

Rule 513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at hand operated switches, the trainman will operate the switch and wait two minutes at the switch before making engine or train movement, except when opposing train has been met and can be seen receding from switch. This will not relieve employees from the duty of promptly and properly protecting the movement.

Rule 513-A. A train or engine having accepted a clear indication and is delayed in the block must proceed at restricted speed to the next signal.

Rule 514. A train or engine entering a block between signals must be protected as prescribed by the rules and must proceed at restricted speed.

Rule 515. A train or engine having passed beyond the limits of a block must not back into that block except under protection, as prescribed by Rule 99, or on authority of the Superintendent.

Rule 605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within Home Signal Limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever or wherever they may be required.

Rule 607. Trains and engines when given authority to pass a stop signal in Automatic Block System territory, must observe interlocking rules within interlocking limits, and must observe Automatic Block Signal rules beyond interlocking limits.

Rule 608. When necessary for trains or engines to be moved and signal indication cannot be given, Form 439 will be issued to authorize the movement, over the signature of the signalman. Signalman must not issue Form 439 until train or engine has been brought to a stop, and he has ascertained that the route is properly lined and safe for the intended movement.

Trains and engines moving within interlocking limits under authority of Form 439, Permissive Card, must proceed at restricted speed.

Rule 609. An engine or car must not be left standing on a railroad crossing at grade unless coupled to another engine or car.

Rule 661. If a signal indication, permitting a train or engine to proceed, after being accepted, is changed to a Stop-indication before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

Rule 663. Trains or engines must not pass an interlocking signal indicating stop until a member of the train or engine crew is fully informed of the situation and Form 439 has been issued, authorizing the movement, over the signature of signalman; the movement must then be made at restricted speed.

Rule 669. Trains or engines stopped by the signalman in making movement through an interlocking, must not move in either direction until they have received the proper signal from him.

Rule 670. A reverse movement within the limits of an interlocking, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the signalman.

## AVOID DAMAGE

### Switch Customers Cars Carefully

#### JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Impact  
Force  
At Various  
Striking  
Speeds

	Car Coupled at	Units of De- struction
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

#### To Find Coupling Speed of 40 Foot and 50 Foot Cars

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1 .....	28 .....	35 .....
2 .....	14 .....	17.5 .....
3 .....	9.3 .....	11.6 .....
4 .....	7 .....	8.7 .....
5 .....	5.6 .....	7 .....
6 .....	4.7 .....	5.9 .....
7 .....	4 .....	5 .....
8 .....	3.5 .....	4.4 .....
9 .....	3.1 .....	3.9 .....
10 .....	2.8 .....	3.5 .....
11 .....	2.5 .....	3.1 .....
12 .....	2.3 .....	2.9 .....
13 .....	2.15 .....	2.7 .....
14 .....	2 .....	2.5 .....

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . It can be done.

# CENTRAL TERMINAL



## TIME TABLE No. 190

Effective at 12:01 A.M.  
Eastern Standard Time

**SUNDAY, OCTOBER 11, 1964**

Destroy All Time Tables Of Previous Date.

### SAFETY ALWAYS

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

Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

### PREVENT INJURY

This Time Table is for the exclusive use and guidance of the employes concerned.

C. L. TOWLE  
Vice-President—Operations

W. O. PEECHER, SR.  
Superintendent



# GALENA ST. — ALEXIS

TIME TABLE No. 190			
In Effect			
Sunday, October 11, 1964			
STATIONS			
B L O C K  S I G N A L S	GALENA ST.		D O U B L E  T R A C K
	PRR-NKP 0.96	Crossing	
	MANHATTAN JCT. DN		
	TT 0.72	Crossing	
	BOULEVARD		
	C&O-TT 1.49	Crossing	
	HALLETT DN		
	NYC-C&O 1.20	Crossing	
	ALEXIS		
End Double Track			

## TOLEDO (Cherry St.) — BOULEVARD

TIME TABLE No. 190			
In Effect			
Sunday, October 11, 1964			
STATIONS			
	TOLEDO		
	2.53		
	BOULEVARD		

### OVERHEAD AND SIDE OBSTRUCTIONS

Trainmen and switchmen must avoid riding on side of car in Elm Street Yard and at Paper Dock Yard, Toledo, account of docks, platforms, buildings, fences, etc., will not clear a man riding on side of car.

Overhead steel structures at Hausman Steel Co. will not clear man on top of car.

### SAFETY RULES

#### 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 the proper authority.

Inform themselves as to the location of structures or obstructions where clearances are close.

Expect trains to run at any time, on any track, in either direction.

Step over the rail, not on it.

Always look in both directions before crossing railroad tracks.

Never walk on the track, or foul of the track, when practicable to walk elsewhere.

Never go within 10 feet of the end of a car when crossing tracks.

Not, when making couplings, adjust drawbars with either hand or foot, when couplers are close together.

Never attempt to adjust knuckle or drawbar on leading end of engine or car, when engine or car is in motion.

Not stand on leading footboard of engine when coupling engine onto or shoving cars.

When riding footboard of engine, take position outside of rail and not against drawbar. Riding leading footboard of engine is prohibited. Riding on footboard between engine and car is prohibited.

Always face in the direction which car is moving when riding on top or side of car.

When riding on top of a car, to avoid being thrown off, stand near middle rather than near one end.

Never step between cars, while they are in motion, to lift pin or turn angle cock.

Never ride on end of cars containing load which may shift.

Face engine when getting down gangway of engine.

Stepping from the top of one car to another while in motion is prohibited.

### SPEED RESTRICTIONS

MAH

Maximum Speed of Trains	45
Through Crossovers and Turnouts listed below:	
Alexis—NYC Wye	10
Hallett—East Terminal Wye—Turnout	10
Ottawa Yd.—Turnouts	10
Boulevard—All Crossovers and Turnouts	10
Manhattan Jct.—Crossover	10
Other Crossovers and Turnouts not specifically named above	20
Ottawa Wye	6
Cherry St. Line over crossings Elm—Lagrange—Buckeye and Ketcham Streets	6
Between Hallett and Manhattan Jct.	30
Between Boulevard and Toledo	20
Between Manhattan Jct. and Summit St.	25
Between Summit and Galena Streets	30

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal territory, through interlockings, or when approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment	20 MAH
Two units of engine or cars	30 MAH
Three units of engines or cars	40 MAH

Where maximum speeds are lower, they will govern.

### RAILROAD SURGEONS

Dr. H. A. Martin, 2001 Collingwood Ave.	248-4221
Dr. C. R. Marlowe, 1833 Broadway	244-3059

### SPECIAL INSTRUCTIONS

The rules and instructions of the Transportation Department. The Ann Arbor Railroad Company (issued in book form) dated January 1, 1924, will govern the rights of trains on this time-table, except as amended or superseded by the following. Every employee whose duties are in any way prescribed by those rules must always have a copy of them at hand.

Central Terminal includes two main tracks between Alexis and Galena Street and single track between Boulevard and Toledo.

The two main tracks between Alexis and Galena Street will be operated as double track in accordance with the rules and special instructions. If necessary to operate either track as a single track, eastward trains will be superior.

Standard clock is located in Ottawa Yard Office.

Bulletin books are located at Hallett, Ottawa Yard.

Ann Arbor trains will register at Hallett. Register ticket of prescribed form may be used.

Manhattan Junction tower is train order office for Pennsylvania trains only.

Conductors will leave memorandum with bills at Ottawa Yard Office, showing number of train and engine, name of Conductor and Railroad.

Reports of derailments, accidents, personal injuries, or damage to property must be sent to Yardmaster, Ottawa Yard.

Rule 7-B. The utmost care must be exercised by trainmen, yardmen and enginemen to avoid taking signals that may be intended for other trains and engines. Unless trainmen, yardmen and enginemen 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 employee or light, by which signals are given, must be construed as a stop signal, unless movement is controlled by a standard back-up hose.

Rule 10-(b). Amended. Yellow: Proceed at RESTRICTED SPEED, or for other uses prescribed by the Rules.

Rule 10-(f). Amended. Purple: STOP. (Night indication for hand throw derail).

Rule 10-G Amended. A yellow signal by day, and in addition, a yellow light by night, placed on the engineman's side of track, indicates that track, one-half mile distant is in condition for a speed of not more than 10 miles an hour, unless a different speed is specified by train order, bulletin or time-table. A green signal by day, and in addition, a green light by night, placed on engineman's side of track, indicates that the slow track has been passed. The entire train must pass over the designated territory at the speed required, and the flagman will give proceed signal when the rear of the train has passed the green signal or light.

Rule 11 Amended. A train finding a fusee burning on or near its track must stop and extinguish the fusee. Train may then proceed at RESTRICTED SPEED expecting to find train or obstruction ahead.



Rule 14-L Amended. (— — O —) Approaching public crossings at grade. To be prolonged or repeated until crossing is occupied by engine or car. See Rules 31 and 31-A Amended.  
NOTE—The sounding of signal prescribed by Rule 14-L Amended. Not less than nine (9) seconds should intervene between the starting of the first blast and the closing of the final blast.

Rule 27 Amended. 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.

When light failures in a position-light signal do not prevent correct reading of the signal, it will not be regarded as an imperfectly displayed signal.

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 Superintendent.

Rule 31-A Amended. Enginemen must sound whistle signal as prescribed by Rule 14-L Amended approaching curves; when view is restricted by weather or other unusual conditions, enginemen should frequently sound the whistle to warn trackmen and others.

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

Rule 86-A. Trains or engines may enter main track at interlockings or controlled switches between Alexis and Galena Street on proceed indication, and run ahead of superior trains, protecting as required by Rule 99, and must be clear of main track when so instructed by Signalman by the time specified.

Rule 93. Interpretation placed on "under control" is that trains or engines affected will be operated approaching and passing through yard limits prepared to stop within half the range of vision.

Yard limits are designated by yard limit boards. Tracks of Central Terminal are within yard limits.

Rule 97-B and 99-B. Opposing movements must not be made on verbal notice from a flagman. When made by flag authority instructions must be in writing, using Form X-123 in accordance with Rule 97-A.

Rule 98. Amended. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed and track is clear. Where required by rule or by law, trains must stop. Trains using a siding or yard track must proceed at RESTRICTED SPEED.

Rule 99-C. A trainman must be on ground, prepared to act in emergency, at rear of standing trains occupying main track when not on time of first class trains and flag protection is not otherwise required.

Rule 101-D. Whenever a steel span forming the part of any bridge or trestle has been damaged from any cause, an immediate inspection shall be made and report of damage wired to the superintendent. No trains shall be allowed to pass over the structure until an examination of the damaged members has been made by a competent man and it is known that the structure is safe for traffic.

Rule 102-A. 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.

Rule 103 Amended. When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the front of the leading car.

In the movement of engines, with or without cars, when switching over highway grade crossings, unless there is a watchman on duty, or the crossing is protected by gates or flashers, a member of the crew shall protect highway traffic by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed. Trains and engines moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers and such tracks do not operate flashers crossing must be protected by a member of the crew until crossing is covered, unless the crossing is being protected by a known employee.

When a train moves over a highway crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew unless protected by a watchman, flashers or gates.

Train crews must not permit a train to block a public highway more than five (5) minutes.

Rule 103-A. All engines not equipped with a back-up head light when backing between Boulevard and Toledo, or when shoving cars between these points at night or whenever the display of night signals is required, will display a lighted fusee on the end of the tender of engine or on the front end of the leading car or caboose when approaching and passing over Ketchum Avenue and Buckeye Street.

Rule 103-B. Movements over Lagrange and Elm Street crossings must be flagged.

Rule D-151. On double track trains and engines must keep to the right unless otherwise provided.

Rule D-152. When a train crosses over to, or obstructs the other track, unless otherwise provided, it must first be protected, as prescribed by Rule 99 in both directions on that track.

Rule D-153. Movements against current of traffic may be made in emergencies or to prevent excessive delay, between adjoining block stations on authority of signalmen after the track has been cleared of opposing trains, as provided by rules 160-165, herein.

#### Rule D-154. HAND OPERATED MAIN TRACK SWITCHES:

- Before a train or engine enters on or fouls a main track or crosses from one main track to another, trainman will communicate with signalman identifying himself, train or engine, location and movement intended, before operating switch.
- Signalman will inform trainman of known proximate movements and direction on both tracks, so as to avoid delay to through movements on main tracks.
- Signalman must specifically inform trainman (taking special care to assure full understanding) in event blocking is in effect for movement against current of traffic, under the provisions of Rules D-153, and 160 through 165, and track affected will be kept clear.

(d) Signalman will record and block for movements against the current of traffic within single block area in accordance with principles of Rules 161 through 165.

(e) Upon completion of movement after main track is cleared and switches restored to normal position, trainman will so report to signalman, except that when the ensuing or subsequent movement takes the train or engine within or through limits of interlocking operated by the signalman affected, such report is not necessary.

(f) For movements involving hand operated switches.

Between Galena St. and Hallett Interlocking.

Between Hallett and Alexis Interlockings.

Communicate with signalman at:

Manhattan Jct. Interlocking.

Hallett Interlocking.

Rule 160. Before proceeding beyond interlocking limits, in addition to indications displayed on fixed signals, proceed signal with yellow flag by day, yellow light by night must be received from signalman, in such manner and from such location that there can be no misunderstanding on the part of the enginemen and trainmen as to the signal, or as to the train or engine for which it is intended.

Rule 161. Before a train or engine is permitted to "cross over and proceed against the current of traffic", the signalman must perform the following acts:

1. Ascertain that all opposing trains or engines departed from adjoining station have arrived at his own station.

2. Request adjoining signalman in direction of intended movement to stop and hold opposing trains or engines until arrival of the train or engine that is to be moved against current of traffic.

3. Record in ink on register sheet in accordance with Rule 164, the information called for, together with adjoining signalman's acknowledgment.

4. In addition to indications displayed on fixed signals, give proceed signal with yellow flag by day, yellow light by night to engine and trainmen of train to be moved, in such manner and from such location that there can be no misunderstanding on the part of the enginemen and trainmen as to the signal or as to the train or engine for which it is intended.

Rule 162. Signalman receiving request to stop and hold opposing trains for a movement against the current of traffic, before acknowledging must ascertain from actual check with signalman that makes the request, that the track is clear of opposing trains, signals governing opposing movements are at stop indication, and locking device provided for the purpose is in place on signal lever and record made on register sheet as provided in Rule 164.

In arranging with adjoining stations to block trains, the following code will be used by signalmen.

BE for No. .... (Block all eastward trains for No. ....)

BW for No. .... (Block all westward trains for No. ....)

Signalman receiving this order will enter on his register sheet the number of train named, and then after complying with Rule 162, if block is clear, respond: "I understand BE (or BW as the case may be) for No. ...." (Giving number of train or engine which he has just entered on register sheet), signing his personal signal and office call, and will stop and hold all opposing trains until train named has arrived and cleared block.

Rule 163. When it becomes necessary to cancel block for any train, signalman will proceed in following manner: "Cancel BE (or BW) for No. ...." The signalman receiving this will respond, "I understand cancel BE (or BW) for No. ...." Both signalmen will then note on the unfinished line on register sheet, cancellation of the block.

Rule 164. Record of arrangements and movements against current of traffic must be made in ink. Signalmen handling must identify each other by personal signal and office call, showing on register sheet all of the information called for, as to arriving, clearing and leaving time at their own station, and clearing time at adjoining station, entering figures far enough to the left in columns to admit personal signals.

Rule 165. When signalmen relieve each other, the one going off duty will call attention of relieving signalman to BE's and BW's then in effect. Relieving signalman will add his personal signal to same in ink, as acknowledgment of transfer.

The switch in eastward main track to southwest wye connection with Toledo Terminal R.R., direction "A" main track is electrically locked. Train or engine movements entering wye must come to a stop on releasing circuit within 100 feet of the wye switch, which will permit operation of switch manually in normal manner.

Train or engine movements leaving wye, trainmen must unlock and remove lock and wait 3 minutes until electric lock releases, after which indicator at switch will show "unlocked"; switch can then be operated manually in normal manner. If, at end of 3 minute waiting period indicator does not show "unlocked", trainmen will phone Hallett towerman (3 rings on communicating telephone), and when authorized to do so by towerman, may break seal on emergency release and use Ann Arbor switch key to operate electric lock. Wire report to Superintendent must be made whenever it is necessary to break seal.

Deraill (located at clearance point on wye track), is connected to and operates with the switch. Trainmen must not restore switch to normal position until the movement has cleared deraill.

#### Boulevard Interlocking remotely controlled by Signalman Hallett.

If proceed indication is not displayed for intended movement at home signals, member of crew will telephone signalman Hallett Interlocking, who will inform crew member to wait for route to clear permitting proceed indication; or if unable to cause appropriate signal to display proceed indication for open route, instruct crew member to go to "ANN ARBOR" emergency control box, located in Southeast angle of crossing, and follow instructions posted therein; which procedure also applies in event of inability to communicate with signalman.

Movements to and from Toledo on Cherry Street main will be via short section (approximately 15 feet) of Toledo Terminal main track just East of Manhattan Boulevard. East and West segments of Cherry Street main are connected into Toledo Terminal track with manually operated switches. These switches have no normal position and may be left as last used. The short section of Toledo Terminal main track jointly used by Toledo Terminal and Ann Arbor is within yard limits and provisions of Rule 93 apply to movements thereon.



Ann Arbor yard crews switching Ohio Blenders or Hausman Steel will make direct arrangements with towerman at Manhattan Jct. Interlocking by telephone or personal contact, as to movements and work to be done, probable length of time required, etc., so proper understanding between crew and towerman at Manhattan Jct. interlocking will be had.

The towerman should also be kept informed when material changes in movement or duration of track occupancy is increased, and in all cases when work has been completed and engine is ready to leave.

At Galena Street switches of crossover and signals are remotely controlled by signalman Manhattan Junction.

Between Manhattan Junction Interlocking and Galena Street trains or engines will move as authorized by signal indications controlled by signalman, Manhattan Junction Interlocking. Movements against the current of traffic may be made in emergencies or to prevent excessive delay as authorized by signal indications controlled by signalman (after track has been cleared of opposing trains), who must place locking device provided for purpose on signal control levers of interlocking and remote control machine, and until the train or engine has completed the movement and cleared track, move no lever or control that might cause any signal to display an indication permitting a conflicting movement. Proper record on register sheet must be made in ink of movements against the current of traffic.

#### BLOCK SIGNAL AND INTERLOCKING RULES (AMENDED)

Note: The following supersedes Automatic Block Signal Rules and Interlocking Rules contained on pages 67-68-69-70 and 71 of Rules and Instructions of Transportation Department, effective Jan. 1, 1924.

#### DEFINITIONS

**BLOCK SYSTEM**—A series of consecutive blocks.

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

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

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

**BLOCK STATION**—A place from which block signals are operated.

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

**BLOCK**—A length of track of defined limits, the use of which by trains is governed by block signals.

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

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

**INTERLOCKING SIGNALS**—The fixed signals of an interlocking.

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

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

**DWARF SIGNAL**—A low home signal.

**DUMMY MAST**—A short upright, without signals, placed on top of a bracket post, or bracketed to the side of signal mast, to show there is a track between the bracket post or signal mast, and the track for which signals are provided.

**MEDIUM SPEED**—A speed not exceeding 25 miles an hour.

**RESTRICTED SPEED**—A speed that will permit stopping short of another train or obstruction or switch not properly lined and look out for broken rail, but not exceeding 15 miles an hour.

#### FIXED SIGNALS

Signals shall be placed over or to the right of tracks they govern, unless otherwise specified.

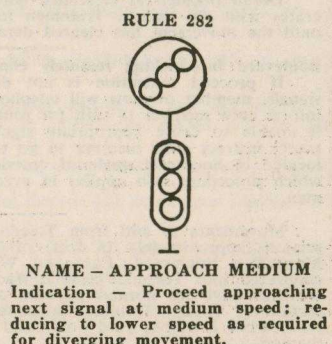
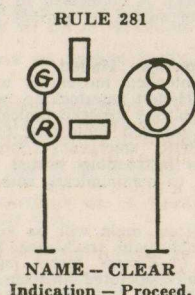
Signal aspects, Rules 281 to 302 inclusive, shall appear where conditions require their use. Aspects, may be shown by the position and shape of semaphore arms, color of lights, or position of lights.

Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

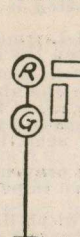
#### GENERAL DESCRIPTION OF SIGNALS

In the illustrations of signal aspects that may be shown by color of lights:

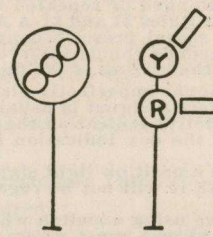
R—signifies Red Y—signifies Yellow G—signifies Green



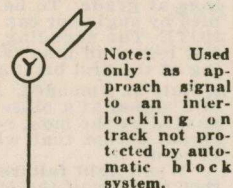
#### RULE 283



#### RULE 285

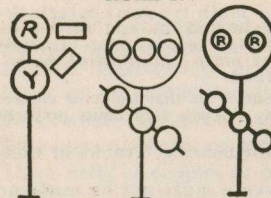


#### RULE 285A

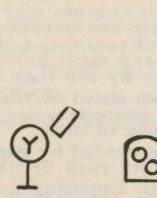


Note: Used only as approach signal to an interlocking on track not protected by automatic block system.

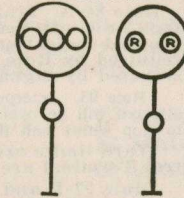
#### RULE 290



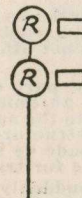
#### RULE 290A



#### RULE 291

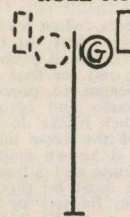


Note: Trains must not pass this signal unless authorized to proceed in accordance with rules or special instructions in Timetable.

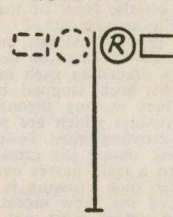


Note: Trains must not pass this signal unless authorized to proceed in accordance with rules or special instructions in Timetable.

#### RULE 301



#### RULE 302



Note: Used as train order signal. The indications for lower quadrant signals are the same as shown except the arm is inclined downward.

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

Rule 506. Block signals may be put to their most restrictive indication by a train, engine, cars, or other obstruction in the block; switch not properly lined; broken rail, or an open drawbridge.

Rule 508. Unless otherwise provided, block signals for a track apply only to trains or engines moving with the current of traffic on that track.

Rule 509. When a train is stopped by a Stop-indication it must stay until authorized to proceed, and will then proceed at restricted speed, or in case of failure of means of communication it may proceed when preceded by flagman to the next signal displaying a proceed indication.

Rule 510. When a train is stopped by a block signal which is evidently out of order, unless otherwise provided, the fact must be reported to the Superintendent.

Rule 511. Both switches of a cross-over must be open before a train or engine starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

Rule 512. Where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by rules.