



sabine river  
& northern

**EMPLOYEE  
SAFETY AND OPERATING  
RULES**

**SABINE RIVER & NORTHERN RAILROAD**

**GENERAL OPERATING RULES**

**APPLICABLE TO ALL EMPLOYEES**

Safety is of the first importance in discharge of duty.

Obedience to the rules is essential to safety.

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

1. Employees whose duties are prescribed by these rules must provide themselves with a copy. Employees 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, employees must apply to proper officer for an explanation.

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

3. Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees is required for proper functioning under the rules and instructions.

4. Employees must exercise care to avoid injury to themselves, or others by observing the condition of equipment and the tools which they use in performing their duty and when found defective will, if practicable, put them in safe condition, reporting defects to operating officer.

5. Employees are charged with the responsibility of safeguarding company equipment structures, and tools, used by them against loss, misuse, theft or destruction, and must exercise care and economy in the use of railroad property.

6. In case of danger to company's property employees must unite to protect it.

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

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

9. Defects in track, bridges, fills, highway crossings, or any part of the road bed, or any unusual conditions which

may affect the movement of trains must be promptly reported to operating officer.

10. Employees are expected to use their off-duty time in such a manner, so that they will be fit for safe, prompt and efficient performance of their respective duties for the Railroad when returning to work.

11. Employees must not be careless of the safety of themselves or others, indifferent to duty, insubordinate, dishonest, immoral, quarrelsome, discourteous or vicious. They must conduct themselves in a manner that will not bring discredit on their fellow employees or subject the railroad to criticism and loss of good will.

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

12. Employees are required to report any misconduct or negligence affecting the interests of their railroad. Withholding such information will be considered proof of negligence or indifference.

13. Employees are forbidden to make charge for service performed in line of duty, or to permit discrimination, and unless specially authorized must not use the credit of their railroad and must neither receive nor pay out money on the railroad's account.

14. Employees must not remain near tracks when trains are passing, as pulpwood, gravel, or other articles are liable to fall from the train. In a courteous and civil manner others, not in railroad employ, if in the vicinity, are to be so warned.

15. Under no circumstances is any one not in the employ of the railroad allowed to board or ride on any train or engine without written authority from operating officer.

16. In case of damage to trains or structure wherein the security of freight or railroad property is involved, it is the duty of all concerned to see that watchmen are immediately stationed, and that arrangements are promptly made for the protection of such property against all causes.

Switch keys furnished employees, whose duties require their use, will be used only with lawful intent, and the performance of their duties.

17. Agents, conductors and others entrusted with the books, waybills or the statistics of the railroad must, under no circumstances, permit unauthorized persons to have access

hereto, or in any manner divulge any of the affairs of the railroad or its patrons.

18. In order to avoid error and misunderstanding and to prevent fraud and imposition upon employees by persons who merely seek to use the misfortune of others for profit to themselves, employees are forbidden to give statements or other information about accidents, or the circumstances thereof, except to a person in interest, and those representatives of the company whose duty it is to ascertain and gather facts. The disclosure of any information contained in the files of the company or other privileged or confidential reports, without authority from the Chief Operating Officer of this company is prohibited.

19. Due regard must be exercised by employees in safeguarding the public against any accidents because of railroad operation.

20. Employees must be alert, report promptly and on time for duty, devote themselves exclusively to the service, give their undivided attention to their duties during prescribed hours, and obey promptly instructions from proper authority in matters pertaining to their respective branches of service.

21. Unauthorized persons must not be permitted to offer any article for sale on the company's premises.

22. Track motor cars must be used only in company service. No person other than employees in discharge of their duties will be permitted to ride upon or use such cars except in connection with railroad service.

23. Each employee is expected and required to look after and be responsible for his own safety as well as to exercise the utmost caution to avoid injury to his fellows, to the public, and to property.

24. Whenever employees are injured everything possible must be done to care for them properly. If able to be moved, they must be taken for treatment to the nearest place a doctor is available.

25. In cases where trespassers or others are found injured on company property, the injured person must be taken to the station and either placed in care of relatives or friends, or in charge of county or city authorities. Necessary medical aid should be arranged for the injured person, but with the distinct understanding that no expense thereafter will be incurred by the company without specific authority of the Chief Operating Officer.

26. All equipment such as cars, engines, machinery, tools, etc., involved in accidents resulting in personal injury should be properly inspected, and report of inspection filed with Chief Operating Officer at once. A rough sketch and actual measurements of the position of engine and cars involved as well as other vehicles shown, should be included.

27. All new employees must pass such medical and other examinations as prescribed by the Railroad to qualify for positions.

28. The Railroad shall have the right to have physical examinations made at any time to properly protect service.

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

30. Employees whose duties are connected with the movement of trains or engines must not, while on duty, sleep, read magazines, newspapers or other literature not concerned with their duties.

31. In furtherance of the Hours of Service Laws, employees are admonished to use their time off duty primarily for obtaining ample rest. Employees must not engage in outside employment or business without permission of the Chief Operating Officer.

32. Employees 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.

33. 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.

34. Employees will accurately and conscientiously prepare reports, time slips, car lists and other written information as may be required.

35. 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.

36. 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.

37. 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. Conductors and engineers must bring about cooperation between all members of the crew.

38. 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. Engineers will be responsible for the safe regulation of train speed.

39. 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.

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

41. When safety of trains and observance of rules are involved, brakemen 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.

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

43. The following signals shall be used: 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 horizontal 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 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.

44. The headlight must be displayed to the front of every train by day and night. When an engine is running backward by night a light must be displayed on leading end in direction of movement.

45. Keeping Lookout - Engineers must, and forward trainmen when practicable will keep a constant and vigilant lookout for signals or any condition that may effect the movement of their train or engine.

46. Switching Over Public Crossing 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.

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

48. Precautions in Switching - When cars are shoved by an engine a trainman must take conspicuous position on the leading cars.

49. Employees must see that cars left on tracks are properly secured, clear other tracks, and when practicable, clear public crossing at least seventy five (75) feet.

50. 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 four (4) miles per hour.

51. 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.

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

53. Make running switches only when they can be made without danger to employees, 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 chemicals, explosives or other dangerous articles, nor through spring or remote control switches.

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

55. 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 warned and requested to vacate cars while being switched.

56. Before coupling into cars standing on grade, near ends of tracks, derails, public crossings, car 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.

57. Main track switches must be lined for main track when not in use.

58. 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.

59. Employees 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.

60. Prior to moving train, Standard air - reduction test must be made.

61. Each train must have the air brakes on all cars in effective operating condition, except in case of emergency, but at no time shall the train operate without at least 85% of all cars in train having effective air brakes. Cars with inoperative air brakes must be placed behind cars with operative brakes.

62. 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.

63. 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.

64. Engineers and forward trainmen must frequently look ahead, especially when moving around curves, and approaching

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

65. When approaching and passing through stations or yards, or passing over railroad crossings, drawbridges, rough track, or 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.

66. When cars with hot boxes are set out, fire must be extinguished, box lids closed, and necessary precautions taken to prevent further ignition.

67. It is expected that trains will be operated with regularity and as nearly on time as practicable consistent with safety and observance of the rules. Negligence and unnecessary delay to trains and engines is prohibited. Delays will be reported to station agent as soon as possible.

68. Freight conductors must comply with instructions of agents in placing cars and doing other station work.

69. When Diesel engines are left unattended with motors running, it is the duty of the engineman to see that the throttle is 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.

70. Employees must not go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so.)

71. Employees must not step in front of moving cars or engines to adjust knuckles.

72. Employees must not go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

73. It is dangerous to expose the feet, hands, arms or person of those engaged in coupling cars. Employees will be expected to use the utmost care in coupling or uncoupling cars or engines, to guard against personal injury.

74. Employees must not 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.

75. Riding upon coupler, end sills, end sill handholds or pilot beams of locomotives is prohibited.

76. Employees must not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

77. Employees must not stand near the end of freight cars, except when operating hand brakes or backup hose.

78. When cars are left on any track, a sufficient number of hand brakes must be set to keep cars from moving; where hand brakes are not sufficient to hold them, the wheels must also be blocked.

79. Forward brakemen are required to assist the engineman by relaying signals, frequently observing following train, and keeping a vigilant watch at public crossings.

80. Employees must not ride upon the tops of moving cars.

81. Trainmen stationed in the caboose must position themselves in a manner which will allow continued observation of the train. They shall be prepared to apply emergency air brakes in the event conditions warrant such action.

82. In no instance is speed of train or locomotive to exceed twenty five (25) miles per hour. In areas of rough track, turnouts, public crossings and other dangerous areas, speed of train must be reduced to a level which will allow safe passage. Engineers are responsible for speed of train.

83. Tank cars containing hazardous materials or flammable substances must in no case be placed next to the engine or caboose when there are other cars in the train.

84. The engine bell must be rung when an engine is about to move, when approaching and passing public crossings, and when operating within industrial areas.

85. The following engine whistle signals shall be used:

SIGNAL	INDICATION
One short sound	Stop apply brakes
Two long sounds	Proceed - Release brakes.
Three long sounds	Conductor come to engine.
Two short sounds	Answer to any given signal.
Three short sounds	When standing back.

Four short sounds  
Two long/Two short  
sounds

One short/One long  
sound.

Succession of short  
sounds

Call for signals.  
Approaching public  
crossings. To be  
prolonged or repeated  
until crossing is  
reached.  
Inspect train line  
for leak or brakes  
sticking.  
Alarm for persons  
or livestock on  
track.

appurtenances have been removed and all persons working in the area are in the clear.

92. The engineer will be responsible for insuring that the engine is not overloaded. In the event he feels trailing tonnage is excessive and may damage engine the conductor will be consulted and steps taken to reduce the load.

93. When approaching and passing through public crossings, engine horn and bell must be sounded, beginning at whistle board or at least 800 Ft. before crossing and continued through crossing.

86. The following communicating whistle signals are to be used:

Signal	Indication
2 Short sounds	When standing - start.
2 Short sounds	When running stop at once.
3 Short sounds	When standing - Back.
3 Short sounds	When running stop at next station.
4 Short sounds	When standing apply or release air brakes.
4 Short sounds	When running- Reduce speed.

87. Speed must be always sacrificed for safety.

88. All accidents which involve injury to employees or other persons or damage of property must be reported to the chief operating officer at once.

89. Engineman must know that his engine is in good working order, and is furnished with adequate fuel, water, oil, sand and carries the necessary inspection reports before beginning work. All mechanical trouble must be reported to the mechanic at once.

90. Extreme care and precautions must be taken when switching or moving cars within industry confines where limited visibility, traffic, close clearances, and other dangerous conditions may exist.

91. When placing or pulling cars at loading and unloading points, steps must be taken to insure that the clearances have not been obstructed by dropped material. Cars must be inspected to be certain that all loading or unloading

#### APPLICABLE TO MAINTENANCE OF WAY EMPLOYEES

94. Track foremen report to the Maintenance of Way Supervisor. They must see that their subordinates apply themselves to the work at hand and observe the rules obtained herein.

95. The Maintenance of Way Supervisor will make periodic inspections of the facilities under his jurisdiction and report any conditions that might interfere with the safe passage of trains or protection of the public.

96. Adequate precautions will be taken to insure that enginemen are warned of areas that require reduced speed due to maintenance work in progress or poor track conditions.

97. Track foremen are responsible for the motor cars that are assigned to them, must operate them, except on occasions when he does not accompany the car, then delegate one of his men to do so when he is satisfied that the man is qualified.

98. Track foremen will be responsible for prompt and accurate preparation of records required for inventories, materials used or other information requested.

99. Before motor cars are used, an inspection must be made to insure that running gear, wheels, brakes etc., are in good running condition; that a sufficient supply of gasoline is in tank of motor car and that the car is properly lubricated.

100. After car is started the brakes must be tested. In handling a push car the couplings must be examined to see that they are in safe operating condition.

101. Track cars not coupled together and moving in the same direction must keep at least 500 feet apart. Must not follow a moving train closer than 500 feet.

102. The maximum speed of motor cars with due consideration given to track and weather conditions is 20 miles per hour. If push car is attached maximum speed shall be 10 miles per hour.

103. In approaching public crossings where the view is obscured or at heavily traveled crossings, motor cars must come to a full stop and flag over crossing. Responsibility of striking an automobile or being struck by an automobile at a crossing rests with the man in charge of the motor car.

104. Motor cars should not be used to push another car.

105. All men on motor car must be properly seated and not permitted to stand when car is in motion.

106. Track jacks or other large objects must be carried in rear of tool tray at all times, to prevent derailing car if they should fall off. Claw bars, spike mauls, lining bars, adzes and other large tools must be securely placed in tool tray on the car to insure against their falling off and derailing car.

107. Scuffling or changing places while car is in motion is prohibited.

108. Starting engines of motor cars or allowing same to run while in a closed car house, or filling the fuel tank while engine is running is prohibited.

109. Smoking around gasoline storage or while filling any fuel tank is prohibited, or in back of truck when hauling gas.

110. Operator should always have car under control and be able at anytime to make an emergency stop.

111. Employees must not get on a moving motor car except when necessary to start it by pushing, in which case it must be pushed and mounted from the rear. Employees must not get off a moving car except in case of emergency.

112. Every precaution possible shall be taken by men in charge of motor cars to see that they are operated in a safe manner so as to avoid accidents of any nature.

113. Brakes must be applied gradually except in emergency stops. Do not use brakes suddenly without warning everyone on the car.

114. Operator in charge of motor car must not permit occupants to ride in insecure or careless positions. As soon as car is started brakes must be tested to see if they are in good working order.

## GENERAL SAFETY RULES

### APPLICABLE TO ALL EMPLOYEES

115. Team work is essential to safety. When working in groups, the supervisor in charge should first explain all the moves to be made so that the entire group may work in harmony and when necessary should designate one man to take the lead and direct the movements.

116. Climbing over or crawling under cars in trains is prohibited whether cars are in motion or not.

117. Before getting off standing equipment, employees must observe footing conditions and look in both directions for moving equipment.

118. Employees must not stand, walk or sit on top of side or end of gondola or hopper cars.

119. Employees must not ride on loads in dump or side tipping cars.

120. Employees must not climb or jump from one moving car to another.

121. Before operating car doors, devices on ballast, dump or other cars, employees must be familiar with their operation and have sufficient help when necessary. After cars are unloaded, the doors, catches, levers or other locking devices must be closed and locked in proper position. Lock latches must be operated from the ground.

122. Employees must stand clear of swinging or lifting loads.

123. The top of rail must always be kept cleaned off, as gravel or stones on rail may cause derailment of track cars.

124. When necessary to remove anything from between rail and switch point, a stick or proper tool must be used.

125. Fingers should not be used to determine if holes are in proper alignment.

126. When anything is jacked up, blocking must be used so as to prevent the load from dropping in case the jack fails.

127. Suitable blocking must be used whenever it is necessary for employees to work under raised or suspended loads.



128. Cars or engines must not be permitted to move over track or structures that are supported by jacks.

129. After track has been raised and jack is about to be released, employees must be warned and stand clear of track.

130. Oil must not be used on pawl and teeth of track jacks.

131. Portable gasoline containers must in all cases be painted RED.

132. Gasoline should be handled only in the daytime, except in cases of emergency, and all open lights of any description, lighted cigars, cigarettes or pipes must be kept at a safe distance away.

133. All fuel tanks should be filled while ignition is turned off and preferably at the close of each day's work so that machine is ready in case an emergency arises.

134. Scuffling, fighting, boisterous conduct, throwing of tools or material or practical joking is prohibited.

135. Employees should not lift beyond their normal physical capabilities. When necessary, obtain help to lift or handle heavy or cumbersome objects. When lifting:

- (a) Have secure footing.
- (b) Bend the knees and keep the back erect.
- (c) Take firm grip on the object and slowly straighten the legs.

136. Proper type helmet or hand shield must be used on electric welding. When necessary proper screens should be used on arc welding jobs.

137. Employees should avoid rubbing face, arm or any part of the body with hands while handling creosoted materials.

138. Employees must not place clothing, tool or other object where it will foul ladder rung, grab iron foot board, running board, step, end sill or other safety appliance on engine, tender, car or work equipment.

139. Equipment, tools, materials or refuse should be placed away from platform or walkway so that it will not constitute a tripping or slipping hazard.

140. Protruding nails, staples or loose ends of metal bands or wires must be removed before employees reach into keg barrel or box.

141. When handling tools while working close to others, an understanding must be had with them so as to prevent injury.

Employees must stand clear when other workmen are swinging tools.

142. When cutting and knocking off nuts from bolts or when removing rivets, employees must guard against being struck by the pieces.

143. When working near other employees, long tools should not be carried on the shoulder.

144. Ladders in unsafe condition must not be used. Before climbing ladders, employees must know they are securely placed.

145. The handling of ties requires good teamwork and each employee must know what is expected of him to insure the safety fo himself and others.

146. Ties must not be removed or unloaded from a moving train.

147. Material of all kinds, when not intended for immediate use, must be sorted and piled in an orderly manner and in a safe and proper place.

148. Board with nails protruding must be moved to a safe place or the nails removed or bent down.

149. Employees must keep hands and feet from under material which is being raised, suspended or lowered. If necessary to remove something from under the load a stick or proper tool must be used.

150. Men working on engines, cars and scaffolds, must exercise utmost care in the handling of tools, so as not to injure persons working or walking below; also, not to leave loose material or tools on scaffolds, running boards, or platforms, while they are away from them.

151. All large doors in shops or roundhouses must be securely fastened in open or closed position.

152. Material should be neatly and safely piled. When removing, use care that it will not fall.

153. When using molten metal, keep it free from water. This applies particularly to brass and babbitt operations.

154. Goggles will be furnished by the company and must be worn at all times when grinding or chipping, acetylene welding and cutting, boring, drilling or reaming overhead, cutting or driving rivets, sand blasting, dressing emery wheels and gridstones, machining brass and bronze, scalding and cutting metal, white washing, using air jet for cleaning

out dirt, etc., or on other operations hazardous to the eyes (to be determined by the supervisor in charge).

155. Bad order jacks must not be used. Jacks must not be used metal to metal; block of wood must be used between metal and head of jack. Good blocking must be used under jack to avoid slipping, and be sure jack is of sufficient capacity for the work to be done.

156. Do not operate a machine unless you are qualified to do so; nor use any machine unless authorized by the foreman in charge.

157. Use safety guard on your machine. Under no circumstances must safety guard be removed, except for repairs, after which it should be replaced immediately.

158. Do not remove material clinging to running saw, drill press or other machines, with your hands. Stop your machine or use a brush. Make certain the material to be machined is properly clamped.

159. Do not jack up car or engine without blocking wheels.

160. When repairing cans, drums or other receptacles used for gasoline or other flammable or explosive materials, such receptacles must be thoroughly steamed or ventilated to remove all flammable or explosive vapor.

161. Safety shoes, hard hats and gloves must be used by employees to whom they have been issued.

#### ADDITIONAL GENERAL OPERATING RULES

##### APPLICABLE TO ALL EMPLOYEES

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

163. 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 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 will be notified and protection must be given those engaged in making repairs.

#### 164. COLOR SIGNALS

COLOR	INDICATION
Red	Stop, unless other wise prescribed by the rules.
Yellow	Proceed as prescribed by the rules.
Green	Proceed, or for other uses prescribed by the rules.
Blue	See Rule 163.

165. (A) Yellow "PROCEED PREPARED TO STOP" signs, Red "CONDITIONAL STOP" signs and Green "RESUME SPEED" signs will be placed in both directions to the right of main track, by Maintenance of Way employees where main track is obstructed or impassable, as follows:

(1) An unattended red sign reading "CONDITIONAL STOP" will be displayed 500 feet in advance of where main track is obstructed or impassable. Trains and engines must approach prepared to stop short of this sign and must not proceed beyond the "CONDITIONAL STOP" sign until the engineer is orally authorized to proceed by foreman in charge of work, by radio or in person, or a proceed signal with a green flag or light is received.

(2) A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed at least one-half mile, and farther if necessary to insure full protection, in advance of the red "CONDITIONAL STOP" sign.

(3) A green resume speed sign will be displayed at the right of each track at the limit of restriction. A speed of 10 miles per hour must not be exceeded until entire train has passed the resume speed sign unless a different speed is orally authorized by foreman in charge.

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

Where the term "Foreman" is used in these rules, bulletins, special instructions, and train orders, it will also apply to the employees in charge of work. Radio authorization and acknowledgement between foreman and engineer for trains to pass Red "CONDITIONAL STOP" sign must be made in the following manner:

FOREMAN'S AUTHORIZATION: This is Foreman in charge of the work between Milepost \_\_\_\_\_ and Milepost \_\_\_\_\_ calling engineer on Northward (Southward) engine\_\_\_\_\_. The track is clear. You may proceed past the red "CONDITIONAL STOP" sign.

ENGINEER'S ACKNOWLEDGEMENT: This is engineer on Northward (Southward) engine\_\_\_\_\_. The track is clear. I will proceed past the Red "CONDITIONAL STOP" sign.

NOTE: When a speed different from 10 miles per hour is authorized, foreman should add and the Engineer should repeat the words " at \_\_\_\_\_ miles per hour.

(Suggestions from employees intended to promote safety, economy or to improve service are encouraged and will receive attention.)

Revised copy 05/20/88

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY  
5800 S. UNIVERSITY AVENUE  
CHICAGO, ILLINOIS 60637

RECEIVED  
JAN 15 1964

FROM  
DR. J. H. GOLDSTEIN  
1155 S. MICHIGAN AVENUE  
ANN ARBOR, MICHIGAN 48106

TO  
DR. J. H. GOLDSTEIN  
1155 S. MICHIGAN AVENUE  
ANN ARBOR, MICHIGAN 48106

RE: [Illegible]

[Illegible]

[Illegible]

[Illegible]

[Illegible]