

**UNIFORM CODE
OF
OPERATING RULES**

EFFECTIVE MAY 1, 1950

1180

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**UNIFORM CODE
OF
OPERATING RULES**

Effective May 1, 1950

The rules herein govern the operation of these railroads, and must be complied with by all employes whose duties are in any way affected thereby.

They supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

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AND TERMINAL CO.**

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TEXAS AND PACIFIC RAILWAY

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**TEXAS PACIFIC-MISSOURI PACIFIC
TERMINAL R.R. OF NEW ORLEANS**

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R. E. HASTINGS
President

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.

Suggestions from employes intended to promote safety, economy, or improve service, are solicited and will receive consideration.

The public judges a railroad by the appearance and conduct of its employes, quality of service, and condition of the property. Courteous, considerate treatment of patrons is of first importance in retaining and increasing our volume of business, and also governs the extent of opportunity for employment in the railroad's service.

GENERAL RULES.

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

B. Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General order.
- (2) Special instructions in the timetable or in pamphlet form.
- (3) Paster in the book of rules.

C. Employes subject thereto must pass the required examinations, and must attend examination, re-examination or quiz classes, and instruction classes.

D. Employes must report to the proper officer any violation of the rules or instructions, any condition or practices which may imperil the safety of trains, passengers, or employes, and any misconduct or negligence affecting the interests of the railroad.

E. Employes must render every assistance in their power in carrying out the rules and instructions. Courteous co-operation between employes is required for proper functioning under the rules and instructions.

In case a fire may be communicated to a bridge or other structure, they must stop and assist in extinguishing the fire. The conductor will call attention of his engine men promptly to any fires started by his engine and request inspection of fire prevention appliances.

F. Employes must report to the proper officer by quickest available means of communication, the details of accidents, failures of motive power,

failure in the supply of water or fuel, defects in track, bridges, signals or any unusual conditions which may affect the movement of trains. Required reports on proper form must follow promptly.

G. The use of intoxicants or narcotics is prohibited. Possession of intoxicants or narcotics while on duty is prohibited.

H. The use of tobacco by employes on duty while serving patrons at 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. In case of danger of loss of, or damage to, railroad property by fire, theft, or other causes, employes must unite to protect it. They must exercise care in the use of railroad property, and when leaving the service, must return property entrusted to their care.

Property of the railroad, including freight and articles of value found in or on cars, or on the right of way, must be cared for and properly reported, and not in any way disposed of, or removed from Company premises or right of way without first securing proper authority.

Employes are forbidden to make charge for services performed in line of duty, or to permit discrimination.

Unless specifically authorized, employes must not use the credit of the railroad and must neither receive nor pay out money on the railroad's account.

Switch keys furnished employes, whose duties require their use, will be used only with lawful intent by such employes in the performance of their duties.

L. Constant presence of mind to insure safety to themselves and others is the primary duty of

all employes and they must exercise care to avoid injury to themselves or others. They must observe 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.

When employes are on or near tracks, they must expect the movement of trains, engines or cars at any time, on any track, in either direction.

M. In furtherance of the Hours of Service Laws, employes are admonished to use their time off duty primarily for obtaining ample rest.

N. Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

Employes must not enter into altercations, play practical jokes, scuffle or wrestle on company property.

They must show on time-slips, time-books, or payroll required information as to work actually performed.

O. Employes whose duties are prescribed by these rules, if discharged, will not be re-employed without the approval of the proper officer.

P. Employes are under the jurisdiction of the officers of the division on which the service is being performed.

Q. Employes must report at the appointed time, devote themselves exclusively to their duties, must not absent themselves, nor exchange duties with or substitute others in their place without proper authority.

Passenger trainmen in uniform must remain in proper attendance to their trains at terminals until passengers are on and off, unless relieved by connecting crew.

Train, engine and yard men must not, while on duty, read magazines, newspapers or other literature not concerning their work.

R. Employes entrusted with the books, way-bills, statistics or records of the railroad must not permit unauthorized persons to have access thereto, nor in any manner divulge the affairs of the railroad or its patrons to such unauthorized persons.

The disclosure of any information contained in the files of the railroad or other privileged or confidential reports must not be made without authority from the proper officer of the railroad.

S. In order to avoid error and misunderstanding and to prevent fraud and imposition upon employes by persons who merely seek to use the misfortune of others for profit to themselves, employes are forbidden to give statements or other information about accidents, or the circumstances thereof, except to those representatives of the railroad whose duty it is to ascertain and gather the facts.

This rule does not apply in cases of injury to or death of employes. In those cases information as to the facts *may* be given persons in interest.

T. Employes whose duties are connected with the movement of trains, engines or cars, must familiarize themselves with the rules governing the duties of others as well as themselves and

must be prepared, in case of emergency, to act in any capacity to insure safety.

While rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

When applicable, the designation "trainmen" in any rule will include yardmen; the designation "conductor" will include engine foremen, and the designation "engineer" will include hostlers.

The designation "engine men" (two words) includes engineers, firemen, hostlers and hostler helpers, when applicable.

The term "flagman" in any rule refers to any employe of whatever designation to whom the term flagman is applicable under the rules governing flag protection.

DEFINITIONS.

ENGINE.—A unit propelled by any form of energy, or a combination of such units operated from a single control, 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 timetable 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 timetable 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 timetable.

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

TIMETABLE.—The authority for the movement of regular trains subject to the rules and special instructions.

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

DIVISION.—That portion of a railroad assigned to the supervision of a superintendent.

SUBDIVISION.—A portion of a division designated by timetable.

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

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

TWO OR MORE TRACKS.—Two or more main tracks.

NOTE TO DEFINITION OF TWO OR MORE TRACKS.—On two main tracks in territory where rules governing opposing and following movements by block signals apply, such tracks will be designated as "South Track" and "North Track" where timetable directions are Eastward and Westward, respectively, and as "East Track" and "West Track" where timetable directions are Northward and Southward, respectively.

Where there are more than two tracks, they may be designated by numbers, for example:

"Track No. 1," "Track No. 2," etc.

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

STATION.—A place designated on the timetable 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, stop signs, yard limit signs, restricted speed signs, resume speed signs, or other means for displaying indications that govern the movement of a train or engine.

YARD.—A system of tracks within defined limits, over which movements may be made subject to prescribed signals and rules, or special instructions.

YARD ENGINE.—An engine assigned to yard service.

PILOT.—An employe assigned to a train when the engineer 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.

REGISTER STATION.—A station at which train register is located.

MEDIUM SPEED.—A speed not exceeding 30 miles per hour.

RESTRICTED SPEED.—Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.

LOW SPEED.—A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 miles per hour.

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

ABS.—Abbreviation for Automatic Block System.

REMOTE CONTROL.—A term applied to a system of operating outlying switches or signal appliances from a designated point.

DUAL CONTROL SWITCH.—A power operated switch which is also equipped for hand operation.

SPRING SWITCH.—A switch equipped with a spring so that when run through in trailing movements the switch points return to their original position.

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

INTERLOCKING LIMITS.—The tracks between the absolute signals of an interlocking.

INTERLOCKING STATION.—A place from which an interlocking is operated.

BLOCK.—A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals, or both.

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

INTERLOCKING SIGNALS.—The fixed signals of an interlocking.

CAB SIGNAL.—A signal located in engineer'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.

ABSOLUTE SIGNAL.—A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

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

ABSOLUTE BLOCK.—A block in which only one train or engine at a time is permitted.

CONTROL STATION.—A place from which remote control switches or signal appliances are operated.

CONTROL OPERATOR.—An employe in charge of a control station.

NOTE TO DEFINITION OF CONTROL OPERATOR.—When so prescribed, the train dispatcher will perform the duties of control operator.

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” are printed in italics.

STANDARD TIME.

1. Standard time obtained from Washington, D. C., observatory will be transmitted to all points from designated offices at 11:00 A. M. Central Time, or 10:00 A. M. Mountain Time, daily.

2. **Watch Inspection.**—Instructions issued by proper officer will govern time service.

Watches that have been examined and certified to by a designated inspector must be used by such officers and employes as are designated by such instructions.

Officers and employes required to use standard watches must, unless excepted by special instructions, submit their watches for inspection once in each calendar month, but not less than 20 nor more than 40 days shall elapse between each inspection. They must sign inspection record.

When watches of employes subject to standard time rules are found at any time to be 30 seconds or more from standard time, they must be set to correct time.

3. **Time Comparison.**—Standard clocks must bear sign “Standard Clock” and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen, must be compared with a standard clock before commencing each day’s work or trip. The time when watches are compared must be registered on a prescribed form.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from

train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day’s work or trip.

TIMETABLES.

4. **Changes in Timetable.**—Each timetable, from the moment it takes effect, supersedes the preceding timetable, and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision. But when a schedule of the preceding timetable corresponds in

Number,
Class,
Day of leaving,
Direction,
Initial and
Terminal stations,

with a schedule of the new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number on the new timetable.

Timetable schedules, unless fulfilled, are in effect for 12 hours after the time at each station.

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

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

NOTE TO RULE 4.—“Day of leaving” is the day of the week the schedule authorizes a train to leave its initial station on the subdivision.

4 (a). **Notice New Timetable.**—Notice of new timetable must be issued by general order at least 24 hours prior to its taking effect; and train order,

Form Q, issued 24 hours prior to and for 6 days after it takes effect, to conductors, engineers and yardmasters, and, when required, to yard engines.

Yardmasters must know that hostlers, engine foremen and yard engineers are in possession of new timetable before it takes effect.

Copies must be furnished to all agents, operators, roundhouse foremen, bridge and building, signal and water service supervisors and foremen, roadmasters, track supervisors, track foremen and signal maintainers.

4 (b). **Possession Current Timetable.**—Employees whose duties are in any way affected by the timetable must have a copy of the current timetable (and special instructions supplementary to the Uniform Code, when issued in pamphlet form) with them while on duty.

Before starting on any subdivision upon which they have not been running, or when absent for 6 days or longer, train and engine men must know that they have the current timetable.

Trains and engines must not occupy the main track after effective time and date of new timetable until the crews have received copies of the new timetable.

5. **Where Time Applies.**—Not more than two times are given for a train at any station; where one is given, it is, except at terminating stations, the leaving time; where two, they are the arriving and leaving time.

A train must not leave a station (including stations in territory where rules governing movement of trains and engines by block signals are in effect) in advance of its schedule leaving time.

Trains scheduled to receive or discharge passengers or traffic at a station must not leave the point where such traffic is received or discharged before time shown in schedule.

Schedule meeting or passing stations are indicated by figures in full-faced type. The numbers of the trains to be met or passed may be shown in smaller figures adjacent.

Sidings and their capacity will be designated by timetable, general order or special instructions.

Unless otherwise specified (in train order or special instructions), schedule and train order time applies:

On single track, at the siding switch where an opposing train clears main track; where there is no siding, it applies at the station.

Exception:

The time of first-class trains at initial and terminating stations of schedule applies at the station.

The time of second and inferior class trains at initial station of schedule, applies at the leaving switch of siding (or of yard if no designated siding); likewise, at the terminating station of schedule, such time applies at the first switch of siding (or of yard if no designated siding).

On two or more tracks, at the station.

6. **General Orders and Special Instructions.**—General orders will be numbered consecutively beginning with January first of each year; will be issued and cancelled by the superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work.

Conductors, engineers and engine foremen must record information on prescribed form indicating

that they have read and understand general orders and are responsible for compliance therewith. Location of general orders will be designated by special instructions.

Special instructions in the timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

SIGNALS AND THEIR USE.

7. **Ready for use.**—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. **Prescribed Signals.**—Signals of prescribed color and type (flags, or lights when so prescribed) must be used by day, and lights of prescribed color and type by night.

9. **Night and Day Signals.**—Night signals must be used from sunset to sunrise, and when day signals cannot be plainly seen.

10. Color Signals.

COLOR.	INDICATION.
(a) Red	Stop, unless otherwise prescribed by the rules.
(b) Lunar	Proceed at Low Speed.
(c) Yellow	Proceed at restricted speed, or for other uses prescribed by the rules.
(d) Green	Proceed, or for other uses prescribed by the rules.
(e) White	To stop a train only at a flag station indicated on its schedule, or for other uses prescribed by the rules.
(f) Blue	See Rule 26.

10 (g). **Temporary Speed Restriction Signs.**—Temporary speed restriction signs and resume speed signs will be placed in both directions by Maintenance of Way employes when it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track. (See Chart, Page 130.)

When so displayed, trains and engines must not exceed 10 miles per hour, unless otherwise directed by train order or general order.

The speed prescribed must be maintained until rear of train has passed resume speed sign. Trainmen stationed on rear end of freight trains will give hand or lamp proceed signal, and trainmen stationed on rear end of passenger trains will give Signal 16 (m) when rear of train has passed resume speed sign.

10 (h). **Permanent Speed Restriction Signs.**—Permanent speed restriction signs as prescribed in special instructions will be placed a sufficient distance in advance of the point where speed restrictions become effective.

Figures on the face of these signs denote the maximum authorized speed for trains and engines over track protected by such signs, except lower speeds prescribed by train order, general order, or special instructions will govern.

Where two sets of figures are shown, the higher figures govern passenger trains and the lower figures govern other trains and engines.

A prescribed resume speed sign will be placed at the point where restriction ends, and unless otherwise provided, the prescribed speed restriction must be maintained until the entire train has passed the resume speed sign.

The track protected by such signs is defined as the territory between the two resume speed signs governing in opposing directions.

11. **Fusee Signals.**—A train or engine finding a fusee burning on or near its track must stop, and when rule permits, the fusee must be extinguished. After stopping, train or engine will then proceed at restricted speed for a safe flagging distance.

Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before leading wheels pass the burning fusee.

Fusees must not be extinguished when burning between two main tracks or when beyond the first rail of adjoining main track.

The requirements of the first two paragraphs of this rule will not apply to an unattended burning fusee:

- (1) when displayed beyond both rails of an adjoining main track.
- (2) when a train or engine is moving on other than a main track unless found between the rails of such track.

On single track, fusees should be placed or dropped on the shoulder of track on the engineer's side; on two main tracks on the outside or field side.

Fusees burning red must not be used for hand signals other than stop signals.

Burning fusees must not be placed on road crossings or bridges, nor where fire can be communicated to structures or cars, when left unattended.

11 (a). **Torpedo Signals.**—Torpedoes must be placed on the rail two rail lengths apart on engineer's side. They must not be placed on public crossings, nor left at places where they may cause injury.

The explosion of two torpedoes is a signal to immediately reduce speed and proceed for a safe flagging distance at restricted speed.

The explosion of one torpedo will indicate the same as two, but the use of two is required.

12. **Hand, Flag and Lamp Signals.**—

- (a) Stop.—Swung at right angle to track.
- (b) Reduce Speed.—Slight horizontal movement at arm's length at right angle to the track.
- (c) Proceed.—Raised and lowered vertically.
- (d) Back.—Swung vertically in a circle at right angle to track.
- (f) Apply Air Brakes.—Swung horizontally above the head, when standing.
- (g) Release Air Brakes.—Held at arm's length above the head, when standing.
- (h) Any object waved violently by any one on or near the track is a signal to stop.
- (i) Hand, flag and lamp signals must be used in accordance with the rules, and trainmen, yardmen, engine men, and all concerned must keep a constant lookout for them. Those giving signals must locate themselves so as to be plainly seen and give them so as to be plainly understood.

The utmost care must be exercised by trainmen, yardmen and engine men to avoid taking signals that may be intended for other trains or engines. Unless trainmen, yardmen and engine men are positive that signals given are for them, they will not move their train or engine until communication is made by words.

When backing or shoving a train, engine or cars, the disappearance from view of employe or light by which signals are given must be construed as a stop signal.

- (j) When signals given by hand, flag or lamp cannot be plainly seen due to distance

signal is to be conveyed, adverse weather or other conditions, 5 minute green fusees may be used for giving hand signals prescribed by this rule.

- (k) Unless otherwise provided, a hand, flag or lamp signal to proceed does not modify compliance with other rules or signals which restrict the movement of a train or engine.

14. **Engine Horn or Whistle Signals.**—The horn or whistle must be sounded as prescribed by rule or law. Horn or whistle must not be used unnecessarily.

In case of horn or whistle failure, speed must be reduced and bell rung continuously when approaching and passing through stations, yards, over public crossings at grade and around curves.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the horn or 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. When running, acknowledgement of "calling-on" indication of train order signal.
(c) — o o o	Flagman go back and protect rear of train.
(d) — — — —	Flagman may return from south or west, as prescribed by Rule 99.
(e) — — — — —	Flagman may return from north or east, as prescribed by Rule 99.
(g) o o	(1) Answer to 14 (k) or any signal not

SOUND.	INDICATION.
	otherwise provided for. (2) Answer to a burning fusee or any other signal indicating stop, except a fixed signal or 16 (d).
(h) o o o	When standing, back or answer to 12 (d), except in continuous switching movements. When standing, answer to 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 or waiting points, to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause, except where rules governing movement of trains and engines by block signals are in effect.

SOUND.	INDICATION.
	(TWO OR MORE TRACKS) To call attention of engine and train crews of trains moving in the same direction and yard engines, to signals displayed for a following section.
(l) --- o ———	Approaching public crossings at grade. (Standard sign will designate point at which signal must begin.) To be prolonged or repeated until crossing is occupied by engine or car. This signal must also be frequently sounded to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels and snow sheds.
(m) ———	Approaching stations, junctions, railroad crossings at grade, drawbridges and mail cranes between stations, as may be required.

SOUND.	INDICATION.
(n) --- o	After passing last station approaching meeting or waiting points. Answer to 16 (l). (See Rule S-90.)
(o) o —	Inspect train line for leak or for brakes sticking.
(p) Succession of short sounds.	Alarm for persons or livestock on the track.
(q) — o	When running on left main track, preceding the signals prescribed by 14 (d) and 14 (e).

16. **Communicating Signals.**—Each car of a passenger train must be connected with the engine by a communicating signal appliance.

When communicating signal appliance becomes inoperative between terminal stations, proper understanding must be had between conductor and engineer and by them with other members of crew for use of hand signals before proceeding.

NOTE.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. (To obtain desired results, car discharge valve should be opened wide and an interval of from 4 to 6 seconds allowed to elapse between discharges of air.)

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) ooooo	When standing—apply or release air brakes.
(f) ooooo	When running—reduce speed.
(g) oooooo	When standing—recall flagman.
(h) oooooo	When running—shut off train heat.
(j) oooooo	Increase train heat.
(l) ———	To be sounded by conductor after passing last station approaching meeting or waiting points. This signal must be answered by 14 (n). (See Rule S-90.)
(m) o	When running—look back for hand signal, or to notify engineer train has cleared restricted track, or to notify engineer air brakes have applied and released on rear end in running test.

17. **Headlights.**—The standard white headlight must be displayed brightly to the front of every train by day and by night.

When a train turns out to meet another train, the standard headlight must be kept burning brightly until entire train is clear of main track; it will be dimmed while train is moving on siding entirely clear of main track, and must be extinguished when train has stopped entirely clear of main track.

An extinguished headlight does not relieve train on main track from complying with Rule S-89 (a).

It must be dimmed (except when approaching public crossings at grade):

- (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks.
- (2) Approaching signals indicating train orders.
- (3) When standing on main track awaiting arrival of an opposing train.
- (4) When moving on sidings and other than main tracks, in clear of main track.

Outside of **ABS** territory, when headlight is displayed by train on siding at meeting point, opposing train must proceed at restricted speed until main track is seen to be clear.

"Winking" or "blinking" of headlights for any purpose is prohibited.

NOTE TO RULE 17.—Rule 17(4) applies to both trains and engines (yard and road).

17 (a). **White Oscillating Headlight.**—On engines equipped with a white oscillating headlight:

It must be displayed at night and during the day when weather conditions impair visibility.

It must be extinguished when the standard white headlight is dimmed or extinguished.

17 (b). **Red Oscillating Headlight.**—On engines equipped with a red oscillating headlight, such headlight will be displayed by day or by night when train is stopped suddenly under circumstances in which adjacent tracks may be fouled, or when head end protection is required.

The red oscillating headlight must be extinguished when necessity no longer exists.

A headlight burning red is a signal for an approaching train on the same or adjacent track to stop before passing such headlight, and be governed by conditions.

17 (c) **Not Relieved from Protection.**—Display of headlights does not relieve engine men or trainmen from protecting train in accordance with Rule 99.

17 (d). **Running Backward—White Light.**—When an engine is running backward, a white light must be displayed by night on the leading end.

17 (e). **Headlight Failure.**—When at night the standard white headlight fails en route, a white light must be used in its place, speed reduced, the bell rung continuously, the whistle or horn sounded frequently and train dispatcher notified.

17 (f). **Headlight Yard Engines.**—Yard engines will display standard white headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed. The headlight may be extinguished on the end coupled to cars.

Road engines without cars standing or moving on other than a main track, or on main track within yard limits, must display a white light on leading and trailing ends.

18. **Oscillating Red Rear End Lights.**—An oscillating red light displayed on rear of train is a signal for following trains on the same track to stop and for trains moving in same direction on adjacent track to move at restricted speed.

It must be displayed when train is stopped on or fouling main track, or when train is moving under circumstances in which it may be overtaken.

Display of this signal does not relieve flagman from performing as prescribed by Rule 99.

19. **Markers.**—The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train, but not to indicate the track on which such train is moving or standing:

- (1) By day, marker lamps not lighted, in places provided.
- (2) By night, marker lamps lighted showing red to the rear and green to the front and side.

If a train is not equipped to display markers, a red flag by day or a red light by night will be displayed to indicate the rear of the train.

Yard to yard transfers must have a member of the crew with white light on the rear at night, unless equipped with caboose displaying lighted markers or red light to rear.

19 (a). **Turning Markers.**—Outside of ABS territory, when a train is clear of main track to be passed by a following train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear.

When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear.

19 (b). **Removing Markers.**—Unless otherwise instructed, markers must not be removed at terminating points until train is clear of the main track and hand operated switch closed, or delivered to yardmaster or connecting crew.

20. **Train Signals — Green.**—All sections except the last will display two green flags by day, and, in addition, two green lights by night (or two green lights *only*, by day and by night, when authorized by special instructions) in the places provided for that purpose on the front of the engine.

20 (a). **Train Signals — White.**—Extra trains will display two white flags, and, in addition, two white lights by night (or two white lights *only*, by day and by night, when authorized by special instructions) in the places provided for that purpose on the front of the engine.

20 (b). **Failure Train Signals.**—Except where rules governing movement of trains and engines by block signals are in effect, when electric lights used as prescribed in Rules 20 and 20 (a) fail, or when horn or whistle fails on a train displaying signals as prescribed in Rule 20, train must stop and identify itself to trains met or passed. Upon arrival at first available point of communication, report must be made to train dispatcher.

20 (c). **Train Signals on Leading Engine.**—When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20 and 20 (a), and the leading engine only will give and answer signals.

23. **Proper Display Train Signals.**—One flag or light displayed where in Rules 19, 20 and 20 (a) two are prescribed, will indicate the same as two; but the proper display of markers and train signals is required.

24. **Observing Train Signals.**—Trainmen and engine men must see and know that train signals prescribed by Rules 19, 20 and 20 (a) are properly displayed.

If leading engine displaying signals as prescribed by Rules 20, 20 (a) or 20 (c) is cut off from train and moved to location where signals cannot be seen or under circumstances in which its train cannot be properly identified, a crew member must be left to stop and notify trains affected.

26. **Blue Signal.**—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 only these same workmen are 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 engineer and fireman will be notified and protection must be given those engaged in making the repairs.

27. **Imperfectly Displayed Signals.**—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.

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 train dispatcher.

30. **Ringling Bell.**—Except where the momentary stop and start, forward or backward, are a continuous switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade, stations, through tunnels and snow sheds.

34. **Calling of Signals.**—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.

Signal indications (except audible signals) must be seen before being communicated to each other.

34 (a). **Keeping Lookout.**—Engineers must, and firemen and forward trainmen when practicable will, keep a constant and vigilant lookout for signals or any condition that may affect the movement of their train or engine.

Train and engine men must observe position of train order signals.

35. **Flagging Signals.**—The following signals will be used by flagmen:

Day signals	{ A red flag, Torpedoes and Red fuseses.
Night signals	{ A red light, A white light, Torpedoes and Red fuseses.

35 (a). Trainmen must know they have available at all times proper flagging signals, including a sufficient supply of fuseses and torpedoes.

Engine men must know they have available at all times, proper flagging signals on the engine, including a sufficient supply of fuseses and torpedoes.

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 timetable.

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 timetable.

Right is superior to class.

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.

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

73. Extra trains are inferior to regular trains.

NOTE TO SUPERIORITY OF TRAINS.—An extra train is made superior to another extra train only by train order; therefore, has no superiority by class or direction. (See Rule S-88.)

Work extras have no specified direction.

MOVEMENT OF TRAINS AND ENGINES.

80. **Communication Concerning Train Movement.**—When a member of train, engine or yard crew communicates with train dispatcher, control operator or operator, he will give his name, occupation, location and train or engine number, and will repeat back the instructions received.

D-81. **Movement Two or More Tracks.**—Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided.

Where three or more tracks are in service, their use will be indicated by special instructions.

82. Loss of Right and Schedule.—Regular trains more than 12 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, or as provided in rules governing movement of trains and engines by block signals.

82 (a). Assuming Schedule Intermediate Point.—A schedule must not be assumed at other than its initial station on any subdivision, except when authorized by train order, Rule 4, or when moving under provisions of rules governing movement of trains and engines by block signals.

83. Train Register Requirements.—Stations at which train registers are located will be designated in full-faced type on the timetable, or by the symbol letter "R."

At such stations, unless otherwise provided, the conductor, or engineer if no conductor, will enter all required information in the train register, except that trains not scheduled to stop at register stations may register by ticket when an operator is on duty, unless it is necessary to check the train register. Operator will enter information in the train register and preserve the ticket.

83 (a). Except as provided in rules governing movement of trains and engines by block signals, a train must not leave its initial station on any subdivision, a junction, or register station, or pass from one of two or more tracks to single track, or leave territory where rules governing movement of trains and engines by block signals are in effect, until it has been ascertained that all superior trains due have arrived and left on single track, or have left on two or more tracks.

This information must be ascertained by conductor and engineer in one of the following four ways:

- (1) By checking timetable and train register;
- (2) By use of timetable and train order Form V;
- (3) By use of timetable and register check on prescribed form filled out by the conductor; or,
- (4) By proper identification.

The train register will not be used as evidence of the arrival of an extra train by a train restricted therefor.

Identification of a work extra by a train restricted therefor shall include confirmation by conductor of the work extra that all of his train has arrived.

Except as provided in rules governing movement of trains and engines by block signals, a regular train must not leave its initial station on any subdivision without a clearance.

83 (b). Before leaving an intermediate register station where it is necessary to check a train register, conductor must, unless otherwise provided, check register and furnish a register check on prescribed form to the engineer.

84. Starting Trains.—A train must not start movement in either direction until proper signal is received by the engineer. Except when proceeding on block or interlocking signal indication after train has been stopped by such signal, the conductor will give the proceed signal to start a passenger train, and when practicable, will use the communicating signal.

Signal to move a train in either direction must not be given while receiving or discharging traffic.

A train must not be backed until proper signal is received from the rear end.

A passenger train must not be backed, except account some unusual condition, without suitable backup hose, or its equivalent, handled by con-

ductor, and with air brakes working properly, and until conductor has given Signal 16 (c) from rear of train and it has been answered by Signal 14 (h). When required, proper rear end protection must be afforded.

Where backup movement does not exceed two car lengths, flagman, if available, may function for the conductor.

85. Passing and Running Ahead.—Unless otherwise provided:

(a) Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second and inferior class trains and extra trains.

(b) Third and fourth class trains may pass and run ahead of second and inferior class trains.

A section must not pass and run ahead of another section of the same schedule without first exchanging train orders, signals and section numbers with the section to be passed. The change in sections must be reported to train dispatcher from the next available point of communication.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section as well as with the following section.

Unless otherwise provided, when a first-class train or a train of superior right leaves the main track, the responsibility for an inferior train passing such superior train, rests with the superior train as well as the inferior train.

86. Clearing Trains Same Direction.—Unless otherwise provided, an inferior train must clear a first-class train, or a train made superior by train order, in the same direction, at the time such train is due to leave next station in the rear where time is shown in timetable or train order, *except*:

If the distance between stations is less than 3 miles, or if the time between stations is less than 5 minutes, the inferior train must be in clear 5 minutes or more before the time shown for superior train at station in the rear.

In complying with this rule outside of ABS territory, the inferior train ahead must clear in sufficient time to avoid delay to superior train at station in rear under Rule 91.

87. Protection When Failure to Clear.—When an inferior train fails to clear a superior train by the time required by rule, it must be protected *at that time* as prescribed by Rule 99.

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

88. Movement Extra Trains.—Extra trains will be governed by train orders with respect to other extra trains, unless otherwise provided.

S-88. Meeting Points Extra Trains.—Unless otherwise provided, at meeting points between extra trains, the train in the inferior timetable direction must take the siding.

D-88. Authorizing Extras.—Special instructions may authorize extra trains (not including work extras) to run with the current of traffic by clearance, showing thereon the address designation, for example:

“Extra 501 South,” “Psg. Extra 2701 North,” etc.

88 (a). Authorizing Extras.—Extra trains must not be run without train orders, *except*:

As prescribed by Rule D-88 and in territory where rules governing movement of trains and engines by block signals are in effect, extra trains (not including work extras) may be authorized by clearance, showing thereon the address designation, for example:

"Extra 501 South," "Psgr Extra 2701 North," etc.

Work extras may be authorized as prescribed by Rule 402 in territory where rules governing movement of trains and engines by block signals are in effect.

S-89. Clearing Time, Opposing Trains.—An inferior train must clear the time (in timetable or train order) of an opposing superior train not less than 5 minutes before the leaving time of the superior train.

S-89 (a). Precautions at Meeting and Passing Points.—When a train holding the main track at a station is restricted for the arrival of an opposing train, the train holding the main track must stop at least 300 feet *from the clearance point* of the switch to be used by the opposing train, unless the opposing train is in the clear and switch properly lined.

At meeting and passing points, a train on siding awaiting the arrival of another train must, if practicable, stop at least 300 feet *from clearance point* of facing point switch over which the expected train will pass.

Identification of trains must be made at meeting and passing points, when required.

S-90. Action to Prevent Failure at Meeting Points.—If the engineer of a train after passing the last station approaching a meeting or waiting point, or point where his train is restricted for another train, fails to sound Signal 14 (n), or fails to prepare to stop short of the fouling point, when required, the conductor will take immediate action to stop the train.

Firemen, brakemen and other members of the crew will also be held responsible for failure to take immediate action to stop the train. (See Rules 14 (n) and 16 (l).)

91. Blocking Trains in Same Direction.—

OUTSIDE OF ABS TERRITORY:

Operators at open train order offices must place train order signal in position per Rule 232, after rear of a train has passed 300 feet, to block a following train 10 minutes.

The operator at a station at the end of ABS territory must block trains 10 minutes apart leaving that territory.

At any point, the crew of the following train will be responsible for trains keeping 10 minutes apart when passed by another train, or before following a train which has been overtaken.

93. Yard Limit Rule.—Within yard limits (designated by yard limit signs), the main track may be used, clearing first-class trains at the time shown at the next station in direction of the approaching first-class train, *except*:

If the distance between stations is less than 3 miles, or if the time between stations is less than 5 minutes, a train or engine must be in clear 5 minutes before the time shown for the first-class train at next station in direction of approaching first-class train.

If not clear by the time required, train or engine must be protected *at that time* as prescribed by Rule 99.

Within yard limits, the main track may be used without protecting against second and inferior class trains, extra trains and engines.

Within yard limits, second and inferior class trains, extra trains and engines must move at restricted speed.

93 (a). Block Signals in Yard Limits.—Block signal indications within yard limits do not relieve trains and engines from moving at restricted speed as required by Rules 93 or D-93.

D-93. Within yard limits, when moving against the current of traffic, all trains and engines must move at restricted speed.

NOTE TO RULES 93 AND 93(a).—The provisions of these rules do not relieve a train of clearing an opposing superior train as required by Rule S-89.

95. **Sections of a Schedule.**—Two or more sections may be run on the same schedule. Each section has equal timetable authority.

A train must not display signals for a following section, except as prescribed by Rules 85, 401 or 453, without train order authority.

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

S-95 (a). Signals must not be ordered displayed to, nor taken down at, other than a register station for the train displaying the signals.

When a train order is issued restricting a section of a schedule, all following sections must be included in the order.

98. **End of Two or More Tracks, Junctions, Railroad Crossings at Grade, and Drawbridges.**—Unless protected by block or interlocking signals, trains and engines must approach end of two or more tracks, railroad crossings at grade, and drawbridges, at restricted speed.

Trains and engines will stop clear of junction switches which are normally lined against them and not foul the other main track without proper protection.

Where railroad crossings or junctions are protected by gates, if the gate is against the route to be used, trains or engines on that track must stop

and remain at least 50 feet from fouling the crossing or junction until the gate is changed to stop position on the conflicting route.

Where railroad crossings are protected by stop signs or stop signals, *stop must be made before leading wheels pass such stop sign or signal.*

99. **Flagging Rule.**—When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted red fuses at proper intervals, and must continue observation to rear and take necessary action to insure full protection.

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 red fuses. When recalled and safety to the train will permit, he may return, and except in territory where Rule 99 (j) is in effect, he will leave the torpedoes and a lighted red fusee.

When a train is seen or heard approaching before a flagman has reached a sufficient distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

99 (a). When rear end protection is required, the engineer will immediately sound Signal 14 (c), and if necessary, repeat the signal. When safety to the train will permit, he will recall the flagman.

99 (b). When necessary, the front of the train must be protected as prescribed by Rule 99 by the forward trainman or by an engine man.

The engineer will require such protection ahead immediately.

99 (c). Conductors must not permit other duties to interfere with the proper protection of their train, and must require the flagman to act promptly and in accordance with the rules.

99 (d). The first duty of a flagman is to protect the rear of the train in accordance with Rule 99.

On moving trains, the flagman must ride in the rear car, except when such car is a non-platform, or an occupied observation, lounge, private or business car, he *may* ride in car next ahead and get off at the nearest opening. He may board the rear of train, if practicable, when returning.

At station stops of usual duration and when conditions are normal, the flagman of trains carrying passengers, may, when the requirements of Rule 99 and other duties permit, stand 20 feet in rear of train with flagman's signals.

When trains carrying passengers are standing in sidings equipped with remote control switches, flagman will stand 20 feet in rear of train with flagman's signals.

99 (e). Within **ABS** territory, a train or engine must not enter or foul a main track at a non-electrically locked hand operated or a spring switch until proper protection has been afforded against following trains, *except*:

- (1) When protection is not required by Rule 93.
- (2) When movement is governed by a proceed indication of a block or interlocking signal, or block indicator.
- (3) When entering and using main track under Rule 402.

99 (f). Outside of **ABS** territory, before a train or engine fouls the main track in moving

out of a siding or other track, proper protection must be afforded, when necessary.

99 (g). 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.

99 (h). When a flagman is sent with specific instructions restricting the movement of a train, such instructions must be in writing. When sent to a station on a train he must ride on the engine, showing the flagging instructions to the engineer, who must stop and leave the flagman at the first switch. When such flagging is to permit movement against an opposing train, the flagman must stop all opposing trains.

99 (i). When flagged, the engineer must answer stop signals promptly. Flagman must continue to give stop signals until such signals are answered and acted upon. When a train is flagged, the engineer must not receive information from the flagman until the train is stopped, unless the flagman gets on the engine. Engineer must obtain a thorough explanation before proceeding.

99 (j). Effective only on subdivisions where authorized by special instructions:

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, protection against a following train or engine on that track will have been afforded when flagman goes back a sufficient distance to the rear of train to stop a following train or engine moving at Low Speed.

This rule will not apply to work extras, or to any unit of equipment which will not actuate the

block signals; nor does this rule modify the requirements of providing full protection:

- (1) Against opposing trains, when required.
- (2) Against following trains when making backup movement.

D-99. Unless otherwise provided, when a train or engine crosses over to or obstructs another main track, it must first be protected in both directions as prescribed by Rule 99.

100. **Leaving Portion of Trains.**—When an engine leaves a portion of its train on a main track under conditions which may make it difficult for the returning engineer to locate the standing portion, two torpedoes must be placed not less than 20 car lengths in advance of the head end of rear portion to serve as a warning. When conditions require, a trainman must protect returning portion.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set, when necessary, to keep train from moving.

On heavy grades, when stopping on the main track or a siding, when cutting engine off a train or cars at stations to do work, or at stops of unusual length, with engine detached, a sufficient number of hand brakes must be set to hold the train or cars, and the air must be released.

101. **Precautions Account Unusual Conditions.**—Trains must be fully protected against any known condition, not covered by the rules, which interferes with their safe passage.

Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure absolute safety, and if in doubt of being able to

proceed safely, train must be placed on siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals, from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, regardless of loss of time.

101 (a). Trainmen must know by speed of train, grade or caboose air gauge, that train is being handled safely and under control, and, when necessary, take immediate action to get train under safe control.

If any crew member of a train has reason to believe the train has passed over any dangerous defect, the train must be stopped and protection afforded.

101 (b). Whenever a part of any bridge has been damaged, no train or engine shall pass over the structure until it is known that it is safe for traffic.

102. **Train Movement, Instructions in Writing.**—Messages or orders affecting the movement of trains or condition of track, bridges or structures must be in writing.

103. **Switching Over Public Crossings at Grade.**—When cars are shoved, kicked or dropped in switch movement over a public crossing at grade, a member of the crew must protect the crossing from a point on the ground at the crossing and each movement over crossing must be made only on his signal, *except* that such protection is NOT required:

- (1) When crossing is protected, on track being used, by a watchman, gates, or man-

ually controlled crossing signals, and they are known to be functioning.

(2) When cars are shoved over crossing and facing end of leading car is equipped with a back-up air brake hose or pipe, and air whistle handled by the trainman.

(3) When yard to yard or long switch or transfer movements shoving cars are protected by a member of the crew on leading car and movement over the crossing is made only on his signal.

When a train or cut of cars is parted to clear a public crossing at grade, a trainman must, when practicable, protect the crossing against trains or engines approaching on adjacent tracks, unless crossing is protected by a watchman or gates.

Trains, engines or cars must not block a public crossing longer than 5 minutes when it can be avoided.

Unnecessary operation of automatic public crossing signals due to engines or cars standing in circuit should be avoided.

103 (a). **Precautions in Switching.**—When cars are shoved by an engine and conditions require, a trainman must take conspicuous position on the leading car.

Employes must observe the following precautions in switching movements:

(1) See that cars left on tracks are properly secured, clear other tracks and, when practicable, clear public crossing at least 75 feet.

(2) When coupling or shoving cars, take proper precaution to prevent damage or fouling of other tracks by stretching coupling, and setting sufficient hand brakes. Make couplings at a speed of not more than 4 miles per hour.

(3) Before shoving yard tracks, know there is sufficient room to hold the cars. When shoving entire length of track, see that cars are coupled and, unless otherwise provided, send a man to head end to protect the movement.

(4) When necessary to control cars by hand brakes, know that sufficient brakes are in working order before cars are cut off.

(5) Make running switches only when can be made without danger to employes, equipment or contents of cars. Know that the track is sufficiently clear, switches and brakes in working order and run engine on straight track, when practicable.

Running switches must not be made with cars containing inflammables, explosives or other dangerous articles, nor through spring or remote control switches.

(6) Where engines may be working at both ends of a track, have proper understanding between crews involved.

(7) Before coupling to or moving cars on tracks where cars are being loaded or unloaded, see that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear, and persons in, on or about cars are warned and requested to vacate cars while being switched.

(8) Passenger cars and occupied outfit cars must not be kicked or dropped. Other cars must not be kicked or dropped into a track on which passenger or occupied outfit cars are standing.

(9) Before switching passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged. Automatic brake valve only must be used by engineers in such switching.

When coupling passenger cars or occupied out-fit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked, before making air and steam connections.

(10) Before coupling into cars standing on grade, near ends of tracks, derails, public crossings, cars in process of loading or unloading, a test of hand brakes must be made and fact known that car or cars are secured and coupled, and will not roll away and cause damage in event coupling is missed.

HANDLING OF SWITCHES.

NOTE.—Rule 104 (not including Rules 104(a) to 104(f), inclusive) applies only to hand operated switches.

When spring or remote control switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply.

104. Hand Operated Switches.—

(1) Main track switches must be lined and locked for main track when not in use. Other than main track switches, equipped with switch locks, must be lined and locked for normal position when not in use.

The following other than main track switches must be kept lined in normal position, except while movement through them is being made:

(a) Crossover switches.

(b) Switches connecting other tracks with a siding.

(2) Except as prescribed by Rule 402, main track switches must not be left open after movement through them is completed, unless attended by a member of the crew.

(3) A main track switch must not be left open for a following train or engine, unless in charge

of a member of the crew of such train or engine, or an assigned switchtender.

(4) When practicable, the engineer must see that switches near the engine are properly lined and must require other members of crew on engine to observe position of such switches.

(5) A train or engine must not foul a *main track or other track* until switches connected with the movement are properly lined.

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.

Main track switches must not be restored to normal position until the movement is completed or clear of the *main track* involved.

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

(7) After restoring a main track switch to normal position, employe must test the lock to know that it is secured and see that switch points fit properly. Defective or missing main track switch locks must be replaced immediately or switch securely spiked for main track movement.

(8) Derails must be set to derail, and except pipe connected derails, must be locked (if equipped with locks) in that position, unless lined to permit movements.

(9) After lining a main track switch for a train, the employe attending the switch must go to the opposite side of main track, when practicable, and not return to the operating switch stand until the movement has been completed.

When not practicable to go to opposite side of

track, the employe will stand at least 20 feet from operating switch stand.

(10) Employes alighting from a moving train to restore main track switch to normal position, must, when practicable, get off the rear end of rear car, on opposite side of train from the operating switch stand, and must not cross over to switch stand until train is in clear.

(11) When a train or engine is clear of main track to meet or be passed by a train, employes must not unlock, nor take a position in the vicinity of any main track switch. They must not go beyond the clearance point for the purpose of attending the switch to be used, and must remain at least 150 feet from the switch while the expected train is approaching or passing the switch.

(12) Employes throwing switches must see that both points have moved and fit in proper position, that lever is properly secured, and when operating lever is equipped with latch, they must not step on latch, except when throwing switch.

(13) Hand operated switches must not be run through. When a hand operated switch is run through, it is unsafe, must be protected, and must be spiked unless section foreman takes charge at once. If an engine or a car partially runs through such a switch, the entire movement must be continued.

(14) Scale track switches must be lined for dead rails when scales are not in use.

(15) At main track switches in ABS territory, where view is not clear for at least one mile in each direction, train and yard men will operate switch and *wait 3 minutes* at the switch before giving signal for train or engine movement to main track, *except*:

(a) Where switch is equipped with an electric lock.

(b) Where block signals *governing movement to main track* indicate proceed, or block indicator indicates clear.

(c) Where signals *on main track* indicate proceed in direction of restricted view, with clear view in opposite direction.

(d) At meeting points where switch is operated before the train met has passed its next signal.

(e) When entering the main track between signals to hostile engine or switch train standing between such signals.

The *3 minute wait* does not relieve employes from protecting the movement.

(16) Main track switch targets will show RED when switch is lined for movement to or from main track.

104 (a). **Spring Switches.**—Spring switches are properly designated and facing point movement over them protected by signals.

When signal in facing point movement displays "Stop" or "Stop, Then Proceed at Low Speed" indication:

(1) Test switch by throwing over and back by hand, examine switch points to see that they fit properly, and that switch is lined for route to be used.

(2) Train or engine may then proceed as prescribed by Rule 350 or Rule 351.

A train or engine trailing through and stopping on a spring switch must not make reverse movement, nor take slack, while any part of train or engine is on switch point until switch has been thrown by hand.

Where there is no signal protecting trailing movement to a main track through a spring

switch, or when signal governing movement to main track indicates "Stop" or "Stop, Then Proceed at Low Speed," or when block indicator shows block occupied, the main track must not be fouled until it is seen that track is clear and protection afforded against following trains or engines on that main track.

104 (b). **Dual Control Switches.**—When authority has been granted and track and time limits secured from control operator in territory where rules governing movement of trains and engines by block signals are in effect, and when permission has been obtained from control operator in other territory to operate a dual control switch by hand, switch may be operated as follows:

1. Unlock switch lock.
2. Operate dual control selector lever marked "Power" or "Motor" to position marked "Hand."
3. Operate hand lever back and forth until switch points are seen to move with movement of lever, then line switch in position for route to be used.
4. After movements over switch have been completed, restore switch by hand to normal position, then lock dual control selector lever in position marked "Power" or "Motor" and notify control operator.

The authority granted by control operator to operate a dual control switch by hand does not authorize any part of the train or engine to move beyond the track limits, and does not authorize movement over such switch, except on hand signals from trainman stationed near the switch.

Before making movements over the switch, trainman must notify engineer when dual control selector lever is in "Hand" position, and engineer will then be governed by hand signals, as block signals indicate Stop while selector lever is in "Hand" position.

When dual control selector lever is restored to "Power" or "Motor" position, engineer must be notified and he will then be governed by block signal indication.

NOTE.—Operation by hand of remote control switches other than dual control switches will be authorized by control operator, and where instructions are posted near switch, they will govern.

104 (c). **Examination of Switches.**—Before proceeding from a Stop-indication over a remote control switch under provisions of Rule 350, trainman must examine switch, see that switch points fit properly, and he must remain at switch until leading wheels pass over switch.

104 (d). **Electrically-Locked Hand Operated Switches.**—The operation of electrically-locked hand operated switches will be governed by general order, special instructions in timetable or pamphlet form, or instructions posted near the switch.

104 (e). **Reporting Defective Switches.**—Immediate report must be made to train dispatcher, and, when practicable, track foreman notified, when switches or switch locks are damaged or found defective, or when hand operated switches are run through. When necessary to spike a spring switch, or when any condition exists affecting a switch which imperils movement of trains or engines, switch must be protected.

104 (f). **Using Sand and Water.**—Sand must not be used or water allowed to run from engine appliances over spring, remote control or interlocked switches.

105. **Movement on Other Than Main Tracks.**—Trains and engines using a siding, or any track other than a main track, must proceed at restricted speed.

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

Cars must not be left on sidings when possible to avoid it.

When a siding is obstructed, the train dispatcher must be notified at once.

When there is possibility of fouling main track, trains must not take slack on sidings or other tracks adjacent to main track, nor make reverse movement, when a train is passing or about to pass on main track.

106. Passing Trains at Stations.—Trains or engines must run at restricted speed in passing a train receiving or discharging traffic at a station, except where proper safeguards are provided.

They must not pass between it and the platform at which the traffic is being received or discharged, unless the movement is properly protected.

RESPONSIBILITY OF TRAINMEN AND ENGINE MEN.

107. Co-operation Between Crew Members.—

Conductors and engineers must bring about co-operation between all members of the crew.

(1) Both the conductor and the engineer 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.

(2) The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding from any cause, the conductor must consult the engineer and be equally responsible with him for the safety and proper handling of the train.

Conductors and engineers are responsible for the protection of their train. Conductors are responsible for the position of switches used by them and their trainmen.

(3) Engineers are jointly responsible with the conductor for the safety of the train, and proper observance of the rules, and although they are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

(4) Conductors and engineers must see that their subordinates are familiar with their duties, ascertain the extent of their experience and knowledge of the rules, and instruct them, when necessary, in the proper and safe performance of their work.

(5) When the conductor is not present, trainmen must promptly obey the instructions of the engineer relating to the safety and protection of the train.

(6) Brakemen and firemen, after carefully reading train orders, must keep them in mind and assist in their observance, call attention of conductor or engineer immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

When safety of trains and observance of rules or train orders are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When the conductor or engineer fails to take action to stop the train, and an emergency requires, brakemen and firemen must take immediate action to stop the train.

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

INSPECTION OF TRAINS FOR DEFECTS.

110. **Running Inspection of Trains on Road.**—All employes must, as far as practicable, observe passing trains for defects.

Trainmen of freight and passenger trains, yardmen and operators must observe passing trains for defects.

Operators at intermediate stations, unless excused by train dispatcher, will stand on station platform when trains are passing.

Defects to be looked for include brakes sticking, wheels sliding, brake rigging down, swinging doors, hot journals, protruding objects, lading dangerously shifted, evidence of fire or any other condition which will endanger movement of train.

Employes noting such defects will give **stop signals**, and when communication with train dispatcher is possible, notify him of such defects.

If nothing irregular is noted, employes observing trains for defects will give proceed signals to the rear of the passing train.

When passing other trains, interlockings, open train order offices, coal, water or other stations, and points where Maintenance of Way men are working, train and engine crews must be on lookout for signals, and, when practicable, exchange signals.

111. **Road Inspection for Defects.**—When leaving stations, and at every opportunity on the road, conductors must carefully inspect and require their trainmen to carefully inspect the train for defects.

If train is moving when defect is discovered, train must be stopped.

Engineers, firemen and forward trainmen must frequently look back and rear trainmen must frequently look ahead, especially when moving

around curves, and approaching and passing stations, to observe signals and to note condition of train.

When approaching and passing through stations or yards, or passing over railroad crossings, drawbridges, track covered by speed restricting orders, or on long descending grades, and other places where safety requires, conductors and brakemen must, when practicable, station themselves where they can observe and transmit signals and assist in stopping train, if necessary.

In starting freight trains, the speed for the first train length should be such as will permit full inspection by train crew, and permit them to safely board the train.

When leaving stations at which stops have been made, a member of crew should be on rear platform, when practicable, to observe hand signals or conditions on either side of train.

111 (a). When cars with hot boxes are set out, fire must be extinguished, box lids closed, and necessary precautions taken to prevent further ignition. Cars set out account defects, and their lading, must clear other tracks.

RULES FOR MOVEMENT BY TRAIN ORDERS.

201. **Authority, Brevity, Accuracy.**—For movements requiring their use, train orders will be issued by authority and over the signature of the train dispatcher and contain only 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.

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

Train orders must be issued so they will be clear and have but one meaning.

202. **To All in Same Words.**—Each train order must be given in the same words to all employes or trains addressed.

203. **Numbering.**—Train orders, except Form X orders, must be numbered consecutively each day, beginning at midnight.

Form X orders will be numbered consecutively, beginning with 501 (or 601, etc.), and continuing, regardless of date issued, to and including 599 (or 699, etc.). Same order of numbering will then be repeated, beginning with 501 (or 601, etc.).

204. **Addresses and Copies.**—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 "C&E" and when a pilot is provided, to "C&E and Pilot."

A copy for each employe addressed must be supplied by the operator. One additional copy of all train orders and clearances will be delivered to the engineer, and a copy to the rear trainman. When more than one engine is *in service*, two copies will be furnished engineer on each engine.

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

205. **Record of Train Orders.**—Each train order must be written in full in a book provided for the purpose at the office of the train dispatcher 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 responses transmitted; and the train dispatcher's initials directly under the last word of the order.

These records must be made at once and never from memory or memoranda.

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

206. **Designation of Trains.**—In train orders regular trains will be designated by number as "No 10," and sections as "Second 10," adding engine numbers.

Extra trains, except work extras, will be designated by engine numbers, and the direction as "Extra 798, 'North' or 'South'."

Work extras will be designated by engine numbers, as "Work Extra 798."

For the movement of an engine of another Company, the initials as well as the engine number will be used.

The identifying numbers on the operating control units of Diesel engines must be displayed and the identifying numbers on the nonoperating control units must be concealed while in road service.

When two or more engines are coupled, the number of the leading engine only will be used in train orders, except the numbers of helper engines used over a portion of the subdivision need not be shown.

206 (a). **Transmitting and Repeating.**—Even

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

In transmitting train orders, time will be stated in figures only.

In transmitting or repeating train orders by telephone, the numbers of trains, engines, orders and other numerals, except time, must be pronounced as whole numbers, then each figure pronounced separately, thus: One Thirty-Five, One-Three-Five; except where there is but one figure, it must first be pronounced, then spelled, thus: One, O-n-e. Names of stations and direction of extra trains must be pronounced, and then spelled letter by letter, thus: Aurora, A-u-r-o-r-a; North, N-o-r-t-h. Time in train orders must be pronounced as a whole number and then each figure spelled separately, thus: One Fifty, O-n-e F-i-v-e N-a-u-g-h-t.

The letters duplicating names of stations and numerals will not be written in the order book or upon train orders.

When train orders are transmitted by telegraph, the train dispatcher must write the order from the first repetition and underscore each word and figure at the time of each succeeding repetition. When transmitted by telephone, he must write the order as he transmits it and underscore each word and figure at the time of each repetition.

When two extras are mentioned in train orders the word "two" shall be used, for example:

"Meet two Extras 798 and 799 North."

206 (b). A train order may be transmitted to conductor or engineer, in which case such employe copying order will be governed by rules applicable to operators governing repetition and completion of train orders.

If a restricting order is sent in this manner, signatures of conductor and engineer of train restricted must be received by train dispatcher

before "Complete" is given to order for the other train.

206 (c). **Relaying.**—To relay a train order, it must be transmitted in the usual manner to the relaying operator, who must transmit the order to office addressed.

The operator at the office addressed must repeat the order to the relaying operator who must underscore upon his office copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher, by whom "time complete" will be given to the relaying operator to be transmitted to the office addressed.

207. **Signal to Copy.**—To transmit a train order the signal "Copy," followed by the number of copies and the direction, must be given to each office addressed, thus: "Copy 5 North (or East)," or "Copy 7 South (or West)."

208. **Transmitting Simultaneously.**—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 train or trains being restricted.

209. **Writing and Recopying.**—Operators receiving train orders must write them in manifold during transmission. Train dispatcher's signature (initials) must be placed directly under the last word of the order. They must retain a copy of each train order.

Form X orders only may be typewritten. If a typewriter is used, the letters must be capitalized. The time, complete, and the last name of the operator must be in his handwriting.

If the requisite number of copies cannot be made at one writing, operators must make others from the original copy and repeat to the train dispatcher from the new copies each time addi-

tional copies are made. The name of the original receiving operator will be shown with the initials of the operator who recopies the order.

The train dispatcher will place notation in train order book of the repetition, but the original date of issue and time complete will not be changed.

When an error is made in transmitting a train order and before it has been repeated, all copies must be immediately destroyed, the order marked "Void" in train order book, and if reissued, given another number. If an order in which an error has been made has been repeated, that order must be annulled by train order, Form L.

210. Repetition, Completion and Delivery.—When a train order has been transmitted, operators must, unless otherwise provided or 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 must observe whether the others repeat correctly.

When repeated correctly, the response "Complete," and the time, with his initials, will be given by the train dispatcher.

The operator receiving this response will then write on each copy, the abbreviation "Com" for the word "Complete," the time and his last name, and will, unless annulled, deliver a copy to each person addressed, except copies may be delivered by a member of the train or engine crew, or as prescribed by Rules 210 (a) and 217.

Operators will not advise train or engine men the contents of train orders and train or engine men will not request operators for such information.

210 (a). Orders Delivered by Train Dispatcher.—For train orders delivered by the train dispatcher, the requirements as to the record and delivery are the same as at other offices.

211. Schedule Number Alone.—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.

Train dispatchers must not designate trains in train orders by their schedule numbers alone when sections have been authorized, or it is known there will be sections. When it becomes necessary to run sections and a previous order naming a train by such schedule number alone is involved, an order should be issued specifying sections and previous order naming a train by schedule number alone annulled.

213. To Restricted Train First.—"Complete" must not be given to a train order for delivery to a train until the order has been repeated by the operator who receives the order for the train being restricted.

214. Not Completed, or Not Repeated.—When a train order has been repeated, including the initials of the train dispatcher, 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, the order is of no effect at that office and must be treated as if it had not been sent.

215. Checking Orders and Clearances by Crew.—Conductors, engineers, firemen and trainmen must read train orders and clearances, check the correctness thereof, see that the orders and clearances are addressed to their train, and that the orders numbers shown on clearance correspond with the numbers of the orders received.

Engineers must show train orders and clearances to firemen and to the trainmen on the engine, using the extra copy furnished engineer for this purpose. Conductors, when practicable, will show train orders and clearances to trainmen, except rear trainmen, who must be provided with a copy.

Members of the crew must, when practicable, check with each other, and have a definite and proper understanding of the requirements of train orders and clearances.

If necessary, firemen and trainmen must ask for train orders and clearances.

Any misunderstanding of a train order must be immediately corrected, even if necessary to annul such order and issue another.

216. Destroying Clearances.—When necessary to issue an order to a train at a station after clearance for that train has been OK'd by train dispatcher, but not delivered, such order must not be transmitted by train dispatcher until he has been notified by the operator that the previous clearance has been destroyed. Operator will use the words: "Clearance to (Train) OK'd at (Time) destroyed," followed by his initials and office signal.

Train dispatcher will record on his clearance record the word "Void," with the time and initials of the operator.

216 (a). "Second" Clearances Nonrestricting Orders.—If train orders, other than restricting train orders, are issued to a train after clearance and train orders have been delivered, and it is not practicable to secure and destroy the first clearance, a second clearance may be issued. Second clearance must show numbers of *all* orders delivered and endorsed "Second" on top margin of clearance.

216 (b). Restricting Orders After Cleared or by Signal.—An operator must not repeat a train order restricting the movement of a train after clearance and train orders have been delivered, nor after the engine of a train has passed the train order signal displaying proceed indication, until he has obtained the signatures of the conductor and engineer on the order, and has destroyed *all* clearances previously issued to the train at that station.

After signatures of the conductor and engineer have been obtained, previous clearances destroyed and train dispatcher notified as prescribed in Rule 216, the operator will repeat the order and transmit the signatures to train dispatcher who will then give "Complete."

Clearance will then be issued and OK'd by train dispatcher showing *all* orders delivered to the train at that station.

216 (c). Restricting Work Extras.—When necessary to issue a train order to a work extra restricting its rights or annulling its authority as a work extra, the operator must, before repeating the order, secure the signatures of the conductor and engineer of the work extra on the order. After the signatures are secured, the order will be repeated and signatures transmitted to train dispatcher, who will give "Complete."

216 (d). Restricting Orders Requiring Signatures.—Train dispatcher will make record in the train order book of signatures received under Rules 216 (b), 216 (c) and 217.

217. Delivery Orders.—Unless otherwise provided, a train order to be delivered to a train at a point not a train order office, or at which the office is closed, must be addressed to "C&E (train) at (or between) (station or stations) care

of _____," showing title of employe in whose care the order is addressed and who is responsible for its delivery.

When delivery is to be made by another train, the train order must be addressed in care of conductor or engineer of delivering train.

Clearance addressed in same manner as train order must accompany delivery orders, but such clearance does not authorize the train to which order is sent to pass train order signal indication per Rule 232 at the station from which clearance was sent.

The person in whose care it is addressed must be supplied with such number of copies of the clearance and train orders as prescribed in Rule 204, for delivery to members of crew of train addressed.

The number of the train order to be delivered must be included on the clearance for the train making delivery and a copy of the order furnished with each clearance.

For orders which are sent in the manner herein provided, to a train, the superiority of which is thereby restricted, the operator will be directed to make an extra copy of the order, which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor and engineer addressed. This copy he must deliver to the first operator accessible, who must at once transmit the signatures of the conductor and engineer to the train dispatcher, and preserve the copy. Under such circumstances "Complete" must not be given to the order for an inferior train until the train dispatcher has received the signatures of the conductor and engineer of the superior train.

218. Issued at Meeting or Waiting Point.—When a train order is sent to a train at its meeting or waiting point (except initial station), the fact must be stated in the order in the words:

"Order to (train) at (station)."

The train must be brought to a stop by the operator, using flagman's signals, before the train dispatcher OK's the clearance.

When time at that station in wait order expires before arrival of train restricted, train dispatcher may OK clearance and order may be delivered without stopping train.

A train that is advanced to a meeting or waiting point where the opposing train receives the order must approach such station at restricted speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.

219. Clearances.—Clearances must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the address, the total number of orders (if none, show "No") and the number of each train order, if any, addressed to the train. Operator will then transmit the address and orders numbers *from the clearance* to the train dispatcher, who will check, and if correct, will reply "OK" with the time and his initials which the operator must enter on clearance. The clearance with the train orders will then be delivered as prescribed in Rule 210.

The record of orders with which train is cleared and the time of "OK" to the clearance will be recorded by train dispatcher.

If communication fails, unless operator holds train orders not completed, train orders, if any, that have been repeated by the operator and made "Complete" by the train dispatcher, may be de-

livered without the train dispatcher's OK to the clearance. Operator will endorse "wire failure" on clearance, which will be acted upon as though "OK" had been given in the usual way, and will be authority for a train to proceed on its schedule or train order authority.

When communication is restored, operator will notify train dispatcher of each train cleared, the time, and the numbers of the orders delivered, which train dispatcher will record.

Operators must make the requisite number of copies of clearance at one writing and preserve a copy.

220. Train Orders in Effect.—Train orders once in effect continue so until fulfilled, superseded or annulled, except 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 provided by Rules 4 and 82, or its schedule is annulled.

Any part of an order specifying a particular movement may be either superseded or annulled.

When a conductor or engineer, or both, are relieved before train orders in effect held by them have been fulfilled, such train orders, clearances and instructions must be delivered to the relieving conductor or engineer.

221. Train Order Signals.—Unless otherwise provided, a fixed signal must be used at each train order office, which shall display indication per Rule 232 when clearance is to be delivered, or when blocking trains per Rule 91.

A train must not pass the train order signal displaying indication per Rule 232 without a clearance, except to do station work or to enter siding,

protecting when required as prescribed by Rule 99, but must receive a clearance before leaving.

When engine crew can see that clearance, or clearance and orders, are in position for delivery, it will indicate such delivery will be effected.

When an operator at station equipped with a train order signal receives the signal "Copy," followed by the direction, he must immediately display train order signal indication per Rule 232 for the direction indicated, and then reply "SD," adding the direction, and until the orders have been delivered or annulled, the signal must not be restored to "Proceed" indication.

Each train order must be delivered to the train addressed, unless the order is annulled by the train dispatcher.

221 (a). "Calling-on" Indication.—To advance a train beyond a station where it is restricted for a train, train dispatcher will first issue necessary order to advance train, and then issue an order, Form N, to operator to display "calling-on" indication of train order signal, if train to be advanced is first from its direction.

Operators must not display "calling-on" indication of train order signal, except when authorized by train order, Form N.

A train approaching a station when "calling-on" indication is displayed will acknowledge as prescribed by Rule 14 (b), and use main track at restricted speed to train order signal.

When engineer sounds whistle signal as prescribed by Rule 14 (b), in answer to "calling-on" indication, operator will again display train order signal indication per Rule 232. Train orders and clearances must be delivered with signal indication per Rule 232, and train must not leave station while "calling-on" indication is displayed.

If train is delayed between the time of accepting the "calling-on" indication and arrival at the train order signal, train must be protected in both directions, as prescribed by Rule 99.

The "calling-on" indication of train order signal may be repeated at designated points, at or near switch where train would enter siding, by a yellow light identified by the letters "CO."

221 (b). **T. O. Signals at Interlockings.**—Except where flashing light train order signals are used at interlocking stations, where train order signal is operated by the operator, when no train orders are held for delivery, train order signal will not be displayed in proceed indication for a train until the route is lined and interlocking signals cleared to permit movement.

221 (c). **Lights on T. O. Signals.**—Lights on semaphore and disc type train order signals will not be displayed when train order offices are closed.

When train order office hours are designated in timetable or general orders, light in a color light type train order signal may be extinguished during the hours such office is closed.

221 (d). **Operator's Signal Supplies.**—Operators must have the following signal appliances ready for immediate use:

- One red flag,
- One white flag,
- One red light,
- One white light,
- Six torpedoes,
- Three red fuses.

222. **Reporting Trains and Observing Signals.**—Operators must promptly record and report to the train dispatcher the time of arrival and departure, or passing, of trains.

They must, when practicable, observe trains and report at once to the train dispatcher if the proper signals are not displayed.

223. **Signals and Abbreviations.**—The following signals and abbreviations may be used:

Initials for signature of train dispatcher.

Such office and other signals as are arranged by proper authority.

Com—complete.

C&E—conductor and engineer.

Condr—conductor.

Div—division.

Eng—engine.

Engr—engineer.

Frt—freight.

Jct—junction.

MPH—miles per hour.

MP—mile post.

Mins—minutes.

No—number.

OK—correct.

Opr—operator.

OS—train report.

Psgr—passenger.

SD—train order signal displayed per Rule 232.

Subdiv—subdivision.

9—clear the line for train orders.

The usual abbreviations for the names of the months, except May, June and July.

The words "Extra," "North," "East," "South," or "West," must not be abbreviated in train orders.

TRAIN ORDER SIGNALS.

230. Aspect—Semaphore Arm in Vertical Position or at 60 Degree Angle in Lower Quadrant, with Green Light.

Indication—Proceed, "No Orders."

Name—Clear Train Order Signal.

231. Aspect—Semaphore Arm at 45 Degree Angle in Upper or Lower Quadrant, with Yellow Light (or Yellow Light with Designation "CO" as repeater).

Indication—Advance on Main Track at Restricted Speed to Train Order Signal.

Name—Calling-on Train Order Signal.

232. Aspect—Semaphore Arm at Right Angle, with Red Light.

Indication—Stop, Unless Clearance Received.

Name—Stop Train Order Signal.

NOTE TO RULES 230, 231 and 232.—Where color light train order signals are used, the indications will be displayed by colors of lights only.

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 words and figures in italics in the forms are examples, indicating the manner in which the orders are to be filled out.

COMBINATION OF TRAIN ORDER FORMS.—The following forms are the only forms authorized to be combined with each other:

S-A, S-C, D, S-E, E, G, L, M and P.

Each of the other forms must not be combined with any form, except Forms S-H and D-H may be combined with each other.

Explanation to permit easy understanding of train order forms:

A to Z is southward or westward.

Z to A is northward or eastward.

Northward trains are superior to southward trains of the same class.

Eastward trains are superior to westward trains of the same class.

Nos. 1 to 19, inclusive, are used to indicate first-class trains; higher numbers, second and inferior class trains.

Even numbers are northward or eastward trains.

Odd numbers are southward or westward trains.

S-A.

FIXING MEETING POINTS FOR OPPOSING TRAINS.

(1) *No 2 Eng 31 meet No 1 Eng 25 at B.*

Second 4 Eng 51 meet No 3 Eng 45 at B.

No 5 Eng 58 meet Extra 95 North at B.

Psg'r Extra 652 North meet Extra 231 South at B.

(2) *No 2 Eng 31 and Second 4 Eng 51 meet No 1 Eng 25 and No 3 Eng 45 at C and Extra 95 South at B (and so on).*

No 1 Eng 52 meet No 2 Eng 57 at B Second 4 Eng 51 at C and Extra 95 North at D.

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

These examples may be modified by adding:

No 1 hold main track at B.

Extra 95 North hold main track at B.

Such modifications must follow immediately the order so modified.

When an inferior train has been directed by train order to hold main track at a meeting point with a superior train, such instructions apply only to that order, that train and station named.

Form S-A order will not be used to fix a meeting point between a Work Extra and another train.

When an emergency requires train to pull by and back in at a meeting point, there will be added to Examples (1) or (2), where such wording applies:

No 1 pull by under protection of flag and back in.

B.

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

- (1) *No 1 Eng 22 pass No 3 Eng 23 at K.
Extra 594 South pass No 3 Eng 45 at K.*

The trains will run according to rule to the designated point where the train to be passed, unless otherwise specified, will take siding and permit 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.

- (2) *Extra 594 North run ahead of No 6 Eng 71
M to K.*

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

Under Examples (1) and (2), when a train is delayed after receiving authority to run ahead of a superior train, it will allow the superior train to pass. Train dispatcher will be notified at once by the inferior train, when practicable, and by the superior train at first open office. When the superior train is allowed to pass, because of delay to inferior train, the order must be considered fulfilled.

Outside of ABS territory, the superior train must not exceed the authorized maximum speed, including speed restrictions, of the inferior train ahead until the order is fulfilled.

Form B authorizing an inferior train to run ahead of a superior train *outside of ABS territory* must not be used when the same purpose can be accomplished by other forms of orders.

Form B orders relieve the inferior train ahead from clearing the following superior train accord-

ing to Rule 86, but do not confer superiority upon the inferior train, nor relieve the preceding train from protecting as prescribed by Rule 99.

S-C.

GIVING RIGHT OVER AN OPPOSING TRAIN.

- (1) *No 1 Eng 27 has right over No 2 Eng 28 G to X.*

If the second-named train reaches the point last named before the other arrives, it may proceed, clearing the time of opposing train as required by Rule S-89.

- (2) *Extra 37 North has right over No 3 Eng 39
F to C.*

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

Under Examples (1) and (2), such 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.

Examples (1) and (2) may be modified by adding:

(Train) *hold main track at (station).*

When an inferior train has been directed by train order to hold main track at the last named station in a Form S-C order, such instructions apply only to that order, that train and station named.

When a train order is issued giving a train right over a section of a schedule, all following sections must be included in the order.

- (3) *Extra 77 North has right over No 97 Eng
75 F to A and wait at D until 10 20 a m for
No 97 Eng 75.*

- (4) *Extra 72 South has right over Extra 91 North A to Z and wait at N until 2 10 p m*
P 3 25 p m for Extra
91 North.

Under Examples (3) and (4), the first-named train must not pass the designated waiting points before the time given, unless the second-named train has arrived. The second-named train must clear the time specified at the designated points or any intermediate station not less than 5 minutes.

- (5) *Extra 600 South has right over Extra 601 North A to M and wait at F until 9 59 a m*
G 10 39 a m
H 10 55 a m for Extra
601 North and will not leave M unless Extra
601 North has arrived
Extra 601 North hold main track at M
Order to Extra 601 North at M.

Extra 600 South will take siding and not leave M unless Extra 601 North has been met between A and M or has arrived at M, unless the order is annulled, and provisions made for further movement.

This form of order will only be used to give one extra train right over another extra train to or from a point intermediate to the originating and terminating points of both extra trains on the same subdivision.

- (6) *Extra 600 South has right over Extra 601 North M to Z and wait at P until 9 15 a m*
Q 9 45 a m
R 10 15 a m
for Extra 601 North.

Extra 600 South has been authorized A to Z and receives the order at M. Extra 601 North

has been authorized Z to A. If Extra 601 North is later advanced to M by use of wait order, Form S-E, Extra 601 North must take siding and not leave M until Extra 600 South has arrived, and the order must so specify.

- (7) *Extra 601 North has right over Extra 600 South Z to K and wait at M until 9 30 a m*
L 9 55 a m
for Extra 600 South
Extra 600 South originates at K.

Extra 601 North has been authorized Z to A, and Extra 600 South K to Z.

When Extra 601 North is given right over Extra 600 South Z to K, the fact that Extra 600 South originates at K must be stated in the order.

- (8) *Extra 601 North has right over Extra 600 South P to G and wait at P until 9 45 a m*
N 10 30 a m
L 11 15 a m
for Extra 600 South
Extra 601 North originates at P and terminates at G.

Extra 600 South has been authorized A to Z and Extra 601 North has been authorized P to G. The fact that the first-named extra train originates and terminates at these intermediate stations will be stated in the order.

- (9) *Extra 600 South has right over Extra 601 North G to P and wait at G until 9 45 a m*
H 10 15 a m
J 10 45 a m for Extra
601 North
Extra 601 North originates at P and terminates at G.

Extra 600 South has been authorized A to Z and Extra 601 North has been authorized P to G. The fact that the second-named extra train originates at P and terminates at G will be stated in the order.

When the right is given by Form S-C order to the end of single track, or to a point where operation begins under rules governing opposing and following movements of trains and engines by block signals, the first-named train may proceed by block signal indication, or may proceed with the current of traffic on two or more tracks, but must not again leave such territory unless the second-named train has arrived, or is authorized to do so by train order.

D.

GIVING RIGHT OVER AND REQUIRING CLEARANCE OF ANOTHER TRAIN IN THE SAME DIRECTION.

- (1) *No 1 Eng 22 has right over No 3 Eng. 23 A to Z.*
- (2) *Extra 21 South has right over Extra 25 South A to Z and wait at A until 12 50 p m*

C	1 10 p m
E	1 20 p m.

These orders give right to the train first-named over the other train between the points named. The second-named train must keep clear of the other as required by Rule 86.

Under Example (2) the first-named train must not pass the designated points before the times given.

- (3) *No 82 Eng 125 and Extra 155 North clear No 160 Eng. 175.*

(No. 82 is a third-class train; No. 160, a second-class train.)

Under this form of order, the third-class train and the extra train are required to clear the second-class train as prescribed by Rule 86.

S-E.

TIME ORDERS.

- (1) *No 2 Eng 33 wait at H until 9 59 a m for No 61 Eng 99.*

No. 2 must not leave H until 9:59 A. M. unless No. 61 has arrived.

If No. 61 goes to H for No. 2, No. 61 must be in the clear at 9:54 A. M., or 5 minutes before the leaving time.

If No. 61 cannot go to H for No. 2 and clear according to rule, then No. 61 must be in the clear at 9:54 A. M. at any station before reaching H, where the schedule time of No. 2 is earlier than 9:59 A. M.

E.

TIME ORDERS.

- (1) *No 1 Eng 39 and No 3 Eng 47 wait at*

K	until 9 59 a m
N	10 30 a m
Q	10 55 a m, (etc.)

The train or trains named must not pass the designated stations before the times given.

This order, for example, makes the time of Nos. 1 and 3 at K, L and M 9:59 A. M., at N, O and P 10:30 A. M., and at Q and any station between Q and Z where schedule is earlier, 10:55 A. M.

Inferior trains must clear these later times in the same manner they previously cleared the schedules of Nos. 1 and 3.

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 Eng 25 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 section 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 section number.

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

- (7) *Eng 18 instead of Eng 25 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 pass one section by another, (8) will be used:

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

Conductors and engineers of the trains addressed will exchange train orders, signals and section numbers. 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 subdivision, or any part thereof, when no train is to follow the signals, Form K must be used.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section as well as with the following section.

G.

EXTRA TRAINS.

- (1) *Eng 99 run Extra A to F.*
-
- (2) *Eng 99 run Psgr Extra A to F.*

Unless made superior by train order, an extra train designated as a "Psgr Extra" has no superiority over other extra trains, and is not relieved of compliance with Rule 93 and other rules applicable to extra trains.

- (3) *Eng 99 run Extra A to F and return to C.*

The extra must go to F before returning to C. If F is an open office, clearance must be secured

before starting the return trip, unless train order signal indicates proceed for both directions.

- (4) *Eng 77 run Extra A to Z with right over all trains and wait at B until 9 15 a m*
- | | |
|----------|-------------------|
| <i>F</i> | <i>9 45 a m</i> |
| <i>G</i> | <i>10 15 a m</i> |
| <i>K</i> | <i>10 45 a m</i> |
| <i>P</i> | <i>11 15 a m.</i> |

This order may be varied by specifying the kind of extra and the train or trains over which the extra shall or shall not have right. Trains over which the extra is thus given right must clear the train order time of such extra as prescribed by Rules 86 and S-89.

The extra moving under this order must move within yard limits at restricted speed.

Work extras must be furnished copies of orders issued under Example (4).

When not protecting against extra trains in that direction, the work extra must be required to clear (or protect) by use of Form S-H, Example (2), in which case the extra train must not enter the working limits until a copy of such order is received.

Unless otherwise provided, Examples (1) to (4), inclusive, give the extra trains no authority to occupy the main track at the originating, terminating or turning point.

- (5) *Eng 99 run Extra B to G This order is annulled at 7 10 p m.*

A train receiving this order must, at the time specified, be clear of the main track or protect itself in both directions, as prescribed by Rule 99.

- (6) *After Extra 55 South arrives at G Eng 66 run Extra G to B.*

This form will be used only when or where it is impracticable to issue a meet order with the first-named train and the train authorized by this form of order must know before leaving G that the first-named train has arrived.

S-H.

WORK EXTRA.

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

The time of regular trains must be cleared as prescribed by Rules 86 and S-89.

The work extra must, whether standing or moving, protect itself against extra trains within the working limits in both directions as prescribed by Rule 99, unless relieved as prescribed in the following examples:

Example (1) may be modified by adding:

- (1-a) *Not protecting against northward extra trains.*

Protection against northward extra trains is not required.

Following words may be added, if required:

Until 12 30 p m.

Protection against northward extra trains is not required until 12:30 P. M.

- (1-b) *Not protecting against extra trains.*

Protection against extra trains is not required.

Following words may be added, if required:

Until 1 30 p m.

Protection against extra trains is not required until 1:30 P. M.

(1-c) *Northward extra trains except Extra 173 North wait at E until 3 45 p m for Work Extra 292*

Extra 173 North wait at E until 9 15 a m for Work Extra 292.

The northward extra trains named must not leave the points designated until the time specified, unless the work extra has arrived and has been identified as prescribed by Rule 83 (a).

Protection against the specified northward extra trains is not required until the times specified in the order.

The work extra must protect against southward extra trains.

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 time against a designated extra, an order may be given in the following form:

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

Protection against Extra 76 North (or to be clear of main track for) is required after 2:10 P. M.

Extra 76 North 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.

Train dispatcher may authorize Extra 76 North to enter the working limits under flag protection before 2:10 P. M. by train order reading:

Extra 76 North may enter working limits of Work Extra 292 before 2 10 p m under protection as prescribed by Rule 99.

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

(3) *Work Extra 292 protects against No 55 Eng 99 (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:

(4) *Work Extra 292 has right over all trains between D and E 3 45 p m until 5 45 p m.*

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

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 time of regular trains must be cleared.

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, unless relieved by use of Examples (1-a), (1-b) or (1-c), shown under Form S-H.

Examples (1-a), (1-b), (1-c), (2) and (3), shown under Form S-H may be used in combination with Example (1) of Form D-H.

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

- (2) *Work Extra 292 has right over all trains on _____ track (or _____ tracks) between D and E 4 01 p m until 5 45 p m.*

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

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.

S-H and D-H.
WORK EXTRA.

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

Work extras must clear main track for all trains as promptly as practicable.

Whenever extra trains are run over working limits they must be given a copy of the work order. Should the work 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, such other trains will run expecting to find the work extra protecting itself.

Example (1) of Form S-H, and Example (1) of Form D-H, confer no authority on the work extra to occupy the main track between the switches of the siding at either of the points designated.

The working limits or working time of a work

extra must not be extended, but former order must be annulled and another issued.

J.
HOLDING ORDERS.

- (1) *Hold No 2 Eng 45.*
(2) Hold all (or northward) trains.

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

When a train has been so held, it must not proceed until the order is annulled, or an order given to the operator in the form:

(Train) . . . *may go.*

When the order is annulled, or the form "(Train) . . . may go," is issued, all orders will be delivered to the conductor and engineer of the train with a clearance.

Form J will be used only when necessary to hold trains in an emergency not provided for by other forms of orders.

Form J must not be used as a restricting order to advance inferior trains against superior trains.

K.
ANNULLING A SCHEDULE OR A SECTION.

- (1) *No 1 due to leave A Oct 29 is annulled A to Z.*
(2) Second 5 due to leave E Oct 29 is annulled E to Z.
(3) No 1 due to leave A Oct 29 has arrived at G and is annulled G to Z.

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

Example (3) will not be issued until No. 1 has actually arrived at G.

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

Form K orders, once issued to a conductor or engineer, continue in effect to them, although the schedule, section number, or running order of their train be changed.

L.

ANNULLING AN ORDER.

(1) *Order No 10 is annulled.*

Form L orders must be transmitted by train dispatcher, and repeated in manner prescribed, the same as other forms of orders. They must not be copied on the face of the order annulled.

When delivery of an order to a train is not required, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled except his own and write on that:

Annulled by Order No

If a Form L order is addressed to a train, such train must have a copy of the order annulled.

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

M.

ANNULLING PART OF AN ORDER.

(1) *That part of Order No 10 reading No 1 Eng 52 meet Second 4 Eng 51 at C is annulled.*

(2) *That part of Order No 15 reading Extra 600 South will not leave M unless Extra 601 North has arrived is annulled.*

(3) *That part of Order No 20 reading No 3 Eng 47 wait at N until 10 30 a m*

Q 10 55 a m is annulled.

(4) *That part of Order No 25 reading Work Extra 292 not protecting against extra trains until 1 30 p m is annulled.*

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

N.

"CALLING-ON" ORDER.

(1) *Move Extra 798 North on main track until 11 01 a m.*

This form of order addressed to operator will be used when it is desired to move an approaching train on main track where train is to be advanced ahead of or against a superior train or trains. (See Rule 221 (a).)

The operator receiving this order will display "calling-on" indication of train order signal. The train dispatcher will specify a time to safely allow approaching train to move on main track to train order signal. If train has not arrived before the specified time, operator will then restore signal to display proper indication, and notify train dispatcher.

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 Eng 52 meet Second 4 Eng 51 at B instead of C.*

(2) *No 1 Eng 22 pass No 3 Eng 23 at H instead of K.*

(3) *Extra 37 North has right over No 3 Eng 39 F to A instead of C.*

(4) *Eng 901 instead of Eng 909 display signals and run as First 3 A to Z.*

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

A superseding order must not be used to change a meeting point in a Form S-A order more than once.

Train orders issued under Forms S-A, B, S-C, D and Form F (Example (7) only) may be superseded. Other forms must not be superseded, except Form P, Example (4), may be used to change engine numbers of a section.

Example (3) must be used only to *extend* the right conferred.

When an inferior train has been directed by train order to hold main track at a meeting point with a superior train, such instructions apply only to that order, that train and station named.

Q.

TIMETABLE RECEIPT.

Acceptance of this order is acknowledgement of receipt of _____ Div timetable No _____ effective _____ m _____ 19 _____.

D-R.

PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

- (1) No 1 Eng 22 has right over opposing trains on _____ track C to F.
- (2) Extra 600 South has right over opposing trains on _____ track HJ Jct to MB Crossover.
- (3) After No 3 Eng 78 arrives at Crossover No 2 at K No 2 Eng 30 has right over opposing trains on _____ track Crossover No 2 at K to Crossover No 1 at H.

Under Example (3) the train to be moved against the current of traffic must not leave the

first-named station until the arrival of the first-named train.

Under Examples (1), (2) and (3):

The designated train must use the track specified between the points named and has right over opposing trains *and work extras* on that track between those points.

Opposing trains must not leave the point last named until the designated train arrives.

Work extras whose working limits are within territory included in a Form D-R order must have a copy of such order issued to them under the provision of Rule 216 (c), and must clear the main track when the train or trains are due to leave the first-named station, or be protected as prescribed by Rule 99.

A train moving against the current of traffic must not leave a station in advance of its scheduled leaving time.

Except where Rules 450 to 453, inclusive, apply, inferior trains between the points named, moving with the current of traffic in the same direction as the designated train, must when practicable, receive a copy of the order, and may then proceed on their schedules or rights.

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, and until work extras, if any, have received copy of the Form D-R order.

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:

1 01 p m to 3 01 p m.

All trains must use the track named between the points designated 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 specified, or protected as prescribed by Rule 99.

V.

CHECK OF TRAINS.

- (1) *Regular (or class) trains due C at or before 6 50 a m have passed (or arrived, or left, or arrived and left), (as required).*

This may be modified by adding:
"except No 1 Eng 99."

- (2) *No 2 (or Extra 600 South) has arrived (or passed, or left) C.*

W.

TO AVOID STOPPING TRAINS TO REGISTER OR FOR CLEARANCE.

..... will not register nor require clearance at if the train order signal indicates proceed.

X.

SPEED RESTRICTING OR OTHER RESTRICTIVE CONDITIONS.

- (1) *Reduce speed to
10 MPH over Bridge 1365 MP 136 Pole 20
5 MPH over south siding switch at C
15 MPH MP 245 to MP 247 Pole 25
Psgr trains 50 MPH Frt trains 40 MPH
MP 275 Pole 10 to MP 281 Pole 20.*

May be modified by:
7 01 a m until 4 01 p m.

- (2) *25 cars on BH siding
10 occupied outfit cars on house track at G
South siding switch at K cannot be used.*

Both the train dispatcher and the operator must tabulate, as above.

Example (1) will be used for all speed restrictions, and Example (2) for all other unusual conditions.

Form X train orders must be annulled and re-issued each day and consolidated as far as practicable, and locations will be designated consecutively over each subdivision.

Form X orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Y.

PROTECTION ORDERS.

- (1) *Southward trains except No 47 wait at A until 10 15 a m.*

This order relieves No. 47 from protecting its rear against southward trains until the time specified in the order.

- (2) *Southward extra trains wait at A until 10 15 a m.*

This order relieves regular trains receiving the order from protecting rear of train against southward extra trains until the time specified in the order.

- (3) *Northward extra trains except two Extras 3017 and 3025 North wait at Z until 10 50 p m
Extra 3017 North wait at Z until 6 10 p m
Northward extra trains except three Extras 1783 3017 and 3025 North wait at U until 11 50 p m
Extra 1783 North has left U
Extra 3017 North wait at U until 7 10 p m.*

Explanation of Example (3):

Extra 1783 North is authorized Z to A, has left Z and passed U at 5:01 P. M.

Extra 3017 North, a fast freight train, is expected to leave Z at 6:10 P. M.

Extra 3025 North is to leave Z at 4:30 P. M. and has local work to do.

Extra 3025 North is not required to protect against northward extra trains except as specified in the order.

Extra 3017 North must not leave Z until 6:10 P. M., U until 7:10 P. M.; other northward extra trains, except Extras 1783 and 3025 North must not leave Z until 10:50 P. M., U until 11:50 P. M.

Form Y orders:

- (a) must not be combined with other forms of train orders.
- (b) must not be issued to protect rear of passenger trains, or to include any part of the limits of a work extra.
- (c) do not authorize train movements in the opposite direction.
- (d) will be used only on subdivisions where they are authorized by special instructions.

Train dispatchers will not authorize movement of a following extra train from an intermediate station until expiration of the designated time or times stated in such orders.

Z.

TAKING SIGNALS OUT OF SERVICE.

- (1) *Effective (Time) (Date) ABS temporarily discontinued from Signal No at (Station) to Signal No at (Station) Be governed by Rule 356.*
- (2) *Effective (Time) (Date) ABS and operation by block signals discontinued from Signal No at (Station) to Signal No at (Station) Be governed by Rule 356.*

(3) *Order No is annulled ABS restored to service.*

(4) *Order No is annulled ABS and operation by block signals restored to service.*

Example (1) will be used when discontinuing ABS.

Example (2) will be used when discontinuing both ABS and operation by block signals.

Example (3) or (4) will be used when restoration is made.

BLOCK SIGNAL AND INTERLOCKING RULES.

BLOCK SIGNAL AND INTERLOCKING SIGNAL INDICATIONS, RULES 281 TO 292-A, INCLUSIVE.

Aspects are 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. (Shape of the semaphore arms has no significance.)

Block and interlocking signals, as far as practicable, are located to the right of and adjacent to, or directly above the track which they govern, and display their indications as viewed from an approaching train or engine.

When it is not practicable to locate signals to the right of, or directly above, the track which they govern, two signals may be bracketed and located on one supporting mast for displaying indications on two tracks, right hand signal governing right hand track and left hand signal the left hand track.

When a track intervenes between a signal and track governed, a bracket, with or without a blue light at night, will be placed to the right of the signal.

Low signals, commonly called dwarf signals, will be used to display the same aspects and indications as signals on masts.

The signal aspects illustrated by the figures shown in these rules, for convenience, show both color light and semaphore aspects.

Signals may display either color light aspects alone, or semaphores in addition to color lights.

BLOCK SIGNAL, CAB SIGNAL AND

RULE	BLOCK AND INTERLOCKING ASPECTS	CAB SIGNAL ASPECTS	NAME
281			CLEAR
282			APPROACH MEDIUM
283			MEDIUM CLEAR
285			APPROACH
286			DIVERGING APPROACH
288			LOW APPROACH
290			LOW
291			STOP AND PROCEED
292			STOP
292-A			OPEN THE SWITCH

INTERLOCKING SIGNAL INDICATIONS.

INDICATIONS.
Proceed.
Proceed, reducing to 30 MPH before leading wheels pass the next signal.
Proceed via diverging route not exceeding 30 MPH until entire train is through the turnout.
Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal.
Proceed via diverging route not exceeding 30 MPH, or slower if necessary, prepared to stop before reaching next signal, except when entering siding, be governed by Rule 105. (See Note.)
Proceed, not exceeding 15 MPH through turnout, prepared to stop at next signal, except when entering siding, be governed by Rule 105.
<p>PROCEED AT LOW SPEED:</p> <p>(1) Within ABS, — to next signal governing in same direction.</p> <p>(2) At interlockings outside ABS, — through interlocking limits.</p> <p>(3) Where this signal governs movement onto non-signaled track, — until entire train is through turnout.</p>
Stop, Then Proceed at Low Speed through the entire block.
Stop.
Stop, Open the Switch.
<p>NOTE: Rule 286 aspects may also be used to repeat the indication on an approach signal.</p>

RULES APPLICABLE TO BOTH BLOCK AND INTERLOCKING SIGNALS.

325. What Block and Interlocking Signals Govern.—Block signals govern the use of the blocks and interlocking signals govern the use of the routes of an interlocking, but, unless otherwise provided, do not supersede the superiority of trains or dispense with the use of or the observance of other signals whenever and wherever required, except that as to movements within interlocking limits, interlocking signal indications supersede the superiority of trains.

326. Imperfectly Displayed Signals or Absence of Lights.—The absence of a light, or a white light displayed where a colored or lunar light should be, on a block or interlocking signal must be regarded as the most restrictive indication that can be given by that signal, except that when the positions of the semaphore arms are plainly seen, or a colored light is displayed in the top unit, or a yellow light displayed in light-out unit per Rule 285, such indications will govern.

When block signal rules have been suspended per Rule 356, the provisions of such rule will govern.

327. Where Stop Must Be Made.—A train or engine must stop before the leading wheels pass a Stop, or Stop, Then Proceed at Low Speed, indication. If a train or engine overruns a Stop, or Stop, Then Proceed at Low Speed, indication, the fact must be reported to the train dispatcher.

328. Next Signal Indication May Change.—After passing a signal displaying a proceed indication, the indication of the next signal may change to Stop, or Stop, Then Proceed at Low Speed, indication and engine men and trainmen must be on the alert to observe it.

329. Proceed Indication Changing to Stop.—If a signal indication permitting a train or engine

to proceed is changed to Stop, or Stop, Then Proceed at Low Speed, before it is reached, stop must be made at once and the train dispatcher notified.

330. Delay After Passing a Proceed Indication.—A train or engine having entered a block or route on a proceed indication and is delayed, must approach the next governing signal at Low Speed until it can be seen that the track is clear to the next signal and that the next signal displays a proceed indication.

331. Stand Clear of Track Circuits.—Trains, engines or cars standing on other than main tracks or signaled tracks, must be clear of track circuit.

332. Using Sand.—If necessary to use sand to stop an engine moving light, only sufficient sand will be used to insure safe operation.

After stopping, such engine must be moved immediately a sufficient distance to clear sanded portion of rail, to insure proper operation of block or interlocking signals.

Sand must not be used nor water permitted to run over movable parts of an interlocking, power switches, or spring switches.

INTERLOCKING RULES.

340. Proceeding from Stop Signal.—Trains or engines must not pass an interlocking signal indicating Stop, except as provided by Rule 343 or Rule 344, without receiving hand signals per Rule 375, or verbal permission from the operator, and must send a flagman ahead if they cannot see that route is properly lined; movement must then be made at Low Speed.

341. Movements Stopped by Operator.—Trains or engines stopped by the operator in making a movement through an interlocking, must not move

in either direction until they have received the proper signal from him.

342. Reverse Movements.—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 operator.

343. Interlocking Stations Closed.—While an interlocking station is closed, or where no operator is on duty at an interlocking, should a signal for an open route indicate Stop, movements through the interlocking must be preceded by a flagman. Before proceeding, the engine men and trainmen must know the route is properly lined, and signals indicate Stop on conflicting routes.

In addition, if the interlocking governs movement over a drawbridge, engine men and trainmen must ascertain if bridge is in proper position for passage of a train or engine.

The facts must be reported to the train dispatcher from the first available point of communication.

344. Automatic Interlockings.—When a train or engine is stopped by a Stop-indication of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route and signals on conflicting route indicate Stop, train or engine may then proceed on hand signal from a member of crew, located at the crossing.

When indicator lights are provided in release boxes, and such lights are illuminated, they will denote that signals on conflicting routes indicate Stop.

If a train or engine is on conflicting routes, hand proceed signal must not be given until such movement is stopped, and if signals on conflicting routes do not indicate Stop, flag protection per Rule 99 must be provided on conflicting routes.

345. Interlockings Within ABS Territory.—At interlockings within ABS territory, when a train or engine has moved within interlocking limits, either on hand signals or when preceded by a flagman, it must not move beyond the interlocking limits, unless there is a leaving signal governing movement beyond interlocking limits displaying a clear or approach indication, except as prescribed by Rule 350.

AUTOMATIC BLOCK SIGNAL RULES.

350. Stop Indication Per Rule 292.—When a train or engine is stopped by a Stop-indication and such indication does not change promptly to a more favorable indication:

(1) Communicate with train dispatcher or control operator if means of communication is available.

(2) Train or engine may proceed at Low Speed to the next "Clear," "Approach Medium," or "Approach" signal, upon verbal advice from train dispatcher or control operator in words: "There is no *opposing* train in the block."

(3) Train or engine may proceed only under flag protection to the next "Clear," "Approach Medium," or "Approach" signal when there is lack of communication, or upon verbal advice from train dispatcher or control operator in words: "Proceed under flag protection." These words must be used when train dispatcher or control operator does not know that there is any opposing movement involved.

The procedure under (1), (2) and (3) must be repeated at each Stop-indication.

When the signal in advance can be seen to be a

“Clear,” “Approach Medium,” or “Approach?” signal and track can be seen to be clear to such signal, train or engine may pick up flagman and proceed at Low Speed to such signal.

Exceptions to Rule 350:

Communication with train dispatcher is not required when excepted in Rules 345 and 402, or in making switch movements within yard limits under the provisions of Rule 93 outside territory where Rules 400 to 406, inclusive, are in effect.

Outside territory where Rules 400 to 406, inclusive, are effective, *written flagging instructions* of work extra flagman stationed at a Stop-indication will govern in proceeding from such signal, but in no case will train exceed Low Speed.

351. Stop and Proceed Signals Per Rule 291.—When a train or engine is stopped by a “Stop, Then Proceed at Low Speed” indication, it may proceed:

(1) On any track signaled for traffic in both directions, at Low Speed through the entire block, except when moving under flag protection per Rule 350, it must continue under flag protection as prescribed.

When making reverse movement into a block, be governed by Rule 354 or Rule 404.

(2) On any track signaled for traffic in one direction, at Low Speed through the entire block.

352. Passing Stop and Proceed Signals.—A train may pass without stopping a “Stop, Then Proceed at Low Speed” indication:

(1) At Low Speed to enter siding at a meeting point *when track is seen to be clear from signal to the switch.*

(2) At Low Speed to continue on main track at a meeting point under Form S-A train order

only, when opposing train is *seen* to be entering siding and track is *seen* to be clear to switch used by train to be met.

353. Entering Block Between Signals.—A train or engine entering a block between signals must be protected as required by the rules and must proceed at Low Speed to the next signal.

354. Reverse Movements.—Unless modified by rules governing movement of trains and engines by block signals, a train or engine having passed beyond the limits of a block must not back into that block without flag protection against opposing trains or engines, except as follows:

(1) On train order authority permitting reverse movement and a clear signal indication per Rule 281 is displayed to re-enter the block.

(2) Under Rule 93 when flag protection is not required.

355. Block Indicators.—Block indicators at hand throw switches of sidings and other tracks in ABS territory indicate the condition of the block, and govern movements to main track.

BLOCK INDICATORS, ASPECTS AND INDICATIONS.

ASPECTS.	INDICATIONS.
Miniature semaphore vertical, or a green light.	Block clear.
Miniature semaphore horizontal, or a red light.	Block occupied.

Where indicators are equipped with push button, a member of crew will operate push button, but not until ready to proceed, and *immediately* before operating the switch.

356. Taking Signals Out of Service.—When emergency requires, ABS and mechanism for movement of trains and engines by block signals, may be taken out of service temporarily by use of train order, Form Z, where territory involved is more than 5 miles, until repairs can be made.

Trains will be operated by timetable, train orders and rules governing such operation. ABS and rules governing movement by block signals will be considered suspended during the time specified and in territory designated.

Block signal color lights must be extinguished by signal maintainer as soon as possible.

Interlocking rules and interlocking signals are still effective.

Trains must approach railroad crossings, draw-bridges, junctions, interlockings and first signal left in service, prepared to stop.

Facing point spring switches must be examined on ground by throwing over and back by hand.

Remote control switches must be placed in hand operation. On dual control switches selector lever must be set in "Hand" position, switch operated once by hand and left lined for the main track. At other remote control switches, the switch points must be spiked for main track movement.

Train order, Form X, must be issued prescribing such speed restriction of passenger trains and freight trains as will insure absolute safety.

Even though ABS rules are suspended, a light burning *Red*, or semaphore arm in horizontal position, unless covered, on a block signal must be respected by train stopping, then proceeding at speed prescribed in Form X order.

When the failure of communication in storms, etc., renders it impracticable to deliver train order, Form Z, to trains in ABS territory (not including territory where rules governing opposing and following movements by block signals are in effect), the superintendent, after specifying speed restrictions, may authorize trains having right or schedule that permits them to proceed to consider ABS rules suspended between specified block signals, and in such case all requirements of this

rule except issuance of train order, Form Z, will be effective.

CAB SIGNAL RULES.

Definition of Equipped Engine or Train.—An engine or train equipped with cab signal apparatus, including whistle and acknowledger in operative condition for the direction in which it is to move.

Definition of Non-Equipped Engine or Train.—An engine or train not equipped with cab signal apparatus. An engine or train not equipped for the direction in which it is to move, or an engine or train with inoperative cab signal equipment.

360. Cab Signal Indications.—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.

361. Warning Whistle.—A warning whistle is provided to function whenever cab signal changes to a more restrictive indication. Engineer must be governed by the more restrictive indication and acknowledge change by operating acknowledging switch, which will stop sounding of whistle.

362. Conflict of Indications.—Should cab signal and fixed signal indications conflict, the more restrictive indication will govern.

363. Low Speed Indication.—When cab signal changes to Low Speed indication, a train or engine must at once reduce to that speed.

364. Conditions Ahead.—Cab signals will not indicate conditions ahead when engine is:

- (a) Moving against the current of traffic on track signaled only for normal direction running.
- (b) Pushing cars.
- (c) Backing up.
- (d) Other than lead engine.

OPERATORS AT INTERLOCKINGS, AND CONTROL OPERATORS AT CONTROL STATIONS.

375. Responsibility and Duties.—

(1) Operators and control operators are responsible for the care of interlocking station or control station, flagging signals and supplies.

(2) Operators or control operators must not make nor permit any unauthorized alterations, repairs or additions to the appliances.

(3) Any defects must be reported promptly to the train dispatcher, signal supervisor and signal maintainer.

The failure of any train or engine to comply with signal indications or rules must be reported to the train dispatcher.

(4) 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. When repairs are completed, equipment must be tested.

(5) Unauthorized persons must not be permitted to enter interlocking station or control station.

(6) Interlocking and absolute block signals must be kept in the position displaying the most restrictive indication, except signals should be cleared sufficiently in advance of approaching trains or engines to avoid giving unnecessary restrictive indications.

(7) Operators at interlockings must not give hand signals when the proper indication can be displayed by the interlocking signals. Hand signals must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the absolute signal.

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 engine men or trainmen as to the signals, or as to the train or engine for which they are intended.

Hand signals will be given with a yellow flag or yellow light.

If necessary to pass any interlocking signal indicating Stop, hand signals must be used and train dispatcher, signal supervisor and signal maintainer notified.

(8) A lever that operates both switches and signals must not be moved to the opposite position when any portion of the train or engine is on or closely approaching the switch. Such lever may be restored to center position after head end of train passes over the switch.

If a signal has been cleared for an approaching train, it must not be changed to Stop before leading wheels of train or engine passes the signal, except in an emergency.

When a signal indication has been displayed for movement of train or engine, a lever that operates switches *only* must not be moved when any portion of a train or engine is on or closely approaching the switch, unless train or engine has been stopped clear of signal and, when necessary, operator so notified.

(9) When a train or engine is authorized by control operator to proceed as prescribed by Rule 350, he must remind train and engine men of the requirements of Rule 104 (c).

(10) Stop-indications of block signals must be displayed in both directions and red markers or blocking devices applied to levers to prevent clearing signals for movement into the track limits:

(a) Before granting track and time limits.

(b) Before granting authority to enter main track at a hand operated switch.

(c) Before granting authority to operate a remote control switch by hand.

(d) During time track is out of service.

Red markers or blocking devices must not be removed until all trains, engines and roadway machines are clear of the main track within track limits granted, or until track which has been out of service is restored to service.

Control operators must not grant track and time limits over a greater territory than between the outer switches of two adjacent sidings.

Control operator must not grant track and time limits that might result in a restrictive indication to a train, which it is desired shall move through such limits at maximum permissible speed.

When there are two or more tracks in this territory, track and time limits granted by control operator must specify track or tracks to which authority applies.

Control operator will, at the time track and time limits are granted, make record of information given in prescribed form.

When a train or engine requests track and time limits, employe will be required to state his name, occupation, location and train or engine number.

In granting track and time limits, control operator will use following wording only:

"Train (or Eng.) _____ At _____
granted track limits from (for example) 7:30
A. M. until 8:30 A. M. (Not for 30 mins. or 1
hour) between (for example) Signal No. 2539
and Signal No. 2542

(or) North Switch AB Siding and South
Switch AB Siding

(or) North Junction and South Junction, etc.
Control Operator's Initials (for example)

A. B. C.

Time (for example) 7:28 A. M."

Control operator will require track and time limits to be repeated, and if correct will respond "OK."

If track and time limits cannot be granted, control operator will reply:

"Cannot grant track limits. Call back at (for example) 7:45 A. M."

Track and time limits may be granted in manner prescribed herein to roadway machines, which do not actuate block signal indications, except that control operator will not remove red markers or blocking devices, nor clear signals, until verbal information reporting track clear has been entered in ink by control operator on form prescribed, with name of employe reporting track clear, and time.

(11) Track and time limits under Rule 402 must not be granted when such track limits are occupied by another train or engine not granted track and time limits, except that:

(a) A yard engine or other engine may be granted track and time limits to enter main track at a hand operated switch to switch or hostile the engine of a train not granted track and time limits during the time such train is standing, if there are no other trains or engines which have not been granted track and time limits, moving between the absolute signals.

(b) Trains or engines may enter main track upon authority of control operator with track and time limits after a definite understanding has been had that all trains which have entered the track limits on signal indication have passed the switch over which movement to the main track is to be made.

(12) If there is a derailment or if a switch is run through, or if any damage occurs to the track or appliances, the signals must be restored so as to display their most restrictive indication, and no

movement permitted until all parts involved have been examined and are known to be in safe condition.

(13) When necessary to disconnect a switch, movable point frog, derail, facing point lock, or electric locking circuits, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position.

Seals on electric locks must not be broken, except in an emergency, and then only after it is known that all signals affected are in the normal position, and report made to train dispatcher and signal maintainer immediately.

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.

(14) Interlocking levers and power operated switches must be moved as often as may be necessary to keep connections from freezing, when weather conditions require. If the force whose duty it is to keep appliances functioning properly during adverse weather conditions, is not on hand when required, the fact must be reported promptly.

(15) When making written transfer, operator or control operator will include location of trains, prospective movements, any irregularities in apparatus or appliances, and outstanding instructions.

At control stations where traingraphs are in use, train identification and lines connecting recordings must be written by control operator on traingraph sheet. Unusual occurrences or delays must be noted and he must sign sheet at expiration of his tour of duty.

At commencement of his tour of duty, control operator must check traingraph sheet with stand-

ard time and make notation of discrepancy in time, if any.

(16) Instructions contained in "Rules and Instructions for Train Dispatchers" and "Rules and Instructions for Operators" are in effect insofar as they may be applicable to duties of control operators, and operators at interlockings.

RULES GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS.

400. Movement by Signal Indication.—Within defined limits on designated tracks, so specified on the timetable, or by special instructions, the movement of trains and engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track, but do not supersede train orders. Train orders, except Form X orders, are not required within such territory.

Unless authorized by signal indication, trains or engines must not enter a main track at a hand operated switch without authority of the control operator including track and time limits per Rule 402.

Such operating rules, interlocking rules and automatic block signal rules as are not modified by these rules, remain in force.

The movement of trains and engines will be supervised by the train dispatcher, who will issue instructions to the control operator, when required.

401. Clearances and Classification Signals.—Clearances may be used to designate a train or engine. Classification signals are not required, except when trains are designated by clearance as

an extra train or as a section. They may be displayed to avoid stops to place or remove them.

Clearances designating extra trains must read, for example: "Extra 788 South," and clearances designating sections must read, for example: "First 1, Green Signals," "Second 1, No Signals," etc.

402. Track and Time Limits.—Trains or engines may occupy the main track within specified limits for time periods authorized by control operator specifying track and time limits and track or tracks to be used (to be worded for example: "Track and time limits granted on North Track 1:10 A. M. until 1:25 A. M. between north and south switches of AB siding," or "between Signal No. 625 and Signal No. 655").

While occupying track limits within time granted, trains and engines may move in either direction without flag protection, but must move at Low Speed, expecting to find trains and engines therein.

A train or engine granted track and time limits, after stopping, may pass a block signal indicating "Stop" or "Stop, Then Proceed at Low Speed" and then proceed at Low Speed:

- (1) to enter track and time limits.
- (2) within track limits.

Rules 104 (a), Rule 104 (c), and interlocking rules and interlocking signals must be observed.

Trains and engines must be clear, and reported clear, before expiration of the time granted.

If not clear by the time specified, protection must be afforded in both directions as prescribed by Rule 99.

If additional time is required, authority must be obtained from control operator before authorized time limit has expired.

Control operator must be notified when trains

and engines are clear of the track limits granted, except when control operator authorizes by signal indication, a train or engine to move out of the track limits in the same direction in which it entered, it will be considered clear when it has passed such signal indication.

To hold track limits for the time authorized on track or tracks specified, such track or tracks must be occupied continuously, or a main track switch left open.

No movement may be made under this rule until engine men have received and understand the track and time limits granted.

When a train or engine requests track and time limits, employe will state his name, occupation, location and train or engine number, and will repeat track limits and time granted, to the control operator, who will then give his "OK."

403. Reporting Delays.—Control operator must be advised in advance of any known condition that will delay the train or engine, or prevent it making usual speed.

After a signal indication has been displayed authorizing movement of a train or engine, if movement cannot be made promptly, control operator must be notified immediately.

When a train or engine is stopped by a Stop-indication and there is no evidence of an approaching train or engine, communicate promptly with control operator.

404. Reverse Movements.—If it becomes necessary to reverse the movement of a train or engine, such movement must be made under flag protection to the next absolute signal, except during the time and within track limits prescribed, or when absolute signal indication is displayed for reverse movement.

If any part of a train or engine passes an absolute signal, authority must be obtained from

control operator before reverse movement is made, except as provided by Rule 402.

Should a train or engine overrun an absolute signal displaying Stop-indication:

- (a) Protect ahead immediately as prescribed by Rule 99.
- (b) Communicate with control operator before movement is made in either direction.

405. Open the Switch Signals.—When signal governing movement from main track to a siding or non-signaled track displays indication "Stop, Open the Switch" per Rule 292-A, train must enter siding or non-signaled track, after switch is open.

406. Call Lights.—When a train or engine man of a train or engine which is switching or standing, finds call light burning on relay house or telephone booth, he must communicate immediately with control operator.

MOVEMENT BY SIGNAL INDICATION AT REMOTE CONTROL SIDINGS IN TIMETABLE AND TRAIN ORDER TERRITORY.

425. Movement Remote Control Sidings in Timetable and Train Order Territory.—Movement on main track between switches of sidings equipped with remote control switches and signals within timetable and train order territory, as well as movement into such sidings, will be governed by signal indications which will supersede superiority of trains.

Such locations will be designated by special instructions.

RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES IN THE SAME DIRECTION BY BLOCK SIGNALS.

450. Movement Signal Indications, One Direction.—Within defined limits on designated tracks, so specified on timetable, or by special instruc-

tions, the movement of trains and engines with reference to other trains and engines in the same direction, will be governed by block signals, whose indications will supersede the superiority of trains, but do not supersede train orders.

Train orders, except Form X orders, are not required for the movement of trains and engines in specified direction by indication of block signals in this territory.

The movement of trains and engines will be supervised by the train dispatcher.

451. Authority to Enter Main Track.—Trains or engines must obtain authority of train dispatcher (except in yard limits where special instructions will govern), and comply with requirements of Rules 99 and 104 (15) before entering main track.

A train or engine must not cross over to, or obstruct another main track, without permission of train dispatcher and protection as prescribed by Rule D-99.

452. Reporting of Delays.—The train dispatcher must be advised in advance of any known condition that will delay the train or engine, or prevent it making usual speed. When work is to be done which may delay the train or engine, permission must be obtained from the train dispatcher before entering the block in which the work is to be done.

Trains or engines instructed by train dispatcher to clear main track for following trains will keep closely advised of trains to be cleared to avoid delay.

When clear of main track, if following train does not pass promptly, communicate with train dispatcher.

453. Clearances and Classification Signals.—Clearance may be used to designate a train or engine. Classification signals are not required, except when trains are designated by clearance as

an extra train or as a section. They may be displayed to avoid stops to place or remove them.

Clearances designating extra trains must read, for example: "Extra 788 South," and clearances designating sections must read, for example: "First 1, Green Signals," "Second 1, No Signals," etc.

OTHER GENERAL RULES.

501. To Whom Employes Report, etc.—

(1) Employes whose duties are prescribed by these rules will report to and comply with instructions from the superintendent, and such others as may have the proper jurisdiction. They will comply with instructions issued by officers of the various branches of service when applicable to their duties.

(2) Train dispatchers must comply with special instructions, including "Rules and Instructions for Train Dispatchers," issued in booklet form.

(3) Operators must comply with special instructions, including "Rules and Instructions for Operators," issued in booklet form.

(4) At stations where yard force is employed, trains and engines will be under the control of the yardmaster, or the agent, in the absence of a yardmaster, and all employes in train, engine and yard service will be subject to his direction.

(5) Station agents will comply with instructions issued by division officers, and by officers of other branches of the service.

They must be familiar with and responsible for observance of:

Rules and Instructions Governing Station Agents and Their Employes, including Car Service Rules.

Instructions Governing the Transportation of Explosives and other Dangerous Articles.

Instructions Governing the Handling of U. S. Mail.

A. of A. R. Rules and Instructions Governing the Loading, Inspection and Interchange of Cars.

(6) Train and engine men must comply with rules and instructions issued by proper authority covering maintenance and operation of air brake, air signal, steam heat, air conditioning equipment, water cooling systems, train handling instructions, and instructions governing operation of Diesel engines. They must pass the required examinations thereon, and attend instruction classes, where available.

(7) Employes whose duties require must familiarize themselves with and observe Federal Laws relating to Hours of Service, Safety Appliances, time livestock may be held in cars, Safe Transportation of Explosives and Other Dangerous Articles, and other Federal Laws pertaining to their duties and make proper reports thereunder.

(8) When on duty, brakemen and porters are subordinate to conductors, firemen are subordinate to engineers, and switchmen are subordinate to engine foremen.

502. Supplies, etc.—Conductors must see that their trains are provided with proper and sufficient supplies of all kinds and will allow only such material in their cabooses or equipment boxes as is necessary.

503. Delaying Trains.—Train and engine men are prohibited from delaying trains by leaving them for meals, or for any other purpose, without permission.

504. Registering Addresses.—When required, employes in train and engine service must register at the ends of their runs information on prescribed form provided for the purpose. Employes subject to call must not leave their usual stopping places without giving notice where they can be

found, and must not leave the vicinity, without permission from the proper officer.

505. Who Entitled Ride Trains, Engines, etc.

(1) No person will be allowed to ride trains without proper transportation, or without collection of proper fare, except such persons employed on trains, or such officers as may be excepted, unless properly authorized.

(2) Unless freight trains are regularly designated to carry passengers, no person must be permitted to ride thereon, except by proper authority.

(3) No person, except employes in the discharge of their duties, will be permitted to ride on an engine, or in a baggage, mail or express car, without a written order from the proper authority.

Engineers will not allow any person to ride on the engine, except designated officers or employes in the discharge of their duties, without written order from proper authority.

SPECIAL RULES FOR PASSENGER SERVICE.

506. Passenger Service Duties:

(1) Train crews will supervise the stowing of baggage and see that it is accomplished in such a manner as to minimize hazard of accident to passengers.

(2) Conductors must not permit disorderly persons to get on trains, must not permit damage to property, or misconduct on trains. Persons who are unable to care for themselves must not be permitted to get on train unless accompanied by an attendant.

(3) Conductors must use discretion when necessary to eject a passenger from a train. They will be governed by local rules, state laws and proprieties.

When a passenger is ejected from a train, it must be at a station where shelter and food are available. The names and addresses of witnesses,

in addition to name and address of person ejected, must be obtained, together with statements of witnesses in writing, if possible.

(4) Side and trap doors of vestibules must be kept closed while train is in motion, except when attended by a member of the crew, and when in use at stations open only on the side where passengers are received and discharged.

An end gate must be placed at the rear of the last car in a train, when such car is vestibuled. When not vestibuled, a chain or crossbar must be used.

When cuts are to be made between occupied passenger cars while switching, trainmen must know that end gates or chains are in proper position at the end of each car where cut is to be made.

The doors of all passenger cars in passenger trains must be kept unlocked while train is in motion.

(5) The proper announcement necessary for the information and guidance of passengers must be made by trainmen approaching stations and junctions, and at terminals and junctions before the departure of trains. Conductors must see that employes of sleeping or parlor cars advise passengers therein when they are to leave the train.

(6) It is the duty of passenger conductors to pass through trains for collection of tickets and fares, and in addition, especially where stops are far apart, they must frequently pass through train to look after comfort of passengers and to see that trainmen are performing their duties.

At stops to receive or discharge passengers, they must be on station platform.

They must require coaches to be kept in a clean condition, iced, watered, and kept at proper temperature.

(7) Passenger train employes must wear the

prescribed uniform while on duty and maintain them at a proper standard of condition and appearance, and when passing through dining and parlor cars must remove their caps, except conductors may wear caps when handling transportation.

SPECIAL RULES FOR FREIGHT SERVICE.

507. Duties Freight Conductors:

(1) Freight conductors are responsible for the security of all freight carried by trains in their charge and its delivery with the necessary waybills or manifests, at its destination or terminals. They must keep the required seal and other records.

(2) Freight conductors must comply with instructions of agents in placing cars and doing other station work.

(3) Conductors must give proper attention to the handling of livestock, perishable freight and its attendants, complying with special instructions governing.

(4) Unless otherwise instructed, conductors must not take freight either in carload or less than carload lots, from a station where there is an agent, without the regular waybills or card bills, nor if, in his opinion, the cars are not safely loaded; in each case report must be made promptly to the train dispatcher.

(5) Where repairs are made to foreign cars, a report on prescribed form must be made.

SPECIAL RULES FOR ENGINE SERVICE.

508. Duties Engine Men:

(1) It is the duty of the engineer to handle the engine at all times, but the fireman may do so for short periods, with permission of and in presence of the engineer, who will be responsible for the proper handling of the engine. This rule does

not confer authority to exchange duties, which is prohibited by Rule Q.

Fireman must not handle the engine in the absence of the engineer, unless authorized by the proper officer, or in some emergency is requested to do so by the conductor.

(2) Before accepting steam engines for service, engineers must test gauge cocks, blow out water glasses and water column, and know that all water level devices are functioning properly and that a proper water level is maintained in boiler.

Water glass and water column blowout cocks and gauge cocks must also be tested at frequent intervals to know that proper water level in boiler is maintained at all times.

(3) Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment.

(4) Blowing of locomotive boilers must not be done at locations where it may cause damage to property, or injury to persons.

(5) Engine men must not drop sand, nor clean ash pans or front ends on switches, frogs or interlockings.

Slides of ash pans must be closed and grates must not be shaken when passing over bridges and trestles.

Ash pans and front ends must be cleaned only at cinder pits and designated locations, and never on ballasted tracks, except in emergency.

(6) When a train has more than one engine, the requirements of the rules apply alike to the engine men of each engine, except as otherwise provided.

(7) Engines must not be left standing in such positions as to block movements on connecting or adjoining track.

Engines coupled to occupied passenger trains

must not be left without a qualified employe in charge.

(8) When steam engines are left unattended, reverse lever must be placed on center, throttle closed, cylinder cocks opened, independent brake applied, and there must be enough water in boiler to prevent damage.

When steam engines with air pumps shut off, are left unattended, wheels must be blocked.

When Diesel engines are left unattended with motors running, throttle must be in idle position, transition lever in "Off" position, all switches, except those for fuel pump and control in "Off" position, reverser handle removed, and independent brake applied.

When Diesel engines with motors shut off are left unattended, hand brakes must be set, and, if necessary, wheels blocked.

(9) Engineers must not move engines from fueling stations until they are certain that employes operating delivery apron, or crane, have fully completed the operation. Water spouts, water or oil cranes, coal chutes, hose or pipe must not be moved to or from the tender while the engine is in motion, and must be empty before they are moved. After being used, they must be replaced and secured in proper position.

Where Diesel engines are being serviced, they must not be moved until hose connections are removed.

(10) When trains are detoured over another railroad, the engineer that is an employe of the railroad's train being detoured will operate the engine, unless otherwise instructed by officers of the railroad over which detour movement is being made. The pilot will keep him informed as to opposing trains, speed restrictions, signals, sidings, water stations and other physical characteristics

of the road necessary for safe and prompt operation.

SPECIAL RULES FOR STATION SERVICE.

509. Duties of Agents.—Agents will:

(1) Exercise general supervision over all employes at their stations.

(2) Maintain supervision over station buildings and grounds.

(3) Keep premises in clean condition.

(4) See that there is no misuse of Company property or premises.

(5) See that train bulletin boards bear current date and necessary train information.

(6) Report promptly any action by state, county, township, municipal or other authority, corporation or individual, coming to their notice which will in any way affect the railroad.

(7) Place skids, trucks and scales when not in use in baggage room, or warehouse, but if necessary to leave on platform, place them at the end or rear of station building, when practicable.

SPECIAL SAFETY RULES.

TRAIN, ENGINE AND YARD SERVICE.

510. Safety Rules.—Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

Employes must not:

Step upon nor alight from leading footboard of a moving engine or tender from or to a position between the rails.

Go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper

Step in front of moving cars or engines to adjust knuckles.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

Use feet to change the alignment of drawbars.

Remove any of the appliances of an engine or car for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices.

Ride upon coupler, end sills, end sill handholds or pilot beams of locomotives.

Step upon or alight from footboard on forward end in direction of movement of an engine in motion.

Ride on footboard on forward end in direction engine is moving.

Ride on engine pilots.

Ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars, except when operating hand brakes or backup hose.

Sit on footboard or pilot of engine when engine is standing still.

INSTRUCTIONS GOVERNING HANDLING OF PERSONAL INJURIES AND ACCIDENTS.

600. In case of injury to persons, loss of life or damage to property, conductors must furnish a full and exact statement of all the facts, with the

names and addresses of all persons who witnessed or have information concerning the accident, written statements to be obtained whenever possible. In case of death on their trains from accident or otherwise, or of the killing of any person on the track by their trains, must see that the proprieties are observed, that the body receives appropriate care and is removed as soon as possible to a proper place and left in charge of a public officer, an agent or a responsible employe of the railroad.

The laws do not require that the body remain upon the track until it may be viewed by the Coroner, but it may be removed to a suitable place where it can be cared for in a proper manner until it can be taken in charge by the authorities.

601. Whenever employes are injured, everything must be done to care for them properly. If they are able to be moved, they should be taken to the nearest company surgeon for treatment. If they cannot be moved, the nearest company surgeon should be called. If the case is urgent, and company surgeon cannot be immediately procured, the conductor, agent, or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the company surgeon can take charge of the case.

If other than a company surgeon is called, he is to be advised that he is called for first attention only.

602. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially those injured.

Bedding and linen may be taken from Pullmans for this purpose, keeping careful account of all material so taken, and, when necessary, injured persons may be put in the sleepers.

When a number of persons, either passengers or employes, are injured and require immediate attention, summon at once the nearest competent surgeon, and notify at the same time the nearest company surgeon, and make proper wire report to superintendent and claim agent, giving full particulars as to name and whereabouts of the injured persons, names of surgeons in attendance, and what further attention is required for the relief of the injured.

603. When tramps, boys, or other trespassers climbing on or jumping from moving trains, or persons walking or lying on the track are injured or killed, they should be sent to their homes or placed in charge of local, county, city or village authorities, and no expense incurred on the part of the Company. Such cases must not be sent to company hospitals or other hospitals at the expense of the Company. Cases of this nature must not be carried to adjoining counties, but the local county, city or village authorities must be notified to take charge of them.

When persons are injured upon public highway or street crossings intersecting the Company's tracks, superintendent and claim agent must be notified promptly by wire, giving full particulars, and the nearest company surgeon, who will render first attention, summoned.

In cases of injury resulting in death, the remains must not be removed from the county in which the accident occurred, until released by the Coroner, who must be notified at once, and wire report made to superintendent and claim agent. Directions will be given by the superintendent as to the disposition of remains.

Stretchers for the use of transporting sick and injured employes are supplied as a part of the regular equipment upon all baggage cars. Certain stations are also supplied with stretchers. After

use, stretchers must be returned to baggage car or station from which taken.

604. A wire report of all accidents to trains on proper form must be made immediately, giving all information called for on the form.

Report on prescribed form giving the correct names of the injured and uninjured, the address and destination of all persons on the train and of the injured, and the extent of their injuries, must be sent by wire to proper officers from first open office.

Promptly after an accident to trains, involving passengers, conductors must secure from all passengers their signatures on proper forms, delivering or sending to claim agent, advising superintendent.

605. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witness an accident, resulting in either injuries, death or damage to property.

606. In every case of personal injury in any branch of the service, a full and complete report must be made at once on prescribed form by every employe present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

607. When persons are injured by an accident which may have been caused by defective cars, engines, appliances, tools or machinery, such equipment must be immediately examined by the person in charge to ascertain its condition and report made of the inspection on proper form, giving the numbers and initials of cars examined, with names, occupation, and address of the persons making the inspection.

This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first terminal by

the inspector, foreman or other mechanical representative.

When tools, machinery or other types of equipment or appliances are involved in an accident resulting in personal injury, they should, if at all possible, be marked for identification and placed in custody of some responsible officer or employe and held subject to the order of the claim agent, or superintendent, regardless of whether or not inspection reveals any defect therein.

608. When employes are injured in train or yard service, numbers and initials of all engines and cars involved in cut or train should be reported by conductor or foreman in charge.

When employes are injured while handling material or freight, foreman or employe in charge must report origin and destination of shipment or material being handled.

609. The Company will not recognize any responsibility for board, medicine, nursing or surgical attention, except for the emergency service required under Rules 601 and 602, unless authorized by the proper officer.

Claim agent or other officer should arrange to have remains of passengers fatally injured, whose identity is unknown, promptly photographed. In the event the features are distorted beyond recognition, a thorough search should be made for scars or deformities, and a record kept of the exact location of these blemishes for the purpose of identification. Their personal effects, together with a complete list thereof should be forwarded to the superintendent.

610. Where automobiles or other vehicles or pedestrians are struck by or collide with trains, engines or cars on railroad tracks, either at crossings or elsewhere, the conductor must, immediately after accident occurs, arrange for obtaining

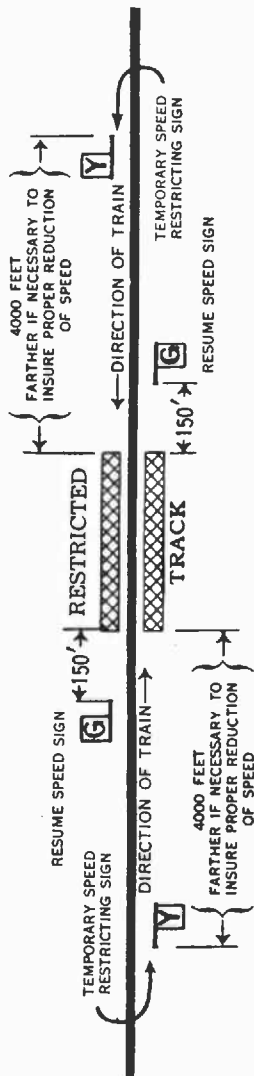
the names, addresses and occupations of all persons involved, including all persons at the crossing or arriving soon after the accident; the license numbers of all cars nearby, whether or not occupants of such cars admit knowing anything about the accident. This information should be included in reports made covering the occurrence.

Where automatic signaling devices are provided or watchmen or flagmen are on duty, a special effort should be made to determine who, among the witnesses, can testify that the apparatus was properly functioning or the crossing flagman or watchman properly performing his duty. Names of witnesses who can testify regarding horn or whistle and bell signals must be obtained.

611. Where persons or vehicles are struck and injured or damaged by trains or engines on crossings in the vicinity of stations, agent at point where accident occurred will immediately locate on a rough sketch and show by actual measurement the position of all cars standing on tracks at or near the crossing, and send report to the superintendent, describing the cars, giving the initials and number of each and their location with reference to the crossing where the accident occurred.

TEMPORARY SPEED RESTRICTION CHART.

(SEE RULE 10 (G).)



TEMPORARY SPEED RESTRICTING SIGN: Yellow signal by day, and yellow light in addition by night, placed on the engineer's side of track, not less than 4,000 feet, and farther, if necessary, from the point where the restricted track begins.

RESUME SPEED SIGN: Green signal by day, and a green light in addition by night, placed on engineer's side of the track, within 150 feet beyond the point where the restricted track ends.

In territory where two or more main tracks are in service, each track must be protected in both directions the same as if it were single track.

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