permission to proceed, locking all opposing or conflicting signals. The display of a Clear Home Signal shall release the corresponding Distant Signal:

Where Distant Signals are used, the display of a Clear Distant Signal shall lock the Home (and Advance) Signal in the clear position.

*Amended form, adopted November 17, 1915:*

17. The established order of interlocking such that:  
A signal permitting a train to proceed cannot be displayed until the switches in the route to be set are in position and locked; derails, if any, in conflicting routes set to diverge and all opposing or conflicting signals display their most restrictive indication. The display of a signal to proceed shall lock the arrangement.

*Eliminated January 17, 1928.*

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18.

*Original reading 18 (old number 15), adopted October 6, 1897:*

18 (15). Interlocking and Block Signals, interconnected, where both are operated from the same cabin.

*Amended form, adopted October 24, 1900:*

18. Interlocking and Block Signals, interconnected, where both are operated from the same station.

*Eliminated January 17, 1928.*

## ADJUNCTS

## (A)

(Old letter B.) Original reading, adopted October 6, 1897:

The following may be used if desired:

(A)-(B). Distant Signals.

Amended form, adopted October 24, 1900:

The following may be used if desired:

(A). Distant Signals; normal indication—Caution.

NOTE TO ADJUNCT (A).—When Distant Signals are used the following should be added to Rule 601:

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.   | INDICATION.                              | NAME.           |
|---------|---------------------|--|-----------------|
| (c) —.  | Home signal at (a). | Proceed with caution to the home signal. | Caution signal. |
| (d) —.  | Home signal at (b). | Proceed.                                 | Clear signal.   |

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

Horizontal as the equivalent of (c).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (d).

Rule 611 also should be changed to read, "The normal indication of Home Signals is Stop; of Distant Signals Caution."

Amended form, adopted May 19, 1909:

The following may be used:

(A). Distant Signals\* interlocked with Home (and Advance) Signals; normal indication—Caution.

\* When Distant Signals are used the following should be added to Rule 601:

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.                 | INDICATION.                              | NAME.             |
|---------|-----------------------------------|--|-------------------|
| Color.  | The signal will be displayed when | For enginemen and trainmen.              | As used in rules. |
| (d) —.  | Home signal at (a).               | Proceed with caution to the home signal. | Caution-signal.   |
| (c) —.  | Home signal at (c).               | Proceed.                                 | Clear-signal.     |

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions: Horizontal as the equivalent of (d).

Vertical or Diagonal — (angle above or below the horizontal) as the equivalent of (c).

Rule 611 also should be changed to read, "The normal indication of Home Signals is Stop; of Distant Signals is Caution."

Amended form, adopted November 17, 1915:

A. Distant Signals interlocked with Home Signals; normal indication—Caution.

Amended form, adopted May 15, 1924:

A. Distant Signals interlocked with Home Signals; normal indication—Restricted Speed.

Eliminated January 17, 1928.

(See Rules 285 and 611, pages 599 and 804.)

(B) Adopted May 19, 1909:

(B). Advance Signals † interlocked with Distant Signals, if used; normal indication—Stop.

† When Advance Signals are used, that name should be added to the caption of Rule 601 so as to read "HOME AND ADVANCE SIGNALS," and Rule 611 should be changed to read, "The normal indication of Home and Advance Signals is Stop."

Omitted in revision, adopted November 17, 1915.



(B)

(Old letters C and A.) *Original reading adopted*  
October 6, 1897:

(B)-(C)-(A). Dwarf Signals.

*Amended form, adopted May 19, 1909:*

B. Dwarf Signals; normal indication—Stop.  
*Eliminated January 17, 1928.*

(C)

(Old letter H and G). *Original reading, adopted*  
October 6, 1897:

(C)-(H)-(G). Repeaters or audible signals to indicate the position of signals to the signalman operating them.

*Amended form, adopted May 19, 1909:*

C. Repeaters, audible or visible, to indicate the position of signals to the signalman operating them.

*Eliminated January 17, 1928.*

(E)

(Old letters D and C.) *Adopted October 6, 1897:*

(E)-(D)-(C). Bolt locking of switches, or its equivalent, by signal connections.

*Amended form, adopted November 17, 1915:*

E. The locking of switches by signals.

*Eliminated January 17, 1928.*

(F)

*Adopted November 17, 1915:*

F. Track Circuits.

*Eliminated January 17, 1928.*

(G)

(Old letters J and H.) *Adopted October 6, 1897:*

G. Annunciators indicating the approach of a train, or for other purposes.

*Eliminated January 17, 1928.*

(J)

*Adopted November 17, 1915:*

J. Take siding indicators.

*Eliminated January 17, 1928.*

(M)

(Old letters F and E.) *Adopted October 6, 1897:*

M. Electric locking of derails, facing point switches and drawbridges so that they cannot be opened after a train has passed the clear Distant Signal until the train has passed over them.

*Eliminated January 17, 1928.*

(N)

(Old letters E and D.) *Adopted October 6, 1897:*

N. Derails, or diverging switches, for railroad crossings, drawbridge, junctions, and in sidings connected with the running tracks; normal position—Open.

*Eliminated January 17, 1928.*

## (O)

(Old letters G and F.) *Adopted October 6, 1897:*

O. Detector bars, or their equivalent, at railroad crossings and junction.

*Eliminated January 17, 1928.*

## (P)

(Old letters K and J.) *Adopted October 6, 1897:*

P. Route Indicators.

*Eliminated January 17, 1928.*

## (Q)

(Old letters L and K.) *Adopted October 6, 1897:*

Q. Torpedo Placers.

*Eliminated May 15, 1924.*

## (R)

(Old letter M.) *Adopted May 19, 1909:*

R (M). Screw Release.

*Amended form, adopted November 17, 1915:*

R. Time releases.

*Eliminated January 17, 1928.*

## RULES.

(NOTE.—The Rules as adopted October 6, 1897, were numbered commencing with 801. In the revision, adopted October 24, 1900, the rules were numbered, commencing with 601.)

## RULE 601.

*Original reading, adopted October 6, 1897:*

## SIGNALS.

## 601. (802). HOME SIGNALS.

| SIGNAL.            | OCCASION FOR USE.                      | INDICATION.                 | NAME.                         |
|--------------------|--|-----------------------------|-------------------------------|
| Color.             | The signal will be displayed when      | For enginemen and trainmen. | As used in rules.             |
| (a) Red.<br>(b) —. | Route is not clear.<br>Route is clear. | Stop.<br>Proceed.           | Stop signal.<br>Clear signal. |

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

Horizontal as the equivalent of (a).

Vertical or diagonal —\* as the equivalent of (b).

\* Angle above or below the horizontal.

## DISTANT SIGNALS.

| SIGNAL. | OCCASION FOR USE.   | INDICATION.                              | NAME.           |
|---------|---------------------|--|-----------------|
| (c) —.  | Home signal at (a). | Proceed with caution to the home signal. | Caution signal. |
| (d) —.  | Home signal at (b). | Proceed.                                 | Clear signal.   |

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen

from an approaching train, and the indications are given by positions:

Horizontal as the equivalent of (c).

Vertical or diagonal ——\* as the equivalent of (d).

\* Angle above or below the horizontal.

Amended form, adopted October 24, 1900:

601. HOME SIGNALS.

| SIGNAL.            | OCCASION FOR USE.                      | INDICATION.                 | NAME.                         |
|--------------------|--|-----------------------------|-------------------------------|
| Color.             | The signal will be displayed when      | For enginemen and trainmen. | As used in rules.             |
| (a) Red.<br>(b) —. | Route is not clear.<br>Route is clear. | Stop.<br>Proceed.           | Stop signal.<br>Clear signal. |

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

Horizontal as the equivalent of (a).

Vertical or diagonal ——\* as the equivalent of (b).

NOTE TO RULE 601.—\*Angle above or below the horizontal.

Amended form, adopted May 19, 1909:

601. HOME SIGNALS.

| SIGNAL.            | OCCASION FOR USE.                          | INDICATION.                    | NAME.                           |
|--------------------|--|--------------------------------|---------------------------------|
| Color.             | The signal will be displayed when          | For enginemen and trainmen.    | As used in rules.               |
| (a) Red.<br>(b) —. | Route is not clear.<br>Route is not clear. | Stop.<br>Proceed with caution. | Stop-signal.<br>Caution-signal. |
| (c) —.             | Route is clear.                            | Proceed.                       | Clear-signal.                   |

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

Horizontal as the equivalent of (a).

Diagonal ——\* as the equivalent of (b).

Vertical or Diagonal ——\* as the equivalent of (c).

GENERAL NOTE.—The Committee has found it desirable to leave blanks (——) in certain rules to be filled by each road adopting them as may best suit its own requirements.

NOTE TO RULE 601.—\*Angle above or below the horizontal.

Amended form, adopted November 17, 1915:

(See new Rules 601 (A), 601 (B), 601 (C), 601 (D), 601 (E), 601 (F), 601 (G), 601 (H), 602 (A), 602 (C), 602 (F), 602 (G), 603 (J), 603 (K), and 603 (L). Substituted for Rule 601.)

## RULES.

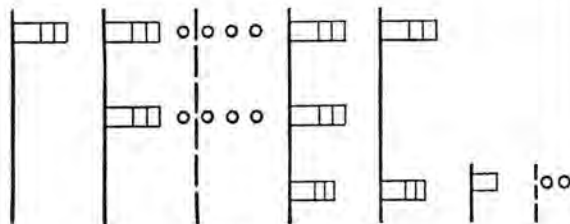
601.

THREE-POSITIVE SIGNALS.

(The aspects shown are typical and may be given in any one of the other quadrants. Each road should show the aspects and colors of lights it uses.)

The following signals will appear where conditions require their use:

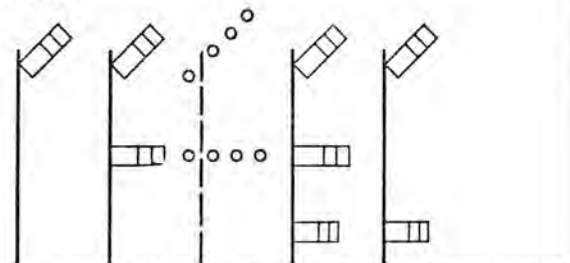
601 A.



INDICATION—STOP.

NAME—STOP-SIGNAL.

601 B.



INDICATION—APPROACH NEXT SIGNAL PREPARED TO STOP.

NAME—APPROACH-SIGNAL.

## RULES.

—TION SIGNALS.

## REQUISITES OF INSTALLATION.

For Semi-automatic Signals.  
(Not to be printed in the  
Rules for Enginemen and  
Trainmen)  
Signal will appear when—

For Non-automatic Signals.  
(Not to be printed in the  
Rules for Enginemen and  
Trainmen)  
Signal will appear when—

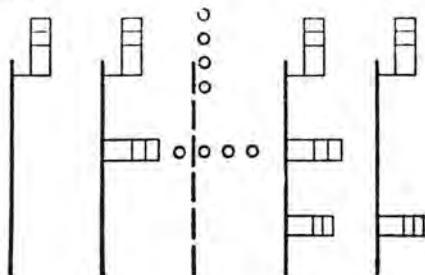
Block is not clear.

Route is not set.

Block is clear; second block  
in advance is not clear.

Route is set; next signal is  
not clear.

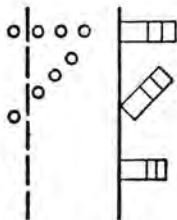
601 C.



INDICATION—PROCEED.

NAME—CLEAR-SIGNAL.

601 D.

INDICATION—PROCEED AT RESTRICTED SPEED PRE-  
PARED TO STOP AT NEXT SIGNAL.

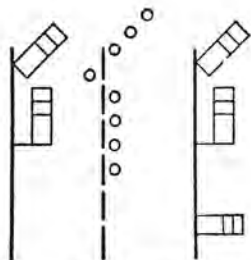
NAME—RESTRICTING-SIGNAL.

Two or more blocks are clear.

Route is set.

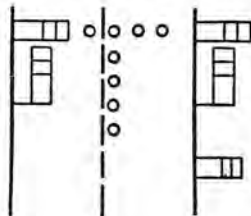
Block is clear; second block  
in advance is not clear.Restricted speed route is set  
next signal is not clear.

601 E.

INDICATION—APPROACH NEXT SIGNAL AT RE-  
STRICTED SPEED.

NAME—APPROACH-RESTRICTING-SIGNAL.

601 F.



INDICATION—PROCEED AT RESTRICTED SPEED.

NAME—CLEAR-RESTRICTING-SIGNAL.

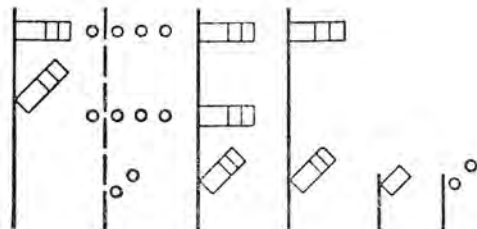
Two blocks are clear.

Restricted speed route is set  
at next signal.

Two or more blocks are clear.

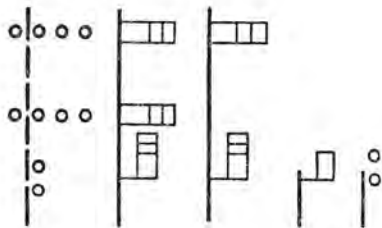
Restricted speed route is set.

601 G.

INDICATION—PROCEED AT SLOW SPEED PREPARED  
TO STOP.

NAME—SLOW-SPEED-SIGNAL.

601 H.



INDICATION—PROCEED AT SLOW SPEED

NAME—CLEAR-SLOW-SPEED-SIGNAL.

Route is set; track may or  
may not be occupied.Slow speed route is set; track  
may or may not be occu-  
pied.

Block is clear.

Slow speed route is set.



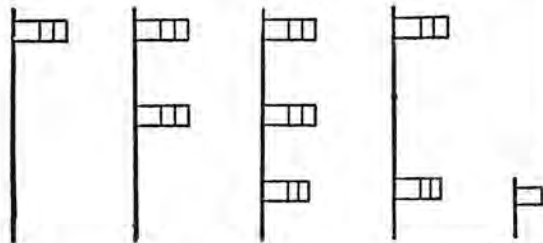
602.

—TWO-POSITION—

(The aspects shown are typical. Each road should show the  
The upper quadrant aspects shown in Rules 602 C, 602 F  
one of the other quadrants.)

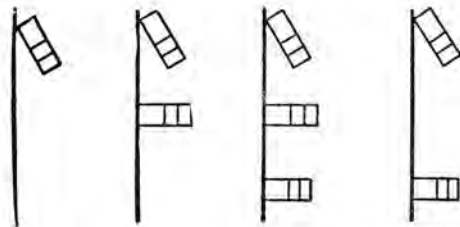
The following signals will appear where conditions require

602 A.



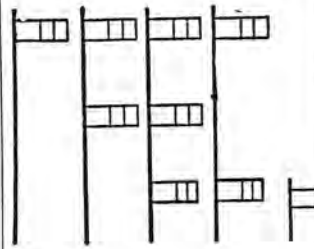
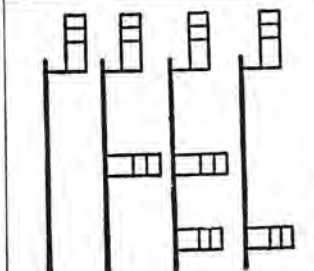
INDICATION—  
NAME—STOP

602 C.



INDICATION—  
NAME—CLEAR

—HOME SIGNALS.

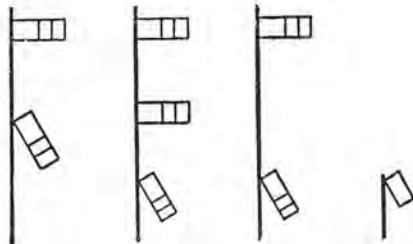
| aspects and colors of lights it uses, and 602 G may be given in any<br>their use:                               | REQUISITES OF INSTALLATION.<br>For Semi-automatic-Signals.<br>(Not to be printed in the Rules for Enginemen and Trainmen.)<br>Signal will appear when—<br>For Non-automatic-Signals.<br>(Not to be printed in the Rules for Enginemen and Trainmen.)<br>Signal will appear when— |                   |
|---|--|-------------------|
|  <p>STOP.<br/>SIGNAL.</p>     | Block is not clear.  | Route is not set. |
|  <p>PROCEED.<br/>SIGNAL.</p> | Block is clear.  | Route is set.     |

602 F.



INDICATION—PROCEED AT RESTRICTED  
NAME—CLEAR-RESTRICTING

602 G.

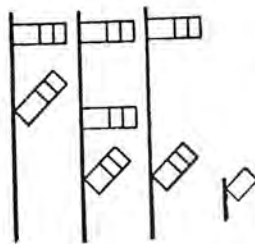


INDICATION—PROCEED AT SLOW SPEED  
NAME—SLOW-SPEED



SPEED,  
SIGNAL.

Block is clear. Restricted speed  
route is set.



PREPARED TO STOP.  
SIGNAL.

Route is set; Slow speed route  
track may or is set; track  
may not be occupied. may or may  
not be occupied.

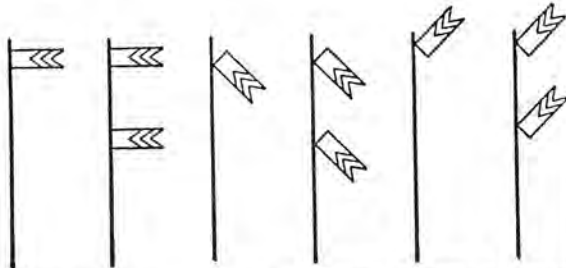
603.

TWO-POSITION—

(The aspects shown are typical. Each road should show the aspects and colors of lights it uses.)

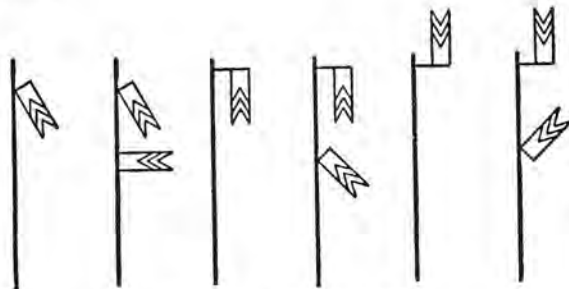
The following signals will appear where conditions require their use:

603 J.



INDICATION—APPROACH HOME SIGNAL WITH CAUTION.  
NAME—CAUTION-SIGNAL.

603 K.



INDICATION—PROCEED.  
NAME—CLEAR-SIGNAL.

—DISTANT SIGNALS.

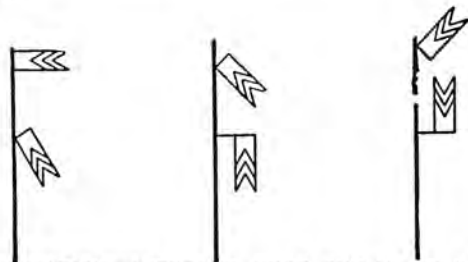
REQUISITES OF INSTALLATION.

(Not to be printed in the Rules for Enginemen and Trainmen.)  
Signal will appear when—

Home signal is not clear.

Home signal is clear.

## 603 L.



INDICATION—APPROACH NEXT SIGNAL AT RE-  
STRICTED SPEED.

NAME—APPROACH-RESTRICTING-SIGNAL.

NOTE TO RULE 603.—Where Distant Signals—

Home signal indicates proceed at restricted speed.

—are not used Rule 603 will be omitted.

*Amended form, adopted May 15, 1924:*

603 J. Indication changed to "Approach home signal at Restricted Speed" and Name changed to "Distant Signal."

603 K. Name changed to "Distant Signal."

603 L. Name changed to "Restricting Distant Signal."

*Eliminated January 17, 1928.*

(See Rules 281 to 292, pages 591 to 607.)

#### RULE 605.

*Original reading, Rule 605 (old numbers 602 and 801), adopted October 6, 1897:*

605 (602) (801). Interlocking signals, unless otherwise provided, do not affect the rights of trains under the time-table or train rules; and do not dispense with the use or the observance of other signals whenever and wherever they may be required.

*Amended form, adopted October 24, 1900:*

605 (602). Interlocking signals, unless otherwise provided, do not effect the movements of trains under the time-table or train rules; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

*Amended form, adopted May 19, 1909:*

605 (602). Interlocking signals, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within interlocking limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Rules 99 and D-152 do not apply within interlocking limits.

(Rev. 7-27-1951)

#### RULE 606. (OLD)

*Original reading, adopted May 15, 1924:*

606. At an interlocking station the home interlocking signal may be used as a block signal. A red (or yellow) disc or red (or yellow) flag by day or red (or yellow) light by night so placed at the interlocking station that it can be seen from the approaching train, will indicate to the engineman and trainmen that there are train orders.

The engineman will acknowledge the display of the Signal, as above indicated, by two short blasts of the whistle.

The signalman will then display the interlocking signal in the proper proceed indication, and the train may then proceed to the interlocking station, but not beyond, and there be released according to the rules.

*Eliminated January 17, 1928.*

#### RULE 606 (NEW) OLD (RULE 13).

*Original reading, adopted May 15, 1924.*

(See Rule 13, page 142.)

*Amended form, adopted November 15, 1938.*

(Changed to Rule 606. See page 547.)

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SIGNALMEN.

RULE 611.

*Original reading, adopted October 6, 1897:*

611 (803). The normal indication of Home Signal is (a), as above; (of Distant Signals (c), as above).

*Amended form, adopted October 24, 1900:*

611. The normal indication of Home Signals is Stop.

*Amended form, adopted November 17, 1915:*

611. The normal indication of Home Signals—Stop; of Distant Signals—Caution.

NOTE TO RULE 611.—Where Distant Signals are not used, the words "of Distant Signals—Caution" will be omitted.

*Amended form, adopted May 15, 1924:*

611. The normal indication of Home Signals—Stop; of Distant Signals—Restricted Speed.

NOTE TO RULE 611.—Where Distant Signals are not used, the words "of Distant Signals—Restricted Speed" will be omitted.

*Amended form, adopted January 17, 1928.*

(See page 547.)

*Note eliminated.*

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RULE 612.

*Original reading, adopted October 6, 1897:*

612 (804). Levers, or other operating appliances, must be used only by those charged with the duty and as directed by the rules.

*Amended form, adopted May 19, 1909:*

612. Levers, or other operating appliances, must be used only by those charged with that duty and as directed by the rules.

*Amended form, adopted January 17, 1928.*

(See page 547.)

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RULE 613 (OLD).

613. *Original reading, adopted October 6, 1897:*

613 (805). Signal levers shall be kept in the position giving the normal indication, except when signals are to be cleared for an immediate train or engine movement.

*Amended form, adopted October 24, 1900:*

613. Signal levers must be kept in the position giving the normal indication, except when signals are to be cleared for an immediate train or engine movement.

*Amended form, adopted May 19, 1909:*

613. Signal levers must be kept in the position displaying the normal indication, except when signals are to be cleared for an immediate train or engine movement.

*Omitted in revision, adopted November 17, 1915.*

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RULE 613 (NEW).

*Original reading, Rule 613 (old numbers 614 and 806) adopted October 6, 1897:*

613 (614) (806). When the route is clear the home (and distant) signals shall be cleared sufficiently in advance of approaching trains to avoid delay.

*Amended form, adopted October 24, 1900:*

613 (614). When the route is clear the signals must be cleared sufficiently in advance of approaching trains to avoid delay.

*Amended form, adopted November 17, 1915.*

(See page 548.)

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RULE 614.

*Original reading, Rule 614 (old numbers 615 and 807), adopted October 6, 1897:*

614 (615) (807). Signals shall be restored to the normal indication as soon as the train or engine for which they were cleared has passed \_\_\_\_\_.

*Amended form, adopted October 24, 1900:*

614 (615). Signals must be restored so as to give the normal indication as soon as the train or engine for which they were cleared has passed \_\_\_\_\_.

*Amended form, adopted May 19, 1909:*

614 (615). Signals must be restored so as to display the normal indication as soon as the train or engine for which they were cleared has passed \_\_\_\_\_.

---

\* A limit to be fixed by each road to suit its conditions.

*Amended form, adopted November 17, 1915:*

614. Signals must be restored so as to display their most restrictive indication as soon as the train

or engine for which they were cleared has passed \_\_\_\_\_.

*Eliminated January 17, 1928.*

(See Rule 611, page 547.)

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RULE 615.

*(Old numbers 615 and 808.) Adopted October 6, 1897:*

615. If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine, for which the signals were first cleared, has stopped.

*Amended form, adopted January 17, 1928.*

(See page 548.)

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RULE 616.

*Original reading, Rule 616 (old numbers 617 and 809), adopted October 6, 1897:*

616 (617) (809). No attempt shall be made to move a switch or facing point lock when any portion of a train or an engine is standing on or closely approaching the switch or detector bar.

*Amended form, adopted October 24, 1900:*

616 (617). A switch, or facing point block, must not be moved when any portion of a train or an engine is standing on, or closely approaching, the switch or detector bar.



*Original and Amended Forms of  
Interlocking Rules*

*Amended form, adopted November 17, 1915:*

616. A switch, or lock, must not be moved when any portion of a train or an engine is standing on or closely approaching the switch, detector bar or circuit.

*Amended form, adopted January 17, 1928.*

(See page 548.)

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RULE 617.

*Original reading, Rule 617 (old numbers 618 and 810), adopted October 6, 1897:*

617 (618) (810). Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, be detected in their working, the signals shall be restored to the normal indication and the connections examined.

*Amended form, adopted October 24, 1900:*

617 (618). Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to give the normal indication and the connections examined.

*Amended form, adopted May 19, 1909:*

617 (618). Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to display the normal indication and the connections examined.

*Original and Amended Forms of  
Interlocking Rules*

*Amended form, adopted November 17, 1915:*

617. Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to display their most restrictive indication and the connections examined.

*Eliminated January 17, 1928.*

(See Rule 612, page 547.)

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RULE 617.

*Adopted January 17, 1928.*

(See page 548.)

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RULE 618.

*(Old numbers 619 and 817.) Adopted October 6, 1897:*

618. During cold weather the levers must be moved as often as may be necessary to keep connections from freezing.

*Eliminated November 15, 1938.*

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RULE 619.

*Original reading, Rule 619 (old numbers 625 and 816), adopted October 6, 1897:*

619 (625) (816). During storms or drifting snow special care must be used in operating switches. If the force whose duty it is to keep the switches clear

is not on hand promptly when required, the fact shall be reported to \_\_\_\_\_.

*Amended form, adopted October 24, 1900:*

619 (625). During storms or drifting snow special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to \_\_\_\_\_.

*Amended form, adopted May 19, 1909:*

619 (625). During storms or while snow is drifting special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to \_\_\_\_\_\*.

\* Designated official.

*Amended form, adopted November 17, 1915:*

619. During storms or while snow or sand is drifting special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to \_\_\_\_\_.

*Amended form, adopted November 15, 1938.*

(See page 548.)

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RULE 620.

*Original reading, adopted October 6, 1897:*

620 (812). If any signal fails to work properly its operation shall be discontinued and the signal secured so as to give the normal indication until repaired.

*Amended form, adopted October 24, 1900:*

620. If a signal fails to work properly its operation must be discontinued and the signal secured so as to give the normal indication until repaired.

*Amended form, adopted May 19, 1909:*

620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication.

*Amended form, adopted November 17, 1915:*

(See page 548.)

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RULE 621.

*Original reading, Rule 621 (old number 811),  
adopted October 6, 1897:*

621 (811). Signalmen must observe, as far as practicable, whether the indication of the signals corresponds with position of the levers.

*Amended form, adopted May 19, 1909.*

(See page 548.)

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RULE 622.

*Original reading, Rule 622 (old number 820) adopted  
October 6, 1897:*

622 (820). Signalmen must not make or allow any unauthorized alterations or additions to the plant.

*Amended form, adopted October 24, 1900:*

622. Signalmen must not make nor permit any unauthorized alterations or additions to the plant.

*Amended form, adopted May 19, 1909:*

622. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the plant.

*Amended form, adopted November 17, 1915:*

622. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the plant.

Any defects in the interlocking plant must be promptly reported to the .....

*Amended form, adopted November 15, 1938.*

(See page 548.)

#### RULE 623.

*Original reading, Rule 623 (old number 814), adopted October 6, 1897:*

623 (814). If there is a derailment or if a switch is run through, or if any damage occur to the track or interlocking plant, the signals shall be restored to the normal indication, and no train or switching movement allowed until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

*Amended form, adopted October 24, 1900:*

623. If there is a derailment or if a switch is run through, or if any damage occur to the track or interlocking plant, the signals must be restored so as to give the normal indication, and no train or switching movement permitted until all parts of the

interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

*Amended form, adopted May 19, 1909:*

623. If there is a derailment or if a switch is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to give the normal indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

*Amended form, adopted November 17, 1915:*

623. If there is a derailment or if a switch is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to display their most restrictive indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

*Amended form, adopted January 17, 1928:*

623. If there is a derailment or if a switch, movable frog or derail is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to display their most restrictive indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

*Amended form, adopted November 15, 1938.*

(See page 549.)

## RULE 624.

(Old number 815.) Adopted October 6, 1897:

624. If necessary to disconnect a switch from the interlocking apparatus the switch must be securely fastened.

*Amended form, adopted November 17, 1915:*

624. If necessary to disconnect a switch, derail, detector bar, or its equivalent, or a lock, all switches or derails affected must be safely secured.

*Amended form, adopted January 17, 1928:*

624. When necessary to disconnect a switch, movable frog, derail, facing point lock, detector bar or electric locking circuits, all switches, movable frogs and derails affected must be securely spiked or fastened in the required position.

*Amended form, adopted November 15, 1938.*

(See page 549.)

## RULE 625.

*Original reading, Rule 625 (old numbers 626 and 821), adopted October 6, 1897:*

625 (626) (821). When switches or signals are undergoing repairs, signals must not be given for any movements which may be affected by such repairs, until it has been ascertained from the repairmen that the switches are properly set for such movements.

*Amended form, adopted May 19, 1909:*

625. When switches or signals are undergoing repairs, signals must not be displayed for any move-

ments which may be affected by such repairs, until it has been ascertained from the repairmen that the switches are properly set for such movements.

*Amended form, adopted January 17, 1928:*

625. When switches, movable frogs, derails or signals are undergoing repairs, signals must not be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repairman that the switches, movable frogs and derails are properly lined for such movement.

*Amended form, adopted November 15, 1938.*

(See page 549.)

## RULE 626 (OLD).

*Old 626. Original reading, adopted October 6, 1897:*

626 (818). If any electrical or mechanical appliance fails to work properly ——— shall be notified and only duly authorized persons allowed to make repairs.

*Amended form, adopted October 24, 1900:*

626. If any electrical or mechanical appliance fails to work properly ——— must be notified and only duly authorized persons permitted to make repairs.

*Omitted in the revision, adopted May 19, 1909.*

## RULE 626.

*Original reading, Rule 626 (old numbers 627 and 828), adopted October 6, 1897:*

626 (627) (828). Signalmen must observe all passing trains and note whether they are complete and in order and the markers properly displayed.

*Amended form, adopted October 24, 1900:*

626. Signalmen must observe all passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, the signalman must take such measures for the protection of trains as may be practicable.

*Amended form, adopted January 17, 1928.*

(See page 549.)

**RULE 627.**

(*Old numbers 628 and 827*). *Adopted October 6, 1897:*

627. If a signalman has information that an approaching train has parted he must, if possible, stop trains or engines on conflicting routes, clear the route for the parted train, and give the Train-parted signal to the engineman.

*Eliminated November 15, 1938.*

**RULE 628.**

*Original reading, Rule 628 (old numbers 629, 630, 825 and 824), adopted October 6, 1897:*

628 (629) (824). Signalmen must have the proper appliances for hand signaling\* ready for immediate use. These must be used when the proper indication cannot be given by a fixed signal.

\* Hand signaling includes the use of lamp, torpedo and fusee signals.

628 (825). Hand signals must not be used when the fixed signals are in proper working order. When

hand signals are authorized they must be given from such a point and in such a way that there can be no misunderstanding on the part of engine-men or trainmen as to the signals displayed, or as to the train or engine for which they are given.

*Amended form, adopted October 24, 1900:*

628 (629) (630). Signalmen must have the proper appliances for hand signaling† ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of engine-men or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 630.—†Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

*Amended form, adopted May 19, 1909:*

628 (629). Signalmen must have the proper appliances for hand signaling† ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of engine-men or trainmen as to the signals, or as to the train or engine for which they are given.

NOTE TO RULE 629.—†Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

*Amended form, adopted November 17, 1915:*

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

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

NOTE TO RULE 628.—Hand signaling includes the use of lamp, flag, torpedo and fusee signals.

*Amended form, adopted May 15, 1924:*

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

Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

When the proper indication cannot be displayed, hand signals or Clearance Card ——— may be used.\*

When hand signals are necessary, they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals or as to the train or engine for which they are given.

\* Railroads using either hand signals or Clearance Card ..... may omit reference to the method not used.

*Amended form, adopted January 17, 1928:*

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

When the proper indication cannot be displayed, hand signals or Clearance Form B may be used.\*

When hand signals are necessary, they must be given from such a place and in such a way that there can be no misunderstanding on the part of enginemen

or trainmen as to the signals or as to the train or engine for which they are intended.

\* Railroads using either hand signals or Clearance Form B may omit reference to the method not used.

NOTE TO RULE 628.—Hand signaling includes the use of flag, lamp, torpedo and fusee signals.

*Amended form, adopted November 15, 1938.*

(See page 549.)

#### RULE 629.

*Original reading, Rule 629 (old numbers 630 and 813), adopted October 6, 1897:*

629 (630) (813). If necessary to discontinue the use of any fixed signal, hand signals must be used and ——— notified.

*Amended form, adopted May 19, 1909:*

629 (630) (813). If necessary to discontinue the use of any interlocking signal, hand signals must be used and ———\* notified.

\* Designated official.

*Amended form, adopted November 17, 1915:*

629. If necessary to discontinue the use of any interlocking signal, hand signals must be used and ——— notified.

*Amended form, adopted May 15, 1924:*

629. If necessary to pass any interlocking Stop-signal, Clearance Card K or hand signals must be used and ——— notified.

NOTE TO RULE 629.—Railroads using either Clearance Card K or hand signals may omit reference to the method not used.

*Amended form, adopted January 17, 1928:*



629. If necessary to pass any interlocking Stop-signal, Clearance Form B or hand signals must be used and ..... notified.

*NOTE TO RULE 629.*—Railroads using either Clearance Form B or hand signals may omit reference to the method not used.

*Amended form, adopted November 15, 1938.*

(See page 550.)

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**RULE 630.**

*Original reading, Rule 630 (old numbers 631 and 819), adopted October 6, 1897:*

630 (631) (819). Signalmen will be held responsible for the care of the cabin, lamps and supplies; and of the interlocking plant, unless provided for otherwise.

*Amended form, adopted October 24, 1900:*

630 (631). Signalmen will be held responsible for the care of the interlocking station, lamps and supplies; and of the interlocking plant, unless provided for otherwise.

*Amended form adopted November 17, 1915:*

630. Signalmen will be held responsible for the care of the interlocking station, lamps and supplies; and, unless otherwise provided, of the interlocking plant.

*Amended form, adopted November 15, 1938.*

(See page 550.)

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**RULE 631.**

*Original reading, Rule 631 (old numbers 622, 633 and 822), adopted October 6, 1897:*

631 (632) (822). Lights in interlocking cabins shall be so placed that they cannot be seen from approaching trains.

*Amended form, adopted October 24, 1900:*

631 (632) (633). Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

*Amended form, adopted May 19, 1909:*

631 (632). Lights within interlocking stations must be so placed that they cannot be seen from approaching trains.

*Amended form adopted November 17, 1915.*

(See page 550.)

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**RULE 632.**

*Original reading, Rule 632 (old numbers 633, 634 and 823), adopted October 6, 1897:*

632 (633) (823). Lights shall be used upon all fixed signals from one hour before sunset until one hour after sunrise, and whenever the signal indications cannot be clearly seen without them.

*Amended form, adopted October 24, 1900:*

632 (633) (634). Lights must be used upon all fixed signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them.

*Amended form, adopted May 19, 1909:*

632. Lights must be used upon all interlocking signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.



Eliminated January 17, 1928.

(See Train Rule 9, page 21.)

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**RULE 633.**

Original reading, Rule 633 (old numbers 634, 635 and 826), adopted October 6, 1897:

633 (634) (826). If any train or engine passes a stop signal the fact, with the number of train or engine, shall be reported to \_\_\_\_\_.

Amended form, adopted October 24, 1900:

633 (634) (635). If a train or engine overruns a stop signal, the fact, with the number of train or engine, must be reported to \_\_\_\_\_.

Amended form, adopted May 19, 1909:

633 (634) (635). If a train or engine overruns a stop-signal, the fact must be reported to \_\_\_\_\_\*.

\* Designated official.

Amended form adopted November 17, 1915:

633. If a train or engine overruns a Stop-signal, the fact must be reported to \_\_\_\_\_.

Amended form, adopted November 15, 1938.

(See page 550.)

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**RULE 634.**

Original reading, Rule 634 (old numbers 635, 636 and 820), adopted October 6, 1897:

634 (635) (839). Only those whose duties require it shall be allowed in the cabin.

Amended form, adopted October 24, 1900:

634 (635) (636). Only those whose duties require it shall be permitted in the interlocking station.

Amended form, adopted May 19, 1909.

(See page 550.)

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**RULE 635.**

Adopted January 17, 1928:

635. During a stated period an interlocking station may be closed upon authority of ..... When so closed, switches and switch levers must be secured for routes that do not conflict; signals for such routes must display proceed indication.

The interlocking station must be securely locked.

Amended form, adopted November 15, 1938.

(See page 550.)

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**RULE 636 (NEW).**

Adopted November 15, 1938.

(See page 550.)

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**ENGINEMEN AND TRAINMEN.**

Amended form, adopted November 15, 1938.

(See page 550.)

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**RULE 661.**

Original reading, Rule 661 (old numbers 662 and 851), adopted October 6, 1897:

661 (662) (851). If after accepting a clear signal it is changed to a stop signal before it is reached,

the stop shall be made at once. Such occurrence shall be reported to \_\_\_\_\_.

*Amended form, adopted October 24, 1900:*

661 (662). If a clear signal, after being accepted, is changed to a stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to \_\_\_\_\_.

*Amended form, adopted May 19, 1909:*

661 (662). If a Clear or Caution-signal, after being accepted, is changed to a Stop-signal before it is reached, the stop must be made at once. Such occurrence must be reported to \_\_\_\_\_\*

\* Designated official.

*Amended form adopted November 17, 1915:*

661. If a signal, permitting a train to proceed, after being accepted, is changed to a Stop-signal before it is reached, the stop must be made at once. Such occurrence must be reported to \_\_\_\_\_.

*Amended form, adopted November 15, 1933.*

(See page 550.)

#### RULE 662.

*Original reading, Rule 662 (old numbers 661 and 850), adopted October 6, 1897:*

662 (661) (850). Trains or engines shall be run to but not beyond a signal indicating stop.

*Amended form, adopted October 24, 1900:*

662 (661). Trains or engines must be run to but not beyond a signal indicating stop.

*Amended form, adopted May 19, 1909:*

662 (661). Trains or engines must be run to but not beyond a signal indicating stop, except as provided in Rule 663.

*Amended form adopted November 17, 1915:*

662. Trains or engines must not pass a signal indicating stop, except as provided in Rule 663.

*Eliminated January 17, 1928.*

(See Rule 663, page 551.)

#### RULE 663.

*Original reading, Rule 663 (old number 852) adopted October 6, 1897:*

663 (852). Enginemen and trainmen must not accept clear hand signals as against fixed signals until they are fully informed of the situation and know that they are protected. When fixed signals are in operation clear hand signals must not be given or accepted against them.

*Amended form, adopted October 24, 1900:*

663. Enginemen and trainmen must not accept clear hand signals as against fixed signals until they are fully informed of the situation and know that they are protected. Where fixed signals are in operation trainmen must not give clear hand signals against them.

*Amended form, adopted May 19, 1909:*

663. Enginemen and trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected.

Trainmen must not give proceed hand signals which conflict with interlocking signals.

*Amended form adopted November 17, 1915:*

663. Trains or engines must not proceed on hand signals as against interlocking signals until engine-men and trainmen are fully informed of the situation and ———.

*Amended form, adopted May 15, 1924:*

663. Trains or engines must not pass an interlocking Stop-signal without receiving a Clearance Card K or hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed.

*Amended form, adopted January 17, 1928:*

663. Trains or engines must not pass an interlocking stop-signal without receiving a Clearance Form B or hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed.

*Amended form, adopted November 15, 1938.*

(See page 551.)

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**RULE 664.**

*Original reading, Rule 664 (old number 853), adopted October 6, 1897:*

664 (853). The engineman of a train which has parted, on approaching an interlocking cabin, must sound the whistle signal for "Train Parted."

*Amended form, adopted October 24, 1900:*

664. The engineman of a train which has parted must sound the whistle signal for Train Parted on approaching an interlocking station.

*Amended form, adopted May 19, 1909:*

664. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching an interlocking plant.

*Eliminated November 15, 1938.*

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**RULES 665 AND 666.**

*Original reading, Rules 665 and 666 (old number 854), adopted October 6, 1897:*

665 and 666 (854). An engineman receiving a "Train Parted" signal from a signalman must answer by the whistle signal for "Train Parted." When the train has been re-coupled the signalman shall be notified.

*Amended form, adopted October 24, 1900:*

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

666. When a parted train has been re-coupled the signalman must be notified.

*Eliminated November 15, 1938.*

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**RULE 667.**

*(Old number 885.) Adopted October 6, 1897:*

667. Sand must not be used over movable parts of an interlocking plant.

*Amended form, adopted November 15, 1938.*

(See page 551.)

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**RULE 668.**

*Original reading, Rule 668 (old number 856), adopted October 6, 1897:*

668 (856). Enginemen must report to \_\_\_\_\_ any unusual detention at interlocking plants.

*Amended form, adopted October 24, 1900:*

668. Conductors\* must report to \_\_\_\_\_ any unusual detention at interlocking plants.

NOTE TO RULE 668.—\*Or enginemen of yard engines.

*Amended form, adopted May 19, 1909:*

668. Conductors\* must report to \_\_\_\_\_ † any unusual detention at interlocking plants.

† Designated official.

*Amended form, adopted November 17, 1915:*

668. Conductors\* must report to ..... any unusual detention at interlocking plants.

\* Or enginemen of yard engines.

*Eliminated November 15, 1938.*

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**RULE 669.**

*Original reading, Rule 669 (old number 857), adopted October 6, 1897:*

669 (857). Trains or engines stopped in making a movement through an interlocking plant must not move in either direction until they have received the proper signal from the signalman.

*Amended form, adopted May 19, 1909:*

669. Trains or engines stopped by the signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

*Amended form, adopted November 15, 1938.*

(See page 551.)

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**RULE 670.**

*Adopted November 17, 1915:*

670. A reverse movement within the limits of an interlocking plant, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the signalman.

*Amended form, adopted November 15, 1938.*

(See page 551.)

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**RULE 671**

*Adopted January 17, 1928.*

(See page 551.)

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**REPAIRMEN.**

**RULE 681.**

*(Old number 875.) Adopted October 6, 1897:*

681. Repairmen are responsible for the inspection, adjustment and proper maintenance of all the interlocking plants assigned to their care.

*Amended form, adopted January 17, 1928:*

681. Repairmen are responsible for the inspection, adjustment and proper maintenance of interlocking plants assigned to their care.

*Eliminated November 15, 1938.*

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RULE 682.

*Original reading, Rule 682 (old number 876), adopted October 6, 1897:*

682 (876). Where the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant, the fact shall be reported to \_\_\_\_\_.

*Amended form, adopted October 24, 1900:*

682. Where the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant, the fact must be reported to \_\_\_\_\_.

*Amended form, adopted May 19, 1909:*

682. When the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant, the fact must be reported to \_\_\_\_\_\*.

\* Designated official.

*Amended form, adopted November 17, 1915:*

682. When the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant, the fact must be reported to .....

*Eliminated November 15, 1938.*

RULE 683.

*Original reading, Rule 683 (old number 877), adopted October 6, 1897:*

683 (877). When any part of an interlocking plant is to be repaired a thorough understanding must be had with the signalman, in order to secure the safe movement of trains and engines during repairs. The signalman must be notified when the repairs are completed.

*Amended form, adopted May 19, 1909:*

683. When any part of an interlocking plant is to be repaired a thorough understanding must first be had with the signalman, in order to secure the safe movement of trains and engines during repairs. The signalman must be notified when the repairs are completed.

*Eliminated November 15, 1938.*

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RULE 684.

*Original reading, Rule 684 (old number 878), adopted October 6, 1897:*

684 (878). If necessary to disconnect any switch it must be securely fastened before any train or engine is permitted to pass over it.

*Amended form, adopted November 17, 1915:*

684. If necessary to disconnect a switch, derail, detector bar, or its equivalent, or a lock, all switches or derails affected must be safely secured before any train or engine is permitted to pass over them.

*Amended form, adopted January 17, 1928:*

684. When necessary to disconnect a switch, movable frog, derail, facing point lock, detector bar or electric locking circuits, all switches, movable frogs and derails affected must be securely spiked or fastened in the required position before any train or engine is permitted to pass over them.

*Eliminated November 15, 1938.*

**RULE 685.**

*Original reading, Rule 685 (old number 879), adopted October 6, 1897:*

685 (879). No alterations or additions to any interlocking plant shall be made unless authorized by \_\_\_\_\_.

*Amended form, adopted October 24, 1900:*

685. Alterations or additions to an interlocking plant must not be made unless authorized by \_\_\_\_\_\*.

\* Designated official.

*Amended form, adopted November 17, 1915:*

685. Alterations or additions to an interlocking plant must not be made unless authorized by .....

*Eliminated November 15, 1938.*

*(Old 686). Adopted October 6, 1897:*

686 (880). Repairmen when on duty, or subject to call, must keep \_\_\_\_\_ advised as to where they can be found, and respond promptly when called.

*Omitted in the revision, adopted May 19, 1909.*

**ORIGINAL AND AMENDED  
FORMS**

OF

**Blanks for Block Signal and  
Interlocking Rules**

Original reading, adopted November 17, 1915:

|   |                |
|---|----------------|
| <b>FORM A.</b>  |                |
| Name _____  | COMPANY _____  |
| <b>CLEARANCE CARD.</b>  |                |
| Dover _____   | 9 15 A M _____ |
| November 17 _____   |                |
| 19 15 _____   |                |
| Conductor and Engineman No. 12 _____  |                |
| I have _____  | No _____       |
| No further _____ orders for your train.   |                |
| Stop-signal is displayed For Extra 452 _____  |                |
| Cannot be Cleared   |                |
| Block _____   | Clear _____    |
| John Jones _____  |                |
| Operator.   |                |
| <small>This does not affect any orders you may have received.<br/>Conductor and Engineman must each have a copy, and see that their train is<br/>correctly designated in the above form.<br/>Where Clearance Card, Form A, is used when the block is not clear, the line giving<br/>block indication will be left blank, and Permissive Card, Form C, used in addition<br/>to Form A.</small> |                |

(To be printed on white paper)



Amended form, adopted May 15, 1924:

| <b>CLEARANCE CARD A.</b>                             |                        |
|--|------------------------|
| Name   | COMPANY.               |
| Dover  | April 2 19 23          |
| Conductor and Engineman                              | No. 12                 |
| I have _____   | orders for your train. |
| Order No. _____                                      | Have been delivered    |
| _____  | and there are no fur-  |
| _____  | ther orders for your   |
| _____  | train.                 |
| Stop-signal is displayed _____                       | for extra 452          |
| This card is authority to pass Stop-signal for _____ |                        |
| Block Clear _____                                    | John Jones             |
|  | Operator.              |

This does not affect any orders you may have received.  
 Manifold copies will be made for each Conductor, Engineman and Operator, the latter retaining a copy.  
 Conductors and Enginemen will see that their train number is correctly designated and the order numbers in the above form correspond with the order numbers delivered.  
 Where Clearance Card A is used when the block is not clear, the line giving block indication will be left blank, and Clearance Card C used in addition to Clearance Card A.



**EAST AND WEST RAILROAD COMPANY**  
**CLEARANCE FORM A**



19

M.

To Conductor and Engineman \_\_\_\_\_ at \_\_\_\_\_

I have \_\_\_\_\_ orders for your train.

Order No. \_\_\_\_\_ Order No. \_\_\_\_\_ Order No. \_\_\_\_\_

Order No. \_\_\_\_\_ Order No. \_\_\_\_\_ Order No. \_\_\_\_\_

have been delivered and there are no further orders for your train.

Stop-signal is displayed \_\_\_\_\_

This form is authority to pass stop-signal for \_\_\_\_\_ track. Block \_\_\_\_\_

Signalman

This form does not affect any orders you may have received.  
 Manifold copies will be made for each Conductor, Engineman, and Signalman, the latter retaining a copy.

Conductors and Enginemen will see that their train number is correctly designated and the order numbers in the above form correspond with the order numbers delivered.  
 Where Clearance Form A is used when the block is not clear, the line giving block indication will be left blank, and Clearance Form B used in addition to Clearance Form A.

Amended form, adopted November 15, 1933.  
(See page 552.)

Original and Amended Forms of Blanks—  
Block Signal and Interlocking Rules

Amended form, adopted January 17, 1928:

Original reading, adopted April 15, 1896:

## CAUTION CARD FORM B.

FORM — (B).  
LONDON AND PARIS RAILWAY COMPANY.  
CAUTION CARD.

Block Station \_\_\_\_\_; M., \_\_\_\_\_ 189

To Engineman, train No. \_\_\_\_\_ on \_\_\_\_\_ track.

Block is not clear. You may proceed with caution expecting to find track obstructed. \_\_\_\_\_ Signalman.

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

(Print Name.)

Amended form, adopted April 25, 1900:

(NOTE: Only change was to substitute blank line for "London and Paris Railway," in heading.)

Amended form, adopted May 19, 1909:

FORM — (B)  
\_\_\_\_\_ COMPANY.

CAUTION CARD.

Block Station \_\_\_\_\_; M., \_\_\_\_\_, 190

TO ENGINEMAN,\* train No. \_\_\_\_\_ on \_\_\_\_\_ track:

Block is not clear. You may proceed with caution, expecting to find track obstructed. \_\_\_\_\_ Signalman.

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

\* On roads where it is desired to give Caution Cards to the conductor, the word "conductor" may be incorporated in the form.

Amended form, adopted November 17, 1915:

**FORM B.**  
Name \_\_\_\_\_ COMPANY.

**CAUTION CARD.**

Block Station \_\_\_\_\_; \_\_\_\_\_ M. \_\_\_\_\_ 191 \_\_\_\_\_  
TO ENGINEMEN,\* train \_\_\_\_\_ on \_\_\_\_\_ track:

This card is authority to pass Stop-signal for \_\_\_\_\_ track. You  
may proceed with caution. Signal indicates stop on account of  
\_\_\_\_\_

\_\_\_\_\_ Signalman.

Enginemen\* receiving this card properly filled in and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction. When Form B is used on account of failure of means of communication, this card must be delivered to the signalman at the next block station in advance, and the engine man must personally obtain from the signalman permission to proceed.  
\*On railroads where it is desired to give Caution Cards to the conductor, the word "conductor" may be incorporated in the form.

(To be printed on green paper.)

Amended form, adopted May 15, 1924:

**CLEARANCE CARD B**  
Name \_\_\_\_\_ COMPANY.

Block Station \_\_\_\_\_; \_\_\_\_\_ M. \_\_\_\_\_ 192 \_\_\_\_\_  
To Engine men,\* train \_\_\_\_\_ on \_\_\_\_\_ track:

This card is authority to pass Stop-Signal for \_\_\_\_\_  
\_\_\_\_\_ track. Proceed at restricted speed.

Signal indicates stop on account of \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_ Signalman.

Enginemen\* receiving this card properly filled in and signed by the signalman, may proceed at restricted speed. When Clearance Card B is used on account of failure of means of communication, this card must be delivered to the signalman at the next block station in advance, and the engine man must personally obtain from the signalman permission to proceed.  
\*On railroads where it is desired to give Clearance Cards to the Conductor, the word "Conductor" may be incorporated in the form.

Amended form, adopted January 17, 1928:

B
  
 EAST AND WEST RAILROAD COMPANY
   
 CLEARANCE FORM B
   
B

.....M.....19.....

To Conductor and Engineman: { Train..... at  
 { on Track..... }  
 .....  
 ..... Signalman.

When this Form is issued, signalman will use the proper instruction shown in italics below.

- 1 When signal cannot be cleared, use the following:  
*Proceed into block as though.....signal was displayed.*
- 2 When Means of Communication have failed, (Manual Block Territory), use the following:  
*Proceed at restricted speed.*
- 3 When Means of Communication have failed, (Controlled Manual Block Territory), use the following:  
*Proceed at restricted speed on time-table or train order authority.*
- 4 When the proper Interlocking Signal indication cannot be displayed, use the following:  
*Proceed through interlocking over route from.....track to.....track.*

This form does not affect any orders you may have received. Make no change made for each Conductor, Engineman, and Signalman, the latter retaining a copy. When Means of Communication have failed, this form must be delivered to the Conductor at the next block station in advance, and the engineman must personally receive it. When this form is used at an interlocking station, it must be delivered to the engineman before he is given a signal to proceed.

(To be printed on pink paper 8" x 6")

Omitted in revision November 15, 1938.

## CLEARANCE CARD FORM C.

Original reading, adopted April 15, 1896:

FORM — (C).

## CLEARANCE CARD

LONDON AND PARIS RAILWAY COMPANY.

\_\_\_\_\_ Block Station, 189 \_\_\_\_\_ M

TO ENGINEMAN:

Train No. \_\_\_\_\_ on \_\_\_\_\_ track. Signal cannot be cleared; proceed.

\_\_\_\_\_ Signalman.

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

(Print Name.) \_\_\_\_\_ Superintendent.

Amended form, adopted April 25, 1900:

FORM — (C),  
(Name) \_\_\_\_\_ COMPANY.

**CLEARANCE CARD.**

\_\_\_\_\_ Block Station, \_\_\_\_\_, 190 \_\_\_\_\_ M.

**TO ENGINEMAN:**

Train No. \_\_\_\_\_ on \_\_\_\_\_ track. Signal cannot be cleared;  
proceed. \_\_\_\_\_ Signalman.

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

(Print Name.) \_\_\_\_\_ Superintendent.

Amended form, adopted May 19, 1909:

FORM — (C).  
(Name) \_\_\_\_\_ COMPANY.

**CLEARANCE CARD.**

Block Station \_\_\_\_\_; \_\_\_\_\_ M, \_\_\_\_\_, 190 \_\_\_\_\_

**TO ENGINEMAN,\*** train No. \_\_\_\_\_ on \_\_\_\_\_ track:

Block is clear. Signal cannot be cleared; proceed.  
\_\_\_\_\_ Signalman.

This card must be used only in case of failure of block signal apparatus, and when block has been duly reported clear by the signalman at the block station in advance. The engineman\* receiving this card properly filled out and signed by the signalman, may proceed.

\*On roads where it is desired to give Clearance Cards to the conductor, the word "conductor" may be incorporated in the form.

**FORM C. PERMISSIVE CARD.**

Original wording, adopted November 17, 1915:

**FORM C.**

Name \_\_\_\_\_ COMPANY.

**PERMISSIVE CARD.**

Block Station \_\_\_\_\_; M. \_\_\_\_\_ 191 \_\_\_\_\_  
TO ENGINEMAN,\* train \_\_\_\_\_ on \_\_\_\_\_ track:

Proceed, expecting to find a train in the block between this station and \_\_\_\_\_ Signalman.

Form C may be used when a Stop-signal is displayed and it is permissible to admit a following train to the block.

Enginemen\* receiving this card will proceed as indicated.

\*On railroads where it is desired to give Permissive Cards to the conductor, the word "conductor" may be incorporated in the form.

(To be printed on pink paper.)

Amended form, adopted May 15, 1924:

**CLEARANCE CARD C.**

Name \_\_\_\_\_ COMPANY.

Block Station \_\_\_\_\_; M. \_\_\_\_\_ 192 \_\_\_\_\_

To Engineman,\* train \_\_\_\_\_ on \_\_\_\_\_ track.

This card is authority to pass Stop Signal for \_\_\_\_\_

Proceed, expecting to find a train in the block between this station and \_\_\_\_\_ Signalman.

Clearance Card C may be used when a Stop-Signal is displayed and it is permissible to admit a following train to the block.

Enginemen\* receiving this card will proceed as indicated.

\*On railroads where it is desired to give Clearance Cards to the conductor, the word "Conductor" may be incorporated in the form.

Omitted in revision January 17, 1928.

## CAUTION CARD FORM D.

Original reading, adopted April 15, 1896:

FORM — (D).

LONDON AND PARIS RAILWAY COMPANY.

## CAUTION CARD.

\_\_\_\_\_ Block Station, \_\_\_\_\_, 189 \_\_\_\_\_ M  
TO ENGINEMAN, Train No. \_\_\_\_\_ on \_\_\_\_\_ track.

Bell circuits and telegraph line have failed. You may proceed  
at \_\_\_\_\_ M. with caution, expecting to find track obstructed.

\_\_\_\_\_ Signalman.

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

(Print Name.) \_\_\_\_\_ Superintendent.

FORM — (D).

(Name)

\_\_\_\_\_ COMPANY.

## CAUTION CARD.

\_\_\_\_\_ Block Station, \_\_\_\_\_, 190 \_\_\_\_\_ M.  
TO ENGINEMAN, Train No. \_\_\_\_\_ on \_\_\_\_\_ track.

Bell circuits and telegraph line have failed. You may proceed  
at \_\_\_\_\_ M. with caution, expecting to find track obstructed.

\_\_\_\_\_ Signalman.

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

(Print Name.) \_\_\_\_\_ Superintendent.

Amended form, adopted April 25, 1900:

NOTE:—Where bell circuits are not in use the words "Bell circuits and" will be omitted, and  
the sentence should read "The telegraph line has failed."



Amended form, adopted May 19, 1909:

**FORM — (D).**

(Name)

COMPANY.

**CAUTION CARD.**

Block Station \_\_\_\_\_; M., \_\_\_\_\_, 190 \_\_\_\_\_,  
TO ENGINEMAN,\* train No. \_\_\_\_\_ on \_\_\_\_\_ track:

Means of communication have failed. You may proceed with caution, expecting to find track obstructed.

\_\_\_\_\_ Signalman.

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

\*On roads where it is desired to give Caution Cards to the conductor, the word "conductor" may be incorporated in the form.

Amended form, adopted November 17, 1915:

**FORM D.**

(To be used only on single track.)

Name

COMPANY.

**CAUTION CARD.**

Block Station \_\_\_\_\_; M., \_\_\_\_\_, 191 \_\_\_\_\_,  
To Enginemen,\* train \_\_\_\_\_:

Means of communication have failed. Signal cannot be cleared. You may proceed with caution by Stop-signal, expecting to find a train in the block, broken rail, or switch not properly set.

\_\_\_\_\_ Signalman.

When a block signal is also an interlocking signal, the signalman must know that the switches through the interlocking are properly set and locked before issuing this card.

Enginemen\* of regular trains receiving this card properly filled in and signed by the signalman, may proceed on their time-table authority, and as directed above. \*On railroads where it is desired to give Caution Cards to the conductor, the word "conductor" may be incorporated in the form.

(To be printed on yellow paper.)

Amended form, adopted May 15, 1924:

|  |                 |
|--|-----------------|
| <b>CLEARANCE CARD D.</b>   |                 |
| (To be used only on single track.)   |                 |
| Name _____   | COMPANY _____   |
| Block Station _____  | M. _____ 192    |
| To Enginemen,* train _____   | Signalman _____ |
| Means of communication have failed. This card is authority to pass Stop-signal for _____ track. Proceed at restricted speed. |                 |

When a block signal is also an interlocking signal, the signalman must know that the switches through the interlocking are properly set and locked before issuing this card.

Enginemen\* of regular trains receiving this card, properly filled in and signed by the signalman, may proceed on their time-table authority and as directed above.

\*On railroads where it is desired to give "Clearance" cards to the conductor, the word "conductor" may be incorporated in the form.

Omitted in revision January 17, 1928.

**QUESTIONS**

**Affecting Practice Under the Standard Code of Block Signal and Interlocking Rules and Replies made thereto by the Committee to and including May 24, 1940**

**RULES 283 AND 287.**

**QUESTION.**—Would like to have an interpretation of the application of Rules 283 and 287 based on the following:

Indication of signal No. 283 being—"Proceed at not exceeding medium speed."

Indication of signal No. 287 being—"Proceed at not exceeding slow speed."

Definition of medium speed being—"One-half maximum authorized speed at point involved, but not to exceed thirty (30) miles per hour unless otherwise provided."

Definition of slow being—"Fifteen (15) miles per hour unless otherwise provided."

Definition of "HOME SIGNAL" being—"A fixed signal at the entrance of a route or block to govern trains entering and using said route or block."

Definition of "Block Signal" being—"A fixed signal at the entrance of a block to govern trains entering and using that block."

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

The following is the question under consideration:

How far must a train, proceeding under these specified signals observe either the medium or slow speed restrictions.

"A" maintains—"Until the rear of train has passed through the confines of the interlocking plant at which the signal is located."

"B" maintains—"Until the engineer receives a more favorable signal indication."

**ANSWER.**—The definition of "Medium Speed" as given in your letter, is not entirely in accord with the definition appearing in the Standard Code. Your definition included the words "at point involved" and these words do not appear in the Code.

Bearing in mind the circumstances outlined by you, the views expressed by "B", namely, that the train should proceed under medium or slow speed restrictions until a more favorable indication was received, —was correct.—January 8, 1927.

*Block Signal and Interlocking Rules—  
Questions and Replies*

RULE C-305 AND RULE S-97.

QUESTION.—Where controlled manual block system rules are in effect, does Rule C-305 supersede Standard Code Rule S-97?

This question is brought about by the term "and take the place of train orders", as that term appears in Rule C-305.

ANSWER.—If this inquiry applies to Controlled Manual Block System on single track the answer is "Yes".—*March 18, 1929.*