

POTOMAC YARD

SPECIAL RULES

for the

Government of Employees

of

POTOMAC YARD

THE BALTIMORE AND OHIO RAILROAD
COMPANY

THE CHESAPEAKE AND OHIO RAILWAY
COMPANY

THE PENNSYLVANIA RAILROAD COMPANY
RICHMOND, FREDERICKSBURG AND POTOMAC
RAILROAD COMPANY

SOUTHERN RAILWAY COMPANY

IN EFFECT

APRIL 1, 1953

The following Special Rules govern Potomac Yard employees and employees of:

The Baltimore and Ohio Railroad Company
The Chesapeake and Ohio Railway Company
The Pennsylvania Railroad Company
Richmond, Fredericksburg and Potomac Railroad Company
Southern Railway Company

They take effect April 1, 1953, and cover the operation within Potomac Yard lying between "RO" interlocking and "AF" interlocking, but do not apply to the passenger tracks extending between "RO" interlocking and "AF" interlocking.

These Special Rules will supersede operating rules and any special instructions in conflict therewith. Otherwise, employees of lines using Potomac Yard facilities will be governed by the operating rules and special instructions of their respective employing lines.

Except as superseded herein, Potomac Yard employees will be governed by the Book of Rules of the Richmond, Fredericksburg and Potomac Railroad Company.

Approved:

C. E. McCARTY,
Manager.

S. SHUMATE,
Superintendent.

A. Employees must be conversant with and must obey the special rules contained herein. If in doubt as to their meaning they must apply to proper authority for explanation.

B. Accidents, defects in track, bridges, signals and other facilities, or any unusual condition that may affect the safety of trains, engines and yard movements must be immediately reported to proper authority. When necessary, proper protection must immediately be provided.

1. BULLETIN BOARDS, REGISTERS AND STANDARD CLOCKS:

(a) General Orders and instructions of tenant lines and of Potomac Yard will be posted on bulletin boards as shown below:

Location of Bulletin Boards	Will display orders and instructions of
Enginehouse.	B&O, C&O, PRR, RF&P, and Potomac Yard.
Asst. Yardmaster's Office, Northward Forwarding Yard, Four Mile Run.	B&O, PRR, and Potomac Yard.
Asst. Yardmaster's Office, Southward Forwarding Yard.	C&O, RF&P, SOU, and Potomac Yard.
Asst. Yardmaster's Office, Northward Hump.	Potomac Yard.
Main Office Building.	Potomac Yard.

(b) **Employees' Registers and Standard Clocks are located as follows:**

Employees' Registers:

Enginehouse—PRR and RF&P.

Four Mile Run—PRR and B&O.

Assistant Yardmaster's Office, Northward Hump—Arriving road Conductors.

Crew Dispatcher's Office, Main Office Building—Arriving road Conductors.

Standard Clocks:

General Yardmaster's Office.

Enginehouse.

Southward Forwarding Yard Office.

(c) Front Brakemen on northward Pennsylvania and B&O road trains must register at enginehouse and accompany light engine movements to points where trains are made up.

2. FIRST AID AND EMERGENCY EQUIPMENT:

(a) First-aid kits are located at the following points within the terminal:

Location	In Charge of
Enginehouse Office	Enginehouse Foreman
Yard Office, Northward Forwarding Yard	Assistant Yardmaster
Yard Office, Southward Forwarding Yard	Assistant Yardmaster
Yard Office, Northward Hump	Yardmaster
Yard Office, Southward Hump	Assistant Yardmaster
Car Foreman's Office, West Shop	Car Foreman

Location	In Charge of
Car Foreman's Office, East Shop	Car Foreman
Assistant General Yard- master's Office, Main Office Building	Asst. General Yardmaster
Wrecking Outfit	Wreckmaster
Power House	Foreman Electrician
Stock Pen	Stock Pen Attendant
Carmen's Quarters, Northward Receiving Yard	Lead Car Inspectors
Carmen's Quarters, Southward Receiving Yard	Lead Car Inspectors

(b) Stretchers are located at the following points:

Assistant General Yardmaster's Office—
Main Building.
Assistant Yardmaster's Office—Northward
Forwarding Yard.
Assistant Yardmaster's Office—Southward
Forwarding Yard.
Yardmaster's Office—Northward Hump.
Assistant Yardmaster's Office—Southward
Hump.
Carmen's Wash Room—West Shop
Carmen's Wash Room—East Shop
Carmen's Quarters—Southward Receiving
Yard.
Carmen's Quarters—Northward Receiving
Yard.
Wrecking Outfit.

3. TELEPHONES:

(a) Telephones connected with Potomac Yard Exchange are located at the following points:

1. "AF" Tower.
2. "RO" Tower.
3. Switchman's box, Braddock Road.
4. Switchman's box, north end Reicing Station.
5. Reicing Station platform.
6. Car Inspectors Quarters, Northward Receiving Yard.
7. Yardmaster's Office, Northward Hump.
8. No. 1 Adjustment Track.
9. Assistant Yardmaster's Office, Four Mile Run.
10. Switchman's box, north end Southward Receiving Yard.
11. F.G.E. Carmen's Building.
12. Car Inspectors Quarters, Southward Receiving Yard.
13. Assistant Yardmaster's Office, Southward Hump.
14. Main Office Building.
15. Enginehouse.
16. Power House.
17. Assistant Yardmaster's Office, Southward Forwarding Yard.
18. Special Agent's Office.

(b) Yard telephones and instructions covering their use are located at the following points:

1. In box located on mast of Signal 108.1.
2. In concrete booth between tracks 4 and 5, north and east of entrance to Southward Receiving Yard.
3. In concrete booth south of "Duckunder".
4. In box on mast of Signal 109.1, north of "Duckunder", on upper level.
5. In box on catenary pole near power switches at north end of tracks 4, 5 and 6, one-half mile south of "RO" Tower.
6. In box at Signal Bridge just south of "RO" Tower.
7. In Switchman's shanty on Southern lead in Southward Classification yard, just north of Monroe Avenue Highway Bridge.
8. Between tracks 13 and 14, Southward Classification yard, on pole north of W&OD Bridge.
9. Between tracks 13 and 14, Southward Classification yard, on pole south of W&OD Bridge.
10. South side of Four Mile Run, east of track 39, Northward Classification yard.

(c) Telephones connected with "AF"--"RO" Block lines:

1. Seminary Interlocking.
2. North and south end "AF" interlocking.
3. Industrial track south of Alexandria Passenger Station.

4. Crossover opposite Alexandria Passenger Station.
5. North and south signal bridge, North Alexandria interlocking.

4. LOCATION OF HAND-OPERATED SWITCHES EQUIPPED WITH ELECTRIC LOCKS:

Controlled from "AF":

1. Crossover between northward and southward freight running tracks, Alexandria Freight Station.
2. Switch from northward freight running track to Alexandria Freight Station tracks.
3. Switch from northward freight running track to Hooff's Run Industrial Siding.
4. Crossover between the Horn track and No. 1 track, Fruit Growers Express Yard at Seminary.
5. Crews desiring to use electrically locked switches must first obtain permission from the controlling Operator. After permission has been given the Operator will unlock the switch.
6. All employees are warned that the hook must not be removed from the switch stand keeper of switches listed in Rule 4 until the Operator has

granted permission to use the switch. After the switch has been used the hook must be replaced in switch stand keeper in order that signal system will operate normally.

7. LOCATION OF HAND-OPERATED SWITCHES CONNECTED WITH PIPELINE DERAIL:

1. Switch from the northward freight running track to Alexandria Freight Station tracks.
2. Switch from the northward freight running track to Hooff's Run Industrial Siding.

These switches must not be returned to normal position until movement is clear of the derail.

8. RACOR SWITCHES:

The racor switch is so designed that when run through it will adjust its position to the movement and will secure itself in the new position without damage to the switch; this reversal will include the indication of the target and switch light, if any. All yard and road movements may therefore make trailing moves over racor switches, regardless of the position of the switch.

The switch stands of all racor switches are painted yellow. Each new installation is covered by a General Order at the time of installation but the practice of listing each location in this Rule is discontinued.

9. North end of tracks Nos. 3, 4, 5, 6, 14, 15 and 16.
10. North end of crossover between main hump track and northward engine thoroughfare track.
11. North end of crossover from No. 3 to No. 4 track.
12. Intersection of old lead to loop track with the extension of loop track.

(b) Dividing switch from lead to Relay Yard (Old House thoroughfare) and ash track lead at base incline from Northward Hump.

(c) Switch at south end of motor incline leading from Southward Hump to engine storage.

(d) South end of Southward Receiving Yard at intersection of—

1. Nos. 1 and 2 tracks.
2. Nos. 5 and 6 tracks.
3. Lead from Nos. 5 and 6 tracks with lead to Nos. 1 to 4 tracks.
4. Nos. 7 and 8 tracks.
5. Lead from Nos. 7 and 8 tracks with lead to Nos. 9 to 13 tracks.
6. Nos. 12 and 13 tracks.
7. South end of tracks Nos. 3, 4, 9, 10 and 11.
8. Lead from Nos. 1 to 6 tracks with lead to Nos. 7 to 13 tracks.

(e) South end of Southward Classification Yard at intersection of—

1. Nos. 6 and 7 tracks.
2. Nos. 11 and 12 tracks.
3. Nos. 16 and 17 tracks.
4. Nos. 21 and 22 tracks.
5. Nos. 25 and 26 tracks.
6. Nos. 28 and 29 tracks.

(f) Northward Forwarding Yard—

1. North end of crossover between Nos. 5 and 6 running tracks.
2. No. 31 to No. 37 lead switch.
3. North end of crossover from No. 38 to No. 39 tracks just south of 4 Mile Run Bridge.

(g) South end Northward Classification Yard—

1. Switch from No. 40 lead to North end of East Shop.

9. All employees who operate hand switches will make observation to be sure that the switch point fits properly against the stock rail before permitting any movement over the switch.

10. All trains, yard movements and engines must move at yard speed unless the track is known to be clear. Yard speed is a speed that will permit stopping short of other movements, trains and ob-

structions, or switches not properly lined. Higher speed than yard speed, where condition of track ahead can be determined by signal indications in locations covered by Rules 13 to 16, inclusive, is authorized in compliance with the provisions of Rule 12.

11. The following are designated freight running tracks:

Assigned Direction	Limits	
	From	To
Southward	Connection with southward main track at "RO" interlocking.	Duckunder Interlocking.
Southward	Cross-over south of Braddock Road—"DK"	Connection with main tracks at "AF" interlocking.
Northward	Connection with main tracks at "AF" interlocking.	Cross-over south of Braddock Road—"DK".
Northward	Junction of tracks 4, 5 and 6, one-half mile south of "RO" interlocking.	Connection with northward main track at "RO" interlocking.

12. FIXED SIGNALS AND THE MEANING OF THE VARIOUS ASPECTS.

(a) Rules Nos. 281, 282, 283, 285, 286, 290, 291, 292 of Richmond, Fredericksburg & Potomac Railroad Company.

Rules Nos. 281, 282, 283, 285, 286, 290, 291, 292.

281	282	283	285	286	290	291	292
INDICATION—Proceed. NAME: Clear.	INDICATION—Proceed approaching next signal at medium speed. NAME: Approach-medium.	INDICATION—Proceed; medium speed within interlocking limits. NAME: Medium-clear.	INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed. NAME: Approach.	INDICATION—Proceed at medium speed prepared to stop at next signal. NAME: Medium-approach.	INDICATION—Proceed at restricted speed. NAME: Restricting.	INDICATION—Stop; then proceed at restricted speed. NAME: Stop-and-proceed. NOTE—Trains may proceed at restricted speed without stopping at signals displaying yellow disk or yellow light below red indication.	INDICATION—Stop. NAME: Stop-signal.

SPEEDS

MEDIUM SPEED—Not exceeding twenty-five (25) miles per hour.

RESTRICTED SPEED—Not exceeding fifteen (15) miles per hour, prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

(b) Trains or engines finding interlocking signal indication "stop" must immediately contact Block Operator for instructions.

13. Block Signal rules of the Richmond, Fredericksburg & Potomac Railroad will apply at the following locations:

- Southward freight running track from "RO" interlocking to Duckunder interlocking.
- Northward freight running track from "AF" interlocking to North Alexandria interlocking.
- Southward freight running track from North Alexandria interlocking to "AF" interlocking.

14. Interlocking rules of the Richmond, Fredericksburg & Potomac Railroad will apply at the following locations:

- "RO" interlocking, which includes switches and signals at junction of tracks 4, 5 and 6, one-half mile south of "RO", and the

freight running track between "RO" and these dwarf signals.

- (b) North Alexandria interlocking, controlled from "AF".
- (c) "AF" interlocking.
- (d) Seminary interlocking, controlled from "AF".
- (e) Duckunder interlocking controlled from "RO".

MOVEMENT OF TRAINS

15. (a) On freight running tracks movements with current of traffic are authorized on signal indication.

(b) On freight running tracks reverse movements against current of traffic may be made on governing signal indication as follows:

- 1. Southward freight running track from Duckunder interlocking to "RO" on specific authority from operator at "RO", and then only under protection of flagman or on authority of the operator after it has been definitely determined that the track to "RO" interlocking is clear.

15. (b)

2. Cancelled.

terlocking, on specific authority from Operator at "AF".

16. Reverse movements on tracks not covered by Rules 14 and 15 may be made as follows:

- (a) Horn track from Seminary interlocking to "AF" interlocking on signal indication.
- (b) Southward passenger track from "AF" interlocking to North Alexandria interlocking on signal indication.
- (c) Northward passenger track from North Alexandria interlocking to "AF" interlocking on signal indication.
- (d) Northward freight running track from "RO" interlocking to junction of tracks 4, 5 and 6, one-half mile south of "RO", on signal indication.
- (e) Southward freight running track from

16.

(f) Northward freight running track from North Alexandria interlocking to "AF" interlocking, on signal indication. display markers, lighted by night, or if markers cannot be displayed, must display a red flag by day or a lighted red lantern by night on rear of rear car or on rear of engine if running light or pushing cars, to indicate the rear end of movement.

18. Movements over crossing at intersection of track leading to stock pens with the Runaround Track must be made in manner described below:

(a) Yard movements to and from the stock pens must be preceded by a trainman to protect movement over the crossing with the Runaround Track. This trainman must be sure that no movement is approaching on the Runaround Track before permitting crossing to be occupied. If any movement is seen or heard approaching, yard movement must be kept clear of crossing until movement on Runaround Track has passed.

(b) Movements on east Runaround Track will approach crossing under complete control, stop at the stop signs, then proceed if there is no conflicting move on stock pen lead. The stop signs are located on the east side of the runaround track. One of these stop signs is located 100 feet south of, and the other stop sign is located 100 feet north of the crossing of the runaround track with the stock pen lead.

19. An electric illuminated sign to indicate track to be used in the southbound receiving yard is located on the home signal mast at Duckunder interlocking. This home signal is just north of the power operated switch leading from No. 1 track to "A" and "B" tracks. When No. 1 is displayed, train or yard movement will proceed on southward freight running track in accordance with signal indication to a point 100 feet north of the

north switch of crossover leading from southward freight running track to Nos. 1 and 2 tracks, southward receiving yard, where stop will be made unless proceed hand signal is received before stop is made from switch tender on ground. Trains stopping at this point will not proceed until signal is received from switch tender.

20. When either letter "A" or "B" is displayed, this is simply for the purpose of transmitting information as to the yard track on which train will proceed in pulling in off the running track. Unless stopped by switchtender located at No. 49 switch box at north end of southward receiving yard such trains or yard movements will proceed through southward receiving yard to extreme south end via No. 1 track if using track "B", via No. 2 track if using track "A" north of No. 49 switchbox.

21. Trains entering Potomac Yard from the north, including those entering tracks 1 and 2 through cross-overs just north of 49 switch box, will stop 100 feet north of cross-over switch in freight running track leading to tracks 1 and 2, unless proceed hand signal is given before stop is made by the switch tender at No. 49 switch box with a yellow flag by day and a yellow lantern by night. This signal will be acknowledged by two short blasts of the engine whistle. Trains entering tracks 1 and 2 via tracks "B" and "A" respectively will proceed at this location if

switches are properly lined and the route is clear, without getting this proceed signal from the switch tender.

22. Southward freight trains using southward freight running track from Duckunder will be yarded in tracks as shown by indicator, illuminated at night, west of No. 49 switchbox between tracks 4 and 5. If train is yarded in tracks 1 to 6, inclusive, switches will be handled by the switch-tender at No. 49 switchbox. If train is yarded in tracks 7 to 13, inclusive, the road crew will handle switch at the north end of receiving track. When electric motors or diesel locomotives have yarded trains they will proceed to the storage track via the motor incline.

23. Trains entering Potomac Yard will not exceed a speed of fifteen miles per hour with any portion of train, while moving over hand thrown switches at entrance to respective receiving yards.

24. Road engines proceeding to the hump after being detached from train must remain clear until permission to proceed is obtained from the Assistant Yardmaster or Hump Conductor on duty. When it is apparent that the Hump is not in operation the road engine, in the absence of an Assistant Yardmaster or Hump Conductor, may proceed when the route is clear, over the hump to the ash or storage track.

25. (a) Inbound crews when necessary will receive from switchtenders at "49" switch box and at "DK", respectively, written instructions as to disposition of their trains. Crews approaching these points will be on the alert to pick up such instructions without stopping. These instructions will be immediately read and complied with.

(b) A crew instructed to pull out on the ladder at the hump end of the receiving yard will not pass the clearance point until signal authorizing movement beyond the clearance point is received from a member of the hump crew or Yardmaster.

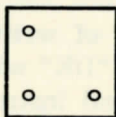
(c) In the absence of written instructions inbound crews passing "DK" will receive from and be governed by verbal instruction given as the engine passes that point. The switch tender at north end of receiving tracks equipped with yellow signals will assist in expediting the movement.

26. A system of visible signals to control the splitting of perishable trains at the icehouse when handled by either road or yard engine is located on the overhead ice conveyor bridge which is located about midway of the icing platform and can be seen from either the south (approaching) or the north (leaving) side.

1. Movement on No. 1 icehouse track will be controlled by signal located directly over No. 1 icehouse track.

2. Movement on Nos. 2 and 3 icehouse tracks will both be controlled by the same signal which will be located directly above the center line between Nos. 2 and 3 icehouse tracks.
3. Movement on No. 4 icehouse track will be controlled by signal located directly over No. 4 icehouse track.

The signals will consist of three (3) twenty-five (25) Watt yellow light bulbs mounted on a black background, as shown below:



Crews handling movements into any of the icehouse tracks will make the first stop and subsequent movements in accordance with signal indications as described below:

1. Vertical lights burning indicate "proceed".
2. Horizontal lights burning indicate "stop".
3. Lights flickering on and off indicate "give slack".

These signals will be operated by Switchman at "DK" by means of switch located in the Switchman's box.

27. When freight trains arrive in the receiving yard, or when northward trains arrive in ice house track, road crews must detach engine from train and guide same to hump in accordance with instructions contained in preceding rules, lining switches, as required, for engine to proceed to tie-up point. Southern Railway crews must place their engines on designated track when not being immediately relieved by hostler crew.

28. All northward freight trains entering Potomac Yard will acknowledge the hand proceed signal of the switch tender at "DK" by giving two short blasts of the engine whistle. The switch tender will give the proceed signal with a yellow flag by day and a yellow lantern by night.

29. After RF&P trains handled by diesel power have been yarded and permission has been received by the crew from the Yardmaster or Hump Conductor to bring engine over the Hump, engine will proceed down the incline to the Racor switch at which point the movement will be reversed and engine will move southward on the old House Thoroughfare track, where train control test will be made, to No. 3 track in relay yard. If No. 3 track is occupied by another engine, No. 2 Relay track will be used by incoming engine. When steam engine is used movement will proceed to ash track lead and engine will be placed on ash track by the road crew.

30. Southern Railway road engines being handled light (1) from Potomac Yard to Alexandria, (2) from the northward freight running track to the southward forwarding yard at No. 41, or (3) to the road diesel storage track, must use the cross-over at Braddock Road Bridge when the route is clear. The road diesel storage track is a stub-end track which lies west of and breaks out of No. 1 advance track toward the north at a point about 650 feet north of Braddock Road. It has clearance room of 325 feet, sufficient to accommodate two 3-unit road diesels or the equivalent thereof.

31. Ten sign boards are located along the southward freight running track south of Braddock Road on the engineman's side to be used as a guide for road engines to stop for cabin cars to be attached to the rear of train. These boards have a yellow background with black figures numbered from one to ten and protrude above the ties about one foot. The point at which an engine should stop will be regulated by the length of train and by the location of switch out of which train is pulling.

32. Listed below is a table showing the number of cars that can be accommodated from the point where cabin cars are ordinarily attached, to each of the ten marker boards:

Sign Board No.	No. of cars from Cross-over 4 to 3 Advance at "41"	No. of cars from South switch No. 2 Advance track	No. of cars from South switch No. 1 Advance track
No. 1	60	44	41
No. 2	70	54	51
No. 3	80	64	61
No. 4	90	74	71
No. 5	100	84	81
No. 6	110	94	91
No. 7	120	104	101
No. 8	130	114	111
No. 9	140	124	121
No. 10	150	134	131

33. As an example, a train of eighty cars to be cabbed from the cross-over from No. 4 to No. 3 Advance should be stopped at Sign Board No. 3. If the train is to be cabbed from No. 2 Advance it should be brought to a stop one-half way between Sign Board Nos. 4 and 5. If the train is to be cabbed from No. 1 Advance it should be brought to a stop at Sign Board No. 5.

34. A series of flasher light signals are in place on and south of the northward signal bridge just north of Alexandria Passenger Station and are in service in connection with the series of ten sign boards covered by instructions contained in Rule 32. These flasher light signals are equipped with 25-watt bulbs and are located as follows, running north to south:

- (a) The first light faces north and is located on the northward signal bridge just north of Alexandria Passenger Station.
- (b) The balance of the lights are located on poles which carry the power line along the east side of the main tracks, south of the signal bridge, starting with the first pole north of King Street.
- (c) The next three lights are located on each third pole, the last one being on the first pole north of Duke Street.
- (d) Beyond Duke Street there are four additional lights located on each second pole, starting from the first pole north of Duke Street.

35. When departing road trains are to make a stop after leaving the forwarding yard for the purpose of picking up the caboose, the Assistant Yardmaster at the southward forwarding yard will advise the road crew of the number of cars in their train and instruct them where to stop the road engine with respect to the numbered sign boards mentioned in Rules 31 and 32. When this stop is made the yard crew with diesel engine equipped with radio will couple the caboose with air cut in to the rear of the train. Brake application will be made on caboose from yard engine as soon as coupling is made to train. Angle cocks between yard engine and caboose will then be

closed, after which carmen will cut the air in from caboose to train and the road conductor, if no irregularities develop, will notify the yard conductor that the train is ready to depart. On receipt of that information the yard conductor, by means of the radio, will notify the Assistant Yardmaster at No. 41 yard office and the Assistant Yardmaster, in turn, will operate the switch that actuates the flasher light signals described in Rule 34. When these lights are flashing, that will be authority to the road engineer to proceed.

36. The normal position of switch leading from east ladder, north end of northward receiving yard to spur track used for storage of Southern Railway locomotives, will be for ladder track. Employees after using this switch for movements in or out of the spur track must see that the switch is left in normal position for the ladder track.

37. Before moving north over the hand thrown cross-over leading from the southward freight running track to the northward freight running track (south of Braddock Road), it must be ascertained that there is no road or yard movement approaching on northward freight running track. If necessary it will be determined by telephone from the Operator at "AF" what northward movements are by that point. Cross-over movement will not be made at a time when it will block the movement of road trains into the Yard.

38. When a sudden or severe application of the brakes takes place or an equipment failure occurs that may obstruct adjoining tracks, immediate action must be taken to stop any trains or yard movements that may be approaching on such tracks. (Attention of crews using southward freight running track from "RO" interlocking is directed to the fact that with head end of train on diverging track approaching "Duckunder", rear of train is still on track immediately adjacent to Passenger tracks.)

39. Electric engines must not be moved through cabin car tracks Nos. 1, 2 and 5, located south of the yard office at Four Mile Run.

40. Movements must approach cross-overs under control expecting to find them in use. The cross-over from No. 4 track to No. 5 track in the northward advance yard, located approximately 830 feet north of the Assistant Yardmaster's office at Four Mile Run, will be left lined in normal position after being used, with target or light showing green to approaching movement.

41. An air horn, which can be blown by the Operator at "RO", is located near the north end of Nos. 4, 5 and 6 tracks, ½ mile south of "RO". When this horn is blown, a member of crew in charge of movement standing at dwarf signals will immediately call Operator on telephone.

42. The following signals will be used to assist car inspectors in making air brake test and dispatching northward trains:

(a) A system of audible and visible signals consisting of Klaxon horns and 25-Watt white flasher lights are in place, in the vicinity of the Assembly Yard, on catenary poles east side of No. 6 Northward freight running track from the north end of No. 6 Northward freight running track for a distance of 3600 feet southward. These lights and horns operate simultaneously and are located from north to south, as follows:

On the third catenary pole north of and on the second catenary pole south of switch that leads from north end of Assembly Yard to No. 6 Northward advance freight track, then southward for approximately 2300 feet the lights are located on every second catenary pole and the Klaxon horns are located on every fourth catenary pole.

(b) A fog whistle located on the east side of No. 5 advance track at Four Mile Run, to be used for trains dispatched from outbound tracks at this point.

43. The following code of signals will be used in connection with Rule 42:

One long and one short—Engineman stretch train and apply brakes.

Two long and one short—Engineman release brakes.

Four short—Brake test completed.

Engine whistle—One short and one long: Air brake trouble, leakage, etc.

44. The signals referred to in Rule 42 above in no way affect the necessity for observing and complying with indications displayed on Dwarf Signals located at the north end of Nos. 4, 5 and 6 northward advance freight tracks.

45. When more than one train is being made up at the same time in the area where signals are located, referred to in Rule 42, previous arrangements must be made between crews involved as to which one will accept the signals as outlined herein.

46. In cases where signals outlined in Rule 42 cannot be heard or seen by engineman from his position in the cab the head brakeman will place himself in position to see or hear the signals as given and will transmit them by means of the appropriate hand or lamp signals to the engineman.

47. Not more than one employee shall ride at one time on the leading footboard of engine, or on steps on leading end of a steam engine, except that Pennsylvania and Baltimore & Ohio Railroad employees will comply with safety rules of those respective companies.

48. Ladder tracks, running and thoroughfare tracks, at switches or through cross-overs, must not be fouled until switches are properly set for the desired route, except at locations where the racor switch is installed. At such locations the position of the switch for trailing point moves will be disregarded. In every case it must be known that no conflicting movement is approaching before the adjoining track is fouled.

49. Conductors of RF&P, Southern and C&O trains, upon arrival, will deliver their bills to the Yardmaster's office, Northward Hump, or prior to their arrival their bills will be delivered to Potomac Yard employee if called for when stop is made to split train or for other purposes. Conductors of PRR and B&O trains upon arrival will deliver their bills to the Assistant Yardmaster's Office, Southward Hump.

50. Flagmen of road trains preparing to depart from Potomac Yard must protect the rear end to see that the number of the rear car given by the Assistant Yardmaster is the rear car in the train.

51. When fire is discovered on railway property or where it may reach the property, whistle signal of three long blasts followed by a succession of short blasts of engine whistle will be sounded. This signal will be repeated until it is known that the alarm has served its purpose.

52. Cars must not be left standing in classification tracks at pull-out ends without being properly secured with not less than five (5) efficient hand brakes, to avoid cars running out from subsequent couplings. If less than five (5) cars are left in a track, hand brakes will be left set on all of them.

53. 1. Crews on trains arriving in receiving yards, in order to make trains secure, will apply hand brakes on rear four (4) cars in the train. These hand brakes are to be applied without the use of a brake club and must not be applied until after brakes are set by air.

2. The following are exceptions to the above instructions:

- (a) No hand brakes will be applied to cars left by crews arriving from the south or left by yard crews in Nos. 1, 2, 3 and 4 icehouse tracks.
- (b) No hand brakes will be applied to trains yarded by road crews in Nos. 1 to 5 tracks, inclusive, Northbound Receiving Yard, when rear end of trains after they come to rest stand at or south of yellow marker, explained below. When rear of train does not extend to this marker brakes will be applied in manner described in Paragraph 1.

3. A yellow marker board approximately 36 inches by 4 inches will be placed on the cross tie

between the running rails on tracks Nos. 1, 2, 3, 4 and 5 in Northbound Receiving Yard. These markers will be located 800 feet south of #77 Switchbox.

4. Car Inspectors in receiving yards will leave the air hose coupled and the air in the rear four (4) cars of all trains exclusive of those indicated in exceptions (a) and (b) above where no hand brakes are applied.

54. All road power approaching either the northward or southward hump from the receiving yard must dim headlight.

55. Enginemen must not leave their engine while on duty, except in case of necessity, and then the fireman must be left in charge.

56. Enginemen and firemen must keep a constant lookout when necessary to observe hand, flag and lamp signals, and indication of fixed signals.

57. Enginemen and firemen must handle and fire steam engines so as to eliminate the emission of smoke, as far as practicable.

58. Ash pans of steam engines must not be cleaned at any point other than enginehouse except in case of emergency. If necessary to dump ash pan in yard, care must be taken to prevent fire hazard, and fire must be completely extinguished before leaving point where dumped.

59. Employees are warned of close overhead and side clearance at various points in Potomac Yard. They must not go on top of box cars, high loads or engines while movements are being made at points where overhead clearance is close, nor must they ride on the side of cars or engines at points where side clearance is close.

60. Employees are permitted to ride or work on top of cars or other equipment in the performance of their duties in electrified territory where minimum clearance of twenty-four feet, six inches (24' 6") is provided between trolley wire and top of rail, not permitting any part of their person or equipment to get closer than three feet (3') to wires. Such locations are designated HIGH WIRE territory, limits of which are marked by HIGH WIRE and LOW WIRE signs, viz:



61. The electrified portion of tracks 31-39 inclusive, in the northward classification yard, and all leads from these tracks leading to Nos. 4, 5 and 6 running tracks, are low wire territory.

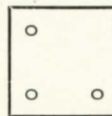
62. A system of visible signals to control the doubling of trains at the north end of the northward receiving yard is in service at the following locations:

1. On pole located west of northward incline track and 730 linear feet north of south end of northward hump office building. This signal faces both north and south.
2. On pole located west of northward incline track and 314 linear feet north of signal described in Item 1 above. This signal faces north only.

A switchbox with manually operated lever to control the signal described in 1 and 2 above is located west of the ladder at the north end of northward receiving yard, 452 linear feet south of south end of northward hump office building. The lever on this switchbox has the following position indications:

- (a) Off
- (b) Proceed
- (c) Stop
- (d) Back up

These signals consist of three (3) yellow lights mounted on a black background as shown below:



Crews doubling trains at the north end of the northward receiving yard will be governed by the following signal indication:

1. Vertical lights burning indicate "proceed".
2. Horizontal lights burning indicate "stop".
3. Diagonal lights burning indicate "back-up".
4. Lights flickering on and off indicate "give slack".

These signals will be operated by a member of the crew by means of the manually operated lever at the switchbox as described above.

63. On all trains where the crews are relieved on the freight running tracks markers will be left burning at all times. The freight running tracks are designated in Rule 11. Flag protection will not be provided for the rear end of trains left standing on freight running tracks. Rule 10 of Potomac Yard Special Rules governs.

64. A system of talk-back speakers is located in the northward classification yard and along the northward freight running tracks to assist car inspectors in making air brake test and assist road crews in doubling trains.

The talk-back speakers are located about four hundred (400) feet apart from a point where the north lead of the Assembly Yard intersects No. 6 northward freight running track, southward to the

clearance point between tracks Nos. 34 and 35 at the south end of northward classification yard. The talk-back speaker is mounted on a post, the speaker being approximately five (5) feet above the ground level. These posts are located just east of No. 6 northward freight running track from No. 49 switchbox north and just west of No. 31 track, northward classification yard, from No. 49 switchbox south with exception of the first speaker at south end which is located between Nos. 34 and 35 tracks and the second, third, fourth and fifth speaker from the south end which are located on the ties between the rail of No. 31 track, northward classification yard. This speaker system is connected to the Office of the Assistant Yardmaster at Four Mile Run.

In order to use the talk-back speaker the small lever at the bottom of the black box just below the speaker must be pressed, then face the speaker and talk in a normal manner.

In making terminal brake test car inspectors will communicate direct with road crews on engines by use of the speakers. Instructions which now apply to the use of the radio will apply to the use of this speaker system. In communicating with a road crew the train symbol will be used to designate the crew to which the communication is directed. In communicating with a yard crew the yard engine number will be used to designate the crew to which the communication is directed.

The speaker system described in this Rule will be used in making air brake test on all PRR trains. The system of Klaxon horns and lights described in Rules Nos. 42 and 43 will be used in making air brake test on all B&O trains.

65. A blue signal is located at the north end of the track serving the Potomac Yard Storehouse. Yard crews instructed to shift cars in this track will contact the Storehouse representative to remove the blue flag before coupling to the cars.

66. The switches at the hump end of the cabin tracks on both the northward and southward humps will be left normal at all times.

67. All trains doubling over at the hump ends of receiving yards will have a member of the crew ride the cut of cars being doubled (south end on northward hump and north end on southward hump) to protect the move and apply necessary handbrakes.

