

- Q. May No. 2 leave H before 1015 if No. 1 has not arrived?  
A. No.
- Q. How is No. 1 required to run with respect to the time specified at H?  
A. It will use the time specified in the order as before required to run with respect to the schedule time of No. 2.
- Q. How must No. 1 clear the time of No. 2 at H?  
A. Not less than five minutes, or by 1010.
- Q. If the schedule time of No. 2 at stations between H and A is earlier than the time specified in Order No. 14, which time will govern No. 1 at those stations?  
A. The later time specified in Order No. 14.
- Q. How must the time specified in Order No. 14 be cleared by No. 1 at such stations if it is unable to go to H for No. 2?  
A. In the same manner as at H, which would be not less than five minutes, or 1010.
- Q. If the schedule time of No. 2 at stations between G and A is later than the time specified in Order No. 14, which time will govern No. 1 at those stations?  
A. The schedule time.
- Q. May any train other than No. 1 use the time specified in Order No. 14?  
A. No, because other trains will not know if No. 1 arrives at H earlier than 1010 thereby releasing No. 2 from the wait order time.

**COMMENT:** When a superior train is directed to "wait for" a specific train or trains, the order is fulfilled when such specific train or trains arrive in the clear at the waiting point before 1015. When the order has been fulfilled in this manner, the superior train may leave the waiting point regardless of the time stated in the order. The opposing inferior train or trains specified in the order are required to clear the waiting time at the stations named, or any intermediate station beyond, as provided for by rule. If the schedule time of the superior train at an intermediate station beyond is later than the waiting

time in the order, the opposing inferior train must clear the schedule time at that intermediate station.

### Form S-G—EXTRA TRAINS.

#### Order No. 23: Eng 745 run extra (passenger extra)

A to F.

Q. With this order, to what point at F is Extra 745 South authorized to run?

A. To the first switch at the siding.

Q. If F is within yard limits, may Extra 745 South occupy the main track between siding switches at F?

A. Yes, in accordance with the provisions of Rule 93.

Q. Is Order No. 23 fulfilled when Extra 99 South arrives at F?

A. Yes.

#### Order No. 25: Eng 745 run extra (passenger extra)

A to F and return to C.

Q. With this order, is it necessary for the extra to go to F before returning to C?

A. Yes, because the extra's authority to return to C is not in effect until it reaches F.

Q. Does Order No. 25 give the extra any authority to occupy the main track between the switches of the siding at either A, F or C?

A. No.

Q. If A, F or C is within yard limits, may the extra occupy the main track between the switches of the siding at these points?

A. Yes, in accordance with the provisions of Rule 93.

Q. How could the train dispatcher deliver a restricting order to Extra 745 North at F?

A. By obtaining the signature of the engineer and conductor to the order before it is repeated.

Q. Would Order No. 25 relieve Extra 745 South of furnishing flag protection between A and F?

A. No.

**Order No. 26: Eng 99 has until 0950 to run extra A to G.**

Q. With this order, when does Extra 99 North have to be clear of the main track?

A. Not later than 0950.

Q. What must be done if Extra 99 North is unable to reach G before 0950?

A. It must be clear of the main track at 0950 or must provide flag protection in both directions at that time.

Q. When is such an order necessary?

A. When it is necessary to terminate the time of an extra that would otherwise conflict with the authorization of another extra as illustrated in Order No. 27.

**Order No. 27: After 0955 (or after 0955 Jan. 1st) Eng 1559 run extra A to Z.**

Q. With this order, when does Extra 1559 North have authority to occupy main track?

A. Only after 0955 (or after 0955 on Jan. 1st).

Q. When is such an order necessary?

A. When some conflicting movement is limited by time.

**Order No. 28: After arrival of Extra 99 South which left B at 1655 Eng 25 run extra A to G.**

Q. When will this example be used?

A. When it is impracticable to issue a meet order with Extra 99 South.

Q. Will this order be delivered to Extra 99 South?

A. No. It does not affect the movement of Extra 99 South.

Q. Must Extra 25 North know that Extra 99 South has arrived at A before he may leave A?

A. Yes. Engine 25's authority to run extra A to G is not in effect until Extra 99 South has arrived at A.

Q. May Extra 25 North check the train register at A to determine if Extra 99 South has arrived at A?

A. Yes.



- Q. If Extra 25 North examines the register book at A and finds that Extra 99 south registered in at 1255, may he then leave A?
- A. No. The arrival time of Extra 99 South must be later than the time shown in the train order at B. The time registered (1255) for Extra 99 South at A was for a previous trip.

**COMMENT:** Rule S-97 provides that extras must be authorized by train order on single track, unless otherwise provided (such as in CTC territory or Rule 93). This is an important provision since there is no superiority between extras except as provided by train order; the train dispatcher will make provision for protection when he authorizes opposing extras.

#### Form S-H—WORK EXTRAS.

**Order No. 29: Eng 733 works extra 0730  
until 1830  
between D and F.**

- Q. With this order, what is Work Extra 733 required to do with respect to extras within the working limits?
- A. It must, whether standing or moving, protect against extras within the working limits in both directions as prescribed by the rules.
- Q. With this order, what is Work Extra 733 required to do with respect to regular trains?
- A. The time of regular trains must be cleared.
- Q. Does Order No. 29 give Work Extra 733 any authority to occupy the main track between the switches of the siding at either D or F?
- A. No.
- Q. Work Extra 733 receives Order No. 29 at D, which is not a register station; before occupying the main track, how will it determine that regular trains, if any, which are due, have passed?
- A. By train register clearance Form 54.



- Q. If the Form 54 stated that one or more regular trains were overdue, would Work Extra 733 stay in the clear for such trains or could it work under flag protection against such trains with Order No. 29?
- A. It would have to stay in the clear.

**Order No. 30: Eng 733 works extra 0730  
until 1830  
between D and F  
not protecting against  
Eastward extra trains.**

- Q. To what extent is Order No. 30 different from Order No. 29?
- A. Order No. 30 requires Work Extra 733 to protect only against westward extras. It would be relieved of protecting against eastward extras.
- Q. With Order No. 30, what is Work Extra 733 required to do with respect to regular trains?
- A. The time of regular trains must be cleared.

**Order No. 31: Eng 733 works extra 0730  
until 1830  
between D and F  
not protecting against extra trains.**

- Q. With this order, what is Work Extra 733 required to do with respect to extras?
- A. Nothing.
- Q. With this order, if any extras entered the working limits, what would be required of such extras?
- A. Since the work extra is instructed to not protect against extras, such extras must protect against the work extra.

**Order No. 32: Work Extra 733  
protects against  
Extra 760 South  
between F and D  
after 1410.**

- Q. When will this example be used?
- A. When a work extra has been instructed by order (such as Order No. 31) to not protect against extras and, afterward, it is desired to have an extra enter the working limits without protecting against the work extra.
- Q. With Order No. 32, may Work Extra 733 occupy the main track after 1410 against Extra 760 South?
- A. Yes, but Work Extra 733 would have to provide flag protection at such time against Extra 760 South.
- Q. How will Extra 760 South be governed with this order?
- A. Extra 760 South must not enter the working limits before 1410. After 1410 Extra 760 South may enter the work limits and run expecting to find the work extra protecting itself.

**Order No. 33: Work Extra 733**

**clears**

**Extra 760 South**

**between F and D**

**after 1410.**

- Q. When will this form of order be used?
- A. When a work extra has been instructed by order (such as Order No. 31) to not protect against extras and, afterward, it is desired to have it clear the track for a designated extra.
- Q. With this order, may Work Extra 733 occupy the main track after 1410, flagging against Extra 760 South?
- A. No. it must clear the main track before 1410.
- Q. How will Extra 760 South be governed with this order?
- A. The extra must not enter the working limits before 1410, but after 1410 Extra 760 South may enter the working limits and run expecting to find the work extra clear of the main track.

Q. May Order No. 31 be combined in one order with either Order No. 32 or 33?

A. Yes, by coupling the two together with the word "except" as—"not protecting against extra trains except against extra ..."

**Order No. 35: Work Extra 733  
protects against No 79 Eng 451  
between D and F**

Q. When will this example be used?

A. To enable Work Extra 733 to work under flag protection upon the time of a regular train.

Q. With this order, would Work Extra 733 be required to clear the time (in timetable or train order) of No. 79?

A. No.

Q. With this order, what would be required of Work Extra 733 with respect to No 79.?

A. It would be required to provide flag protection against No. 79.

**Order No. 37: Work Extra 733  
has right over all trains  
between D and F  
1915 until 0115**

Q. When will this example be used?

A. To give a work extra exclusive right over all trains.

Q. May any train enter the working limits between 1915 and 0115?

A. No. Not even under flag protection.

Q. If a Northward train is at D, or a Southward train is at E, at 2230 and Work Extra 733 arrives, may either train enter the working limits at that time?

A. No. They must not enter before 0115 unless Order No. 37 is annulled.



- Q. Does Order No. 37 alone authorize engine 733 to be a work extra?
- A. No. It must have authorization as provided in Order No. 29.

**Order No. 38: On March 1 Eng 733 works extra  
0730 until 1830  
between D and F.**

- Q. When will this example be used?
- A. To authorize a work extra in advance of the date it will actually work.
- Q. May more than one date be specified in the order?
- A. Yes, as many dates as necessary may be specified.
- Q. With the exception of Order No. 37, must work extras give way to all trains as promptly as practical?
- A. Yes.

**COMMENT:** The working limits should be kept as short as possible and changed as the progress of the work may require. Where Rule 93 is in effect, a work order is not necessary for authority to use the main track. When a work order is required, it must first authorize an engine to be a work extra within specified track and time limits. Insofar as regular trains are concerned, a work extra must clear their time, which means either timetable or train order time. A work extra is not permitted to work under flag protection against regular trains unless a train order, reading in part—"protects against" regular trains, or second class trains, etc., is issued permitting the work extra to occupy the main track under flag protection against regular trains when they become due.

This situation with extras is the opposite of what it is with regular trains. The rule requires a work extra to protect against extras in both directions unless relieved of so doing by train order. The fact that the work extra must protect against extras, unless relieved by train order, does not establish superiority

of extras over work extras, since this can only be done by giving one "right" over the other. The reason for the work extra protecting against extras is that it is easier for this one train to do the protecting than it would be for all extras moving through the working limits to have to protect against the work extra.

### FORM D-H—WORK EXTRA

**Order No. 39: Work extra 292 has right over all trains on Eastward, Westward, or Both track(s) between G and H 1901 until 0101.**

**COMMENT:** In double track territory, work extras will be created under the provisions of Rule D-97. It must be understood that work extras created in this manner *must* move only with the current of traffic. If it is desired to have the work extra move against the current of traffic, train order form D-H as illustrated by Order No. 39 must be used.

### FORM J. HOLDING ORDER

**Order No. 41: Hold No 902 Eng 402.**

**Order No. 42: Hold all trains**

**Order No. 43: Hold all Eastward trains**

**Order No. 44: \_\_\_\_\_ may go.**

Q. To whom will these orders be addressed?

A. To the operator

Q. To whom will the operator deliver a copy of these orders?

A. To all trains designated by the train dispatcher

Q. Since the order is addressed to the operator and not to the train, how must the order be respected by conductors and engineers?

A. The same as if addressed to them. (See Rule 204)

Q. When a train has been held by either Orders Nos. 41, 42 or 43, when may it proceed?

A. It may proceed only when it receives an order similar to Order No. 44, or when the order to hold is annulled

Q. When a train is being held by the operator under Orders Nos. 41, 42 or 43, and the operator receives an order such as Order No. 44, may he clear the train order signal and permit the train being held to proceed without delivering either order to the train?

A. No, both orders must be delivered to the train so held, with clearance if practicable

**COMMENT:** When an operator is ordered to hold a train through the use of a Form J train order, approved blocking devices must be applied to switch or signal levers governing all routes to tracks affected unless protected as prescribed by Rule 221, before the order is issued. It can be released in only two ways: either the holding order must be annulled to the operator; or an order must be addressed to him, reading, for example, "NO 2 may go." The annulment or "may go" must be delivered to the trains which were given copies previously of the holding order. When directed to hold several trains, and one of them is permitted to go by use of the "may go" form, the operator must continue to hold all other trains he is directed to hold, until each is permitted to go, or the order to hold is annulled. Insofar as restricting their movements is concerned, conductors and engineers must respect a holding order addressed to operator the same as if it were addressed to them.

#### Form K—ANNULLING A SCHEDULE.

Order No. 45: No 2

due to leave A

Thursday March 26th is annulled

A to Z.



**Order No. 46: No 2  
due to leave A  
Thursday March 26th has arrived at E  
and is annulled E to Z.**

Q. With these orders, what happens to the schedules annulled?

A. They become void between the points designated

Q. May they be restored?

A. No.

Q. When may Order No. 46 be issued?

A. Not before No. 2 has arrived at E.

**COMMENT:** When a schedule is annulled, it becomes void between the points named and cannot be restored by a later order. It is necessary to receive the annulling order only once. The order must state the point from which the schedule is due to leave, the date the schedule is due to leave, and the points between which the schedule is annulled, as per Orders Nos. 45, and 46. Form K orders issued to a crew must be retained and observed on all trips made by that crew even though identity or direction of their train is changed until crew is released from any further duty. Form K will not be combined with other forms of train orders.

#### **FORM L-ANNULLING A TRAIN ORDER.**

**Order No. 48: Order No 10  
(10 of March 26th)  
is annulled.**

Q. If an order which is annulled has not been delivered to a train, to whom will Order No. 48 be addressed?

A. To the operator.

Q. What will the operator then do?

A. He will destroy all copies of Order No. 10, except his office copy, and write on that copy: "ANNULLED BY ORDER NO 48."

Q. If Order No. 48 is addressed to a train, must such train have a copy of Order No. 10?

A. Yes.

Q. Must Form L orders be transmitted by train dispatcher and repeated in manner prescribed, the same as other forms of orders?

A. Yes

### FORM M—ANNULLING PART OF A TRAIN ORDER.

**Order No. 49: That part of  
Order No 10 reading  
meet No 2 Eng 402 at J  
is annulled.**

Q. When will this form of order be used?

A. When that part of the order not annulled is clear in its wording.

**COMMENT:** Form M orders must be addressed to the trains receiving Order No 10. Order No. 10, for example, may have read: No 1 Eng 401 meet No 312 Eng 410 at B and No 2 Eng 402 at J. Under this circumstance, Order No. 49 would annul the meeting point with No. 2 at J but the meeting point at B between No. 1 and No. 4 would still be in effect. A part of an order which has been annulled must not be re-issued or reinstated under its original number.

### FORM P—SUPERSEDING A TRAIN ORDER OR A PART THEREOF.

**Order No. 51: No 4 Eng 456  
meet No 1 Eng 462 at B  
No 4 take siding.**

**Order No. 52: No 4 Eng 456  
meet No 1 Eng 462  
at C instead of B.**

Q. How may an order be identified as a superseding order?

A. By adding to prescribed forms the words "INSTEAD OF".

Q. Is there another way an order can be superseded?

A. No.

Q. What prescribed form does Order No. 52 represent before the words "INSTEAD OF" are added?

A. Forms S-A.

Q. Does Order No. 52 supersede Order No. 51?

A. Yes.

Q. Does the requirement that No. 4 take siding, as contained in Order No. 51 apply in Order No. 52?

A. No. When a train is directed by train order to take siding for another train, such as No. 4 was instructed in Order No. 51, such instructions apply only at the point designated in that order, and do not apply to the superseding order, such as Order No. 52, unless so specified.

Q. If the train dispatcher wanted No. 4 in the siding for No. 1 at C, would the order have to instruct No. 4 to take siding at C?

A. Yes.

**COMMENT:** One order must never be understood to supersede another with which it conflicts unless the words "INSTEAD OF" are added. A part of an order may be superseded without in any way changing or amending the remaining instructions. There are many ways a Form P may be used by train dispatchers, but there are some limitations. Forms of orders should not be mixed in a superseding order such as: "NO 1 HAS RIGHT OVER NO 2 A TO H INSTEAD OF MEET NO 2 AT F." This would be combining a Form S-C order with a Form S-A and would not be proper.

### FORM D-R—PROVIDING FOR MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

**Order No. 56: No 1 Eng 401**  
**has right over opposing trains**  
**on Southward track C to F.**

Q. What track must No. 1 use from C to F?

A. It must use the track specified in the order, (Southward track).



Q. After receiving Order No. 56, may No. 1 use Northward track?

A. No.

Q. What superiority does No. 1 have over opposing trains on the track specified in the order?

A. Right over opposing trains on that track between C and F.

Q. With this order, when may opposing trains leave F?

A. After No. 1 arrives at F.

Q. May No. 1 leave C, or any station between C and F, ahead of its schedule time?

A. No.

Q. If an Extra South is at F and has time to make C and clear No. 1's schedule by not less than five minutes, may the extra go?

A. No.

Q. If the timetable indicates a station stop for No. 1 at E, must No. 1 observe such requirement when using the Southward track?

A. Yes. All schedule requirements must be observed.

Q. How will Order No. 56 affect trains moving with the current of traffic between C and F?

A. It will not affect them; however, they must, when practical, receive a copy of the order, and may then proceed on their schedule, or other authority.

**Order No. 57: After No 4 Eng 404  
arrives at C  
No 1 Eng 401  
has right over opposing trains  
Northward track C to F.**

Q. With this order, when may No. 1 leave C?

A. After the arrival of No. 4 at C.

Q. Must No. 1 use the Northward track between C and F?

A. Yes.

**COMMENT:** A train instructed to operate against the current of traffic must use the track specified between the points named and cannot use the track it would normally use with the current of traffic. A regular train operated against the current of traffic retains its schedule and all applicable timetable requirements must be observed except within yard limits movement must proceed at yard speed.

If the words "after" and "arrives" appear in a Form D-R, the designated train must be identified by engine number and markers before the against the current of traffic move can take place.

**FORM S—DIRECTING TRAINS  
NOT TO PASS A SPECIFIC LOCATION**

**Order No. 58: Do not pass B (or MP 30) without permission  
of the Train Dispatcher.**

Q. How will this train order be fulfilled?

A. When **verbal** permission is received from the train dispatcher to proceed beyond the point named in the order.

Q. On single track, when stations are used, will the designated point be at the station or at the switch?

A. It will be at the station.

Q. May this form of train order be used to provide protection to track car movements on Line R of Form T.C., Rule 403 to points to the rear of the track car movement not protected by home interlocking signals?

A. Yes.

Q. May this form be used to provide protection to track cars moving under Rule 412a to points in advance of opposing track car movement not protected by home interlocking signal?

A. Yes.

Q. May this form be use to create an absolute block behind a movement that can not be protected by home interlocking signal?

A. Yes.

**COMMENT:** Verbal permission, fulfilling Form S may be received before the restricted point is reached if the protection is no longer required. This form to be used to create absolute block limits which can not be established with the use of an home interlocking signal.

### FORM S-T—RELIEF FROM REAR END PROTECTION

**Order No. 59: No 324 Eng 401 need not protect rear against following extras.**

**Order No. 60: Extra 382 East need not protect rear against following extras.**

Q. Is protection against following extras required?

A. No.

Q. How may these orders be modified?

A. By adding "from A to F" to the orders.

Q. Is protection against following extras required between A and F?

A. No.

Q. At what points is protection required under this form?

A. At A and F.

Q. When this form is used, will following extras be permitted within the limits of the order while it is in effect?

A. No.

Q. May this form be used in two or more track, or CTC territory?

A. No.

**COMMENT:** The purpose of a Form S-T order is to relieve a train from flagging behind it when such train is moving or stopped under circumstances when it could otherwise be overtaken. When so issued, relief of flag protection is granted only between the designated points. Form S-T orders do not authorize a train holding such order to move in the opposite direction. They will not be issued to include any part of the limits of a work extra since a work extra has no specified direction.



**FORM U—DIRECTING TRAINS TO ADVISE WHEN CLEAR OF ABSOLUTE BLOCK LIMIT.**

**Order No. 62: No. 1 Eng 401 notify Train Dispatcher when clear of C or MP 30.**

**COMMENT:** This form is to be used in the application of an absolute block. When the train addressed reports clear of the point specified in the order the train dispatcher may then issue Form S to a following movement.

**FORM V—SPEED RESTRICTION ORDERS**

**Order No. 1063: Do not exceed 10 mph on Eastward track between A and B account of\_\_\_\_\_.**

- Q. Will mileage be used to designate point of restriction in train order No 1063?
- A. No, points of restriction will be designated by mile posts, station signs, automatic block signal numbers or bridge numbers.
- Q. What must be done if other signs or signals are encountered within the limits of this order requiring lower speed?
- A. The lower speed must be observed.
- Q. Does the prescribed speed apply to the entire train?
- A. Yes.

**COMMENT:** Orders issued to a crew must be retained and observed on all trips made by that crew, even though identity or direction of their train is changed, until the completion of their tour of duty. Train orders relating to track conditions must be numbered consecutively each week, using a separate series of numbers (1000 series), and re-issued each Sunday at 0001, if continuing in effect.

**Order No. 64: Do not exceed yard speed between A and B account track occupied by track car (or train) without protection.**

Q. When will train order No 64 be used?

A. It may be used to allow movement into the limits of a Form TC Line R or Line W after the expiration of the time limit and the foreman has failed to report clear. It may also be used to allow a following movement to enter an absolute block.

Q. How will trains receiving this order operate?

A. They will proceed as directed prepared to stop short of an obstruction.

**COMMENT:** Trains or engines intending to enter the limits prescribed by train order No 64 will enter these limits on verbal permission as prescribed by Rule 629, due to blocking devices having already been applied as per Rule 611a. Entire movement will be made at not exceeding yard speed despite the fact that intervening signals may permit a greater speed.

#### **FORM X—WHEN ENGINE ON A TRAIN IS CHANGED**

**Order No. 65:** No 1 has Eng 456  
instead of Eng 458.

**Order No. 66:** Eng 755 instead of Eng 758  
on Extra West (or Psgr Extra West)  
in train order No 10  
(or Nos 10 and 12).

Q. Will other trains affected be given a copy of this order, as soon as practicable?

A. Yes.

#### **FORM Y—MOVEMENT THROUGH WORK LIMITS OF TRACK CARS**

**Order No. 67:** Track cars working between A and B Eastward (or Northward) trains approach Stop Signal at station or MP 30 and Westward (or Southward) trains approach Stop signal at station or MP 31 prepared to stop and do not pass this signal until instructions have been received from Foreman Brown either by radio communication or personal contact.

Q. When will this form be used?

A. To provide train order protection for track cars and track work as prescribed by Rule 405.

Q. What must foreman display?

A. Fixed stop signals at both ends of work limits as instructed on Form TC, Line—Other Information.

Q. How will these locations be designated?

A. By a station sign, or a M. P. number.

Q. If fixed signals are not displayed at each location designated in the train order, how will movement be governed?

A. It will be governed in respect of a signal imperfectly displayed, and must be regarded as the most restrictive indication possible. Imperfectly displayed signals must be promptly reported to the train dispatcher.

**COMMENT:** The track foreman must not release a train to pass stop signal (Rule 420) until the track is clear. Information from the foreman to "come on by the stop signal and ease on down to the house track switch watching out for us getting into clear." or similar instructions, is not sufficient to permit an engineer to pass the stop signal. The foreman must indicate that the track is clear before the train may pass the stop signal. If the foreman says that the track is clear and tells the engineer he may proceed at a specific speed in miles-per-hour before the train reaches the stop signal the train would not have to stop at the stop sign. The foreman designated in train order No. 67 must identify himself to the engineer and the instructions must be repeated by the engineer before passing the stop sign.

#### **FORM Z—TRACK OUT OF SERVICE BY TRAIN ORDER**

**Order No. 68:** Eastward Track or (Both Tracks) out of service between A and B or (at A.)

All southward (or westward) trains approach fixed Stop Signals located at A at restricted speed.

All northward or (eastward trains) approach fixed Stop Signals located at B at restricted speed.



Q. When will this form be used?

A. To provide train order protection for track out of service, account of construction work, which cannot be protected by home interlocking signals.

Q. How will trains be permitted to proceed through this territory?

A. The fixed signals must be removed and the train order annulled.

**Order No. 69: Eastward Track or (Both Tracks) out of service between A and B or (at A.)**

**All southward (or westward) trains approach fixed stop signal located A and all Northward (or Eastward) trains approach fixed stop signal located B prepared to stop and not pass this signal until instructions have been received from Foreman Brown either by radio communication or personal contact.**

Q. When will order No. 69 be used?

A. To allow movement through track out of service territory account of construction, when authorized by foreman in charge of track.

**COMMENT:** Form Z train orders will be used to protect construction work (men and equipment on or near the track). Trains or engines receiving these orders, not finding the fixed stop signals displayed at the designated locations will be governed by Rule 27.

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**RULES GOVERNING THE MOVEMENT OF TRAINS WITH  
THE CURRENT OF TRAFFIC ON TWO OR MORE  
TRACKS BY BLOCK SIGNALS**

**Rule D-251.**

- Q. How is Rule D-251 territory identified?  
A. By special instructions in the timetable.
- Q. What is the purpose of Rule D-251?  
A. To permit trains to run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

**Rule D-252.**

- Q. Who will supervise the movement of trains in Rule D-251 territory?  
A. The train dispatcher.
- Q. What is train dispatcher required to do?  
A. Issue instructions as may be required.
- Q. May these instructions be either oral or written?  
A. Yes.
- Q. Must instructions of train dispatcher be complied with?  
A. Yes.

**Rule D-253.**

- Q. Must the train dispatcher be advised in advance of any known condition that will delay the train or prevent it from making usual speed?  
A. Yes.
- Q. Must operator receive authority from train dispatcher before granting permission to perform work which will delay it?  
A. Yes.

**D-254.**

- Q. What authority must trains or engines have to enter main track in Rule D-251 territory?  
A. Signal indication or on authority of train dispatcher or operator.



Q. Must Operator receive authority from train dispatcher before allowing train or engine to occupy main track?

A. Yes.

**Rule D-255.**

Q. Except as affected by Rule D-251, do all block signal rules and operating rules remain in force?

A. Yes.

**COMMENT:** Under these rules, in territory where effective as shown in timetable, trains may move with the current of traffic by block signal indications which supersede timetable superiority for movement of trains.

Thus an inferior train running with the current of traffic, in territory where these rules are in effect, may occupy the main track or schedule time of superior trains and need not clear such trains, unless otherwise directed on instructions from the train dispatcher or as provided in the timetable special instructions.

**MOVEMENT OF TRAINS AND ENGINES UNDER  
CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)**

**Rule 265.**

Q. Where will CTC be in effect?

A. On portions of the railroad, and on designated tracks so specified in the timetable.

Q. What constitutes a Centralized Traffic Control System (CTC)?

A. Automatic Block Signals and Interlockings will constitute a CTC system.

Q. How will trains be governed in CTC?

A. Trains and engines will be governed by Automatic Block Signals and Interlocking.

Q. Will these signals supersede the superiority of trains from both directions?

A. Yes.

Q. Do all Operating Rules, Automatic Block Signal System Rules and Interlocking Rules remain in force and govern where they apply?

A. Yes, except as modified by CTC Rules.

Q. Who directs movements in CTC?

A. A designated operator.

#### Rule 265a.

Q. When the CTC Control machine is operated by other than the train dispatcher, who will issue the necessary instructions to the operator?

A. The train dispatcher.

#### Rule 265b.

Q. During the period of CTC operator is not on duty, what is required?

A. The CTC operation and rules will be considered suspended.

Q. While the CTC operation is suspended, what rules will govern?

A. On SINGLE track—Rule S-97 will apply. On DOUBLE track—Rules D-97 and D-151 will apply. At INTERLOCKINGS—Rule 629a will apply.

**COMMENT:** CTC operation is significantly different from ABS operation. In ABS territory, block signals provide information concerning the condition of the route ahead but do not provide any authority for movement. In CTC territory, the block signals not only provide information concerning the condition of the route ahead, but also authorize the movement of trains without requiring timetable schedule or train order authority. The signal indications DO SUPERSEDE timetable superiority for both opposing and following movements on the same track.

In CTC territory, a train enters the limits under basic restrictions instead of basic authority. It receives no authority to proceed except that which is received from each home signal. The home signal is both the authority and the restriction. The signal indication authorizes the movement only to the next

home signal. A train's authority to move is thus limited to the distance of a few miles, depending on the spacing of the home signals. When a home signal does not authorize a train to proceed, authority must be obtained from the control operator.

#### Rule 266.

- Q. May a train or engine be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work?
- A. Yes.
- Q. What kind of authority is required?
- A. The operator will authorize such movement in the following manner: "**(train or engine) may use (track or tracks) between A and B from 0930 until 1645.**"
- Q. If the working limits do not extend to a home interlocking signal controlled by the operator, how will they be designated?
- A. They will be designated by a station sign, mile post or automatic signal number.
- Q. When requesting track and time limits what information must the employee provide?
- A. The employee will give his name, occupation, location, train or engine number and specify time and work limits and track or tracks to be used.
- Q. When such authority is granted must the instructions be written and repeated to the operator before being acted upon?
- A. Yes.
- Q. Who must be advised and understand the track and time limits before any movement can take place?
- A. The engineman.
- Q. Must all written instructions be retained and held available for inspection until completion of the tour of duty?
- A. Yes.



Q. What must transmitting employees do?

A. Transmitting employees must make record on prescribed form.

Q. After the train or engine has entered the limits specified, what must the operator do?

A. The operator must attach blocking devices to all levels controlling movements into such limits at Stop.

Q. May the blocking devices be removed at any time during the specified time limits?

A. The blocking devices must not be removed, nor any other train or engine allowed into the working limits, until track and time limits have expired unless the train or engine is reported clear of the track or tracks specified.

Q. May a train or engine working on exclusive use permission go beyond the specified working limits?

A. No, except on home interlocking signal indication or on permission of the operator.

Q. During the period track and time limits are authorized, can the train or engine use the track or tracks specified in either direction without flag protection?

A. Yes.

Q. When must the train or engine be clear of the track or tracks specified?

A. Before the expiration of the time specified.

Q. Before clearing, must all switches be restored to normal position and the train dispatcher notified?

A. Yes.

Q. If not clear by the time specified, what must be provided?

A. Protection must be provided as prescribed by Rule 99b.

Q. If additional time is required, must authority be secured from the train dispatcher before previously authorized time expires?

A. Yes.

- Q. If a train or engine clears the main track through a switch and the switch is restored to normal position for main track movements are the provisions of Rule 266 annulled?

A. Yes.

**Rule 268.**

- Q. How may a train or engine enter or foul a main track or re-enter a main track after having cleared it?

A. Only by signal indication or with permission of the operator.

**COMMENT:** If the signal governing entrance does not convey an indication to proceed and authority cannot be obtained from the control operator, the train or engine cannot enter CTC limits under any circumstances, not even under flag protection.

**Rule 271.**

- Q. How will a movement in the reverse direction from that on which the original entering move was made on a neutral track, beyond the point occupied by some portion of the train, or cut of cars be made?

A. It must be made only on an home interlocking signal indication or with the permission of the operator.

**COMMENT:** A train or engine that has not been granted work and time limits (Rule 266) must not reverse its direction of movement within a block unless it is authorized to do so by the operator.

**Rule 272.**

- Q. Where hand-throw switches in CTC territory (including interlockings within same) are electrically locked, when may the trainman or engineman unlock and operate the switch?

A. The electric lock must not be operated until trainmen or enginemen communicate with the operator and are authorized by him to unlock and operate the switch.

Q. Will the occupancy by a train of a short automatic releasing track section in front of a switch nullify the above requirements?

A. No.

Q. How must the lock be operated after permission for unlock is received from the operator?

A. It must be operated immediately unless otherwise instructed by operator.

#### Rule 272a.

Q. In any instance is it ever permissible to operate lock lever or push button to unlock a hand-throw switch while a main track train which is not to use the switch is occupying the track at the switch or in approach of switch?

A. No.

#### Rule 272b.

Q. When no further use of hand throw switch is required, what must be done?

A. The switch must be set for the main track, lock lever restored to locked position, lock door closed and padlocked and operator notified.

#### Rule 273.

Q. Are trains or engines permitted to clear main track at side tracks having hand throw switches in CTC or interlocking territory not electrically locked?

A. No, they must not clear at those locations where there is a sign "SIDING MUST NOT BE USED TO CLEAR MAIN TRACK" or where switch target is marked with diagonal purple stripe.

Q. Where are the locations of such side tracks shown?

A. In the timetable.

Q. Does this apply when normal speed is less than 20MPH?

A. No.



**Rule 274.**

- Q. Where there is a special CTC interlocking signal at the spring switch end of siding in CTC territory, what does the signal govern?
- A. It governs movements from siding through spring switch.
- Q. How far will the interlocking limit extend?
- A. The interlocking limit will extend only from the signal to the spring switch connection with main track.
- Q. Where will the location of these signals be designated?
- A. In the timetable.

**FIXED SIGNALS****Rules 280 to 301d, inclusive.**

- Q. How are aspects of signals shown?
- A. Aspects of signals shall be shown by the color of lights, position of lights, flashing of lights, or any combination thereof.
- Q. What does the diagonal alignment of lights indicate?
- A. The diagonal alignment (commonly referred to as staggered) indicates that the next signal in advance is an home interlocking signal.
- Q. Are the signal aspects illustrated by the examples in Rules 280 to 297 inclusive, typical?
- A. Yes.
- Q. How must they not be used?
- A. They must not be used with other than the names and indications prescribed by the rules.
- Q. How will aspects not in conformity be used and where will they be shown?
- A. Aspects not in conformity must not be used unless shown in the timetable together with special instructions as to the location and an explanation of their use.

Q. Will signals whose most restrictive indications is more favorable than stop, display a number plate as part of the aspect on the signal mast?

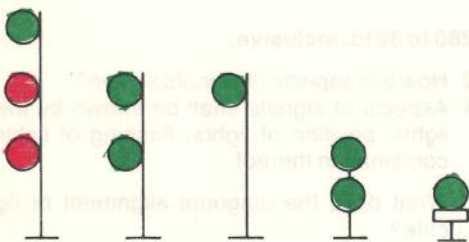
A. Yes.

Q. When practicable, where will interlocking and automatic block signals be located?

A. They will, when practicable, be located either directly over or to the right of and adjacent to the track governed.

Where two signals are located on a bracket post to display indications for two tracks, the right hand signal governs the track to the right and the left hand signal governs the track to the left.

### Rule 281.



Q. What is the name of this aspect?

A. Clear.

Q. What is its indication?

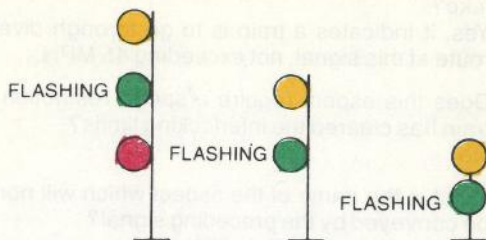
A. Proceed.

Q. What does the indication permit a train to do?

A. To proceed at maximum authorized speed as prescribed in the timetable, but does not supersede or cancel any designated speed restriction imposed by timetable or otherwise.

Q. Does this aspect indicate which route a train is to take?

A. Yes, straight route.

**Rule 281b.**

Q. What is the name of this aspect?

A. Approach Limited.

Q. What is its indication?

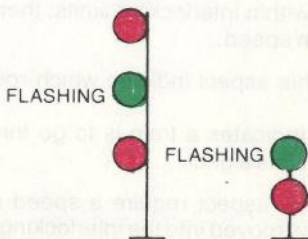
A. Proceed, approaching next signal at limited speed.

Q. Does this aspect indicate which route a train is going to take?

A. Yes, it indicates a train is going to go through diverging route, not exceeding 45 MPH, at the next signal.

Q. What is the name of the aspect which will normally be conveyed by the next signal?

A. Limited Clear (Rule 281c) or Limited Approach (281d).

**Rule 281c.**

Q. What is the name of this aspect?

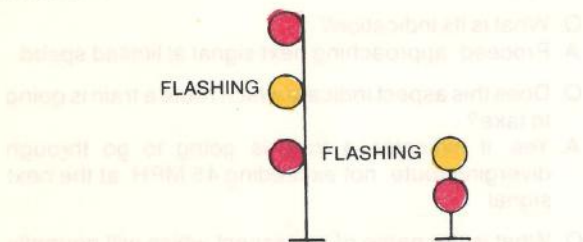
A. Limited Clear.

Q. What is its indication?

A. Proceed: Limited speed within interlocking limits.

- Q. Does this aspect indicate which route a train is to take?  
 A. Yes, it indicates a train is to go through diverging route at this signal, not exceeding 45 MPH.
- Q. Does this aspect require a speed restriction after train has cleared the interlocking limits?  
 A. No.
- Q. What is the name of the aspect which will normally be conveyed by the preceding signal?  
 A. Approach Limited (Rule 281b).

#### Rule 281d.

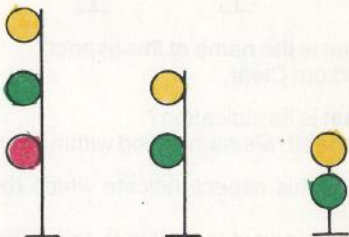


- Q. What is the name of this aspect?  
 A. Limited Approach.
- Q. What is its indication?  
 A. Proceed, prepared to stop at next signal, limited speed within interlocking limits, then not to exceed medium speed.
- Q. Does this aspect indicate which route a train is to take?  
 A. Yes, it indicates a train is to go through diverging route at this signal.
- Q. Does the aspect require a speed restriction after train has moved into the interlocking?  
 A. Yes, if train is exceeding 30 MPH when engine is clear of interlocking limits, the brakes must be applied and speed reduced to not exceed 30 MPH.

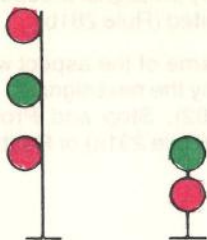


- Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?
- A. Approach Limited (Rule 281b).
- Q. What is the name of the aspect which will normally be conveyed by the next signal?
- A. Stop (Rule 292), Stop and Proceed (Rule 291), Grade Signal (Rule 291a) or Restricting (Rule 290).

### Rule 282.



- Q. What is the name of this aspect?
- A. Approach Medium.
- Q. What is its indication?
- A. Proceed approaching next signal at medium speed.
- Q. Does this aspect indicate which route a train is to take?
- A. Yes, it indicates a train is to go through diverging route at next signal, not exceeding 30 MPH.
- Q. What is the name of the aspect which will normally be conveyed by the next signal?
- A. Medium Clear (Rule 283), Medium Approach (Rule 286) or Medium Approach Medium (Rule 283a).

**Rule 283.**

Q. What is the name of this aspect?

A. Medium Clear.

Q. What is its indication?

A. Proceed: Medium speed within interlocking limits.

Q. Does this aspect indicate which route a train is to take?

A. Yes, it indicates a train is to go through diverging route at this signal not exceeding 30 MPH.

Q. Does this aspect require a speed restriction after train has cleared interlocking limits?

A. No.

Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?

A. Approach Medium (Rule 282) or Medium Approach Medium (Rule 283a).

**Rule 283a.**

Q. What is the name of this aspect?

A. Medium Approach Medium.

Q. What is its indication?

A. Proceed at medium speed within interlocking limits, approach the next signal at medium speed.

Q. Does this aspect indicate which route a train is to take?

A. Yes, it indicates a train is to go through diverging route at this signal and also at the next signal.

Q. Does this aspect require a speed restriction after train has cleared interlocking limits?

A. Only restriction is to approach next signal at not exceeding 30 MPH.

Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?

A. Approach Medium (Rule 282) or Medium Approach Medium (Rule 283a).

#### Rule 283b.



Q. What is the name of this aspect?

A. Medium Approach Slow.

Q. What is its indication?

A. Proceed at Medium speed approaching the next signal at Slow speed.

Q. Does this aspect indicate which route a train is to take?

A. Yes, it indicates a train is to go through diverging route at this signal and one at the next signal.

Q. Does the aspect require a speed restriction after train has cleared the interlocking limits?

A. Yes, it must proceed not exceeding 30 MPH and must approach the next signal not exceeding 15 MPH.

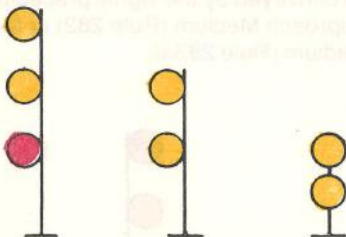
Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?

A. Approach Medium (Rule 282) or Medium Approach Medium (Rule 283a).

Q. What is the name of the aspect which will normally be conveyed by the next signal?

A. Slow Clear (Rule 287) or Slow Approach (Rule 288).

#### Rule 284.



Q. What is the name of this aspect?

A. Approach Slow.

Q. What is its indication?

A. Proceed approaching the next signal at Slow speed. Train exceeding Medium speed must at once reduce to that speed.

Q. Does this signal indicate which route a train is to take?

A. Yes, it indicates a train is to go through a diverging route at the next signal, not exceeding 15 MPH.

Q. When must the train reduce to Medium speed?

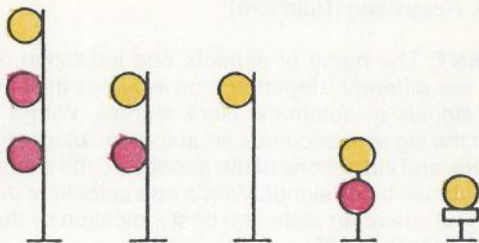
A. The brakes must be applied at the signal and speed reduced to not exceed 30 MPH, but not exceeding 15 MPH before passing the next signal.



Q. What is the name of the aspect which will normally be conveyed on the next signal?

A. Slow Clear (Rule 287) or Slow Approach (Rule 288).

**Rule 285.**



Q. What is the name of this aspect?

A. Approach.

Q. What is its indication?

A. Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.

Q. Does this aspect indicate which route a train is to take?

A. Yes, straight route.

Q. Does this aspect require a train to reduce speed to not exceeding 30 MPH, before passing the signal?

A. No. If speed is higher than 30 MPH when passing the signal, brakes must be applied at the signal and speed reduced to not exceed 30 MPH prepared to stop at the next signal, with a further reduction in speed if necessary.

Q. What is the name of the aspect which will normally be conveyed by the next signal?

A. Restricting (Rule 290), Stop and Proceed (Rule 291), Grade Signal (Rule 291a), Stop Signal (Rule 292) or Take Siding Signal (Rule 293).

- Q. Which of the signals illustrated is an automatic block signal?
- A. The fifth looking from left to right, because it has a number plate.
- Q. What would be the name of the aspect of that signal without a number plate?
- A. Restricting (Rule 290).

**COMMENT:** The name of aspects and indication on dwarf signals are different, depending on whether they are interlocking signals or automatic block signals. With a number plate on the signal it becomes an automatic block signal and the names and indications of the aspect are the same as on a high automatic block signal. With a one color light dwarf signal, without a number plate, the best indication by that signal is Restricting (Rule 290).

#### Rule 285a.



- Q. What is the name of this aspect?
- A. Approaching Restricting.
- Q. What is its indication?
- A. Proceed, prepared to stop at next signal. Trains exceeding restricted speed must at once reduce to that speed.
- Q. What does this indication require a train to do, and where will it be found?
- A. It requires a train to approach the next signal at restricted speed prepared to stop. It will be found by a train entering signal territory from non-signal territory.

**Rule 286.**

Q. What is the name of this aspect?

A. Medium Approach.

Q. What is its indication?

A. Proceed at Medium speed preparing to stop at the next signal.

Q. Does this aspect indicate which route a train is to take?

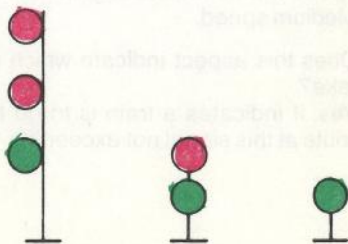
A. Yes, it indicates a train is to go through a diverging route at this signal, not exceeding 30 MPH.

Q. What is the name of the aspect which will normally be conveyed by the preceding signal?

A. Approach Medium (Rule 282) or Medium Approach Medium (Rule 283a).

Q. What is the name of the aspect which will normally be conveyed by the next signal?

A. Restricting (Rule 290), Stop and Proceed (Rule 291) Grade Signal (291a) or Stop Signal (Rule 292).

**Rule 287.**

Q. What is the name of this aspect?

A. Slow Clear.

Q. What is its indication?

A. Proceed: Slow speed within interlocking limits.

Q. Does this aspect indicate route train is to take?

A. Yes, it indicates a train is to go through a diverging route at this signal not exceeding 15 MPH.

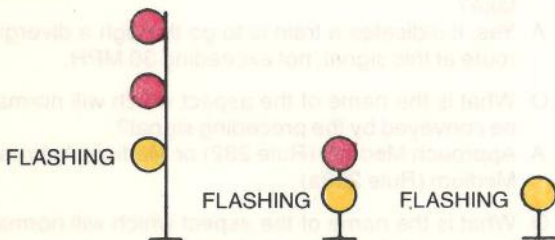
Q. Does this aspect require a speed restriction after train has cleared interlocking limits?

A. No.

Q. What is the name of the aspect which will normally be conveyed by the preceding signal?

A. Medium Approach Slow (Rule 283b) or Approach Slow (Rule 284).

### Rule 288.



Q. What is the name of this aspect?

A. Slow Approach.

Q. What is its indication?

A. Proceed preparing to stop at the next signal; Slow speed within interlocking limits, then not to exceed Medium speed.

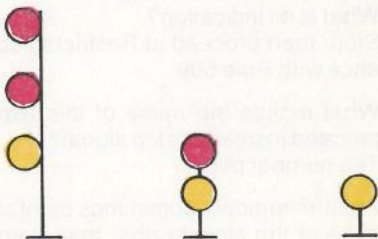
Q. Does this aspect indicate which route a train is to take?

A. Yes, it indicates a train is to go through diverging route at this signal not exceeding 15 MPH.



- Q. Does this aspect require a speed restriction after train has cleared interlocking limits?
- A. Yes, it must not exceed 30 MPH and approach next signal prepared to stop.
- Q. What is the name of the aspect which will be normally conveyed by the preceding signal?
- A. Medium Approach Slow (Rule 283b) or Approach Slow (Rule 284).
- Q. What is the name of the aspect which will normally be conveyed on the next signal?
- A. Restricting (Rule 290), Stop and Proceed (Rule 291), Grade Signal (Rule 291a) or Stop Signal (Rule 292).

### Rule 290.

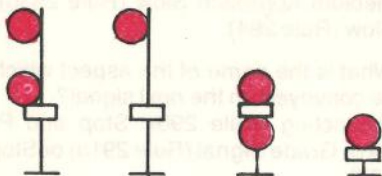


- Q. What is the name of this aspect?
- A. Restricting.
- Q. What is its indication?
- A. Proceed at restricted speed.
- Q. Does this aspect indicate which route a train is to take?
- A. No.
- Q. Does this aspect require a speed restriction?
- A. Yes, not to exceed 15 MPH, or as much slower as may be necessary in order to be able to stop short of a train, cars, obstruction or switch not properly lined. (See definition of restricted speed).

Q. What is the name of the aspect which will normally be conveyed by the preceding signal?

A. Limited Approach (Rule 281d), Approach (Rule 285), Medium Approach (Rule 286) or Slow Approach (Rule 288).

### Rule 291.



Q. What is the name of this aspect?

A. Stop and Proceed.

Q. What is its indication?

A. Stop; then proceed at Restricted speed, in accordance with Rule 509.

Q. What makes the name of this aspect a stop and proceed instead of stop signal?

A. The number plate.

Q. Are the numbers sometimes painted on the mast or base of the signal rather than being on a number plate?

A. Yes.

Q. Does this aspect require a train to stop before passing the signal?

A. Yes.

Q. How may a train stopped by this aspect, proceed in Double track or CTC Territory?

A. At once at restricted speed to the next signal.

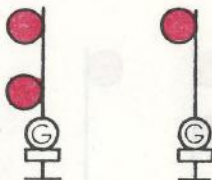
Q. How may a train stopped by this aspect, proceed in single track territory?

A. After waiting five minutes, it may proceed to the next signal at yard speed, unless otherwise provided.

Q. What does this aspect permit a train to do after being stopped and waiting the required time when necessary?

- A. It permits a train to enter and occupy the block governed by the signal at restricted or yard speed throughout the entire block until rear of the train has passed the next signal, regardless of a more favorable indication that may be conveyed on the next signal.
- Q. Does restricted speed allow a train to proceed at 15 MPH?
- A. No necessarily. It may run at 15 MPH if conditions are such that it could stop short of a train obstruction or a switch not properly lined. If conditions require, it must run at a slower speed.
- Q. What is the name of the aspect which will normally be conveyed by the preceding signal?
- A. Limited Approach (Rule 281d), Approach (Rule 285), Medium Approach (Rule 286) or Slow Approach (Rule 288).

#### Rule 291a.



- Q. What is the name of this aspect?
- A. Grade Signal.
- Q. What is its indication?
- A. Proceed to the next signal at restricted speed.
- Q. Does this aspect require a train to stop before passing this signal?
- A. No.
- Q. What does this aspect permit a train to do?
- A. It permits a train to enter and occupy the block governed by the signal without stopping at the signal, but requires movement at restricted speed when passing the signal and throughout the entire

block until the rear of the train has passed the next signal, regardless of a more favorable indication, that may be conveyed on the next signal.

Q. What makes the aspect of this signal a Grade Signal instead of a Stop and Proceed signal?

A. Where a letter "G" on a yellow disc is added to an automatic signal it makes the aspect a Grade Signal when the color lights are red.

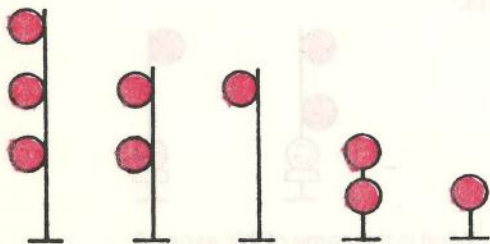
Q. What would be the name of the aspect of this signal, if the color lights were green instead of red?

A. Clear (Rule 281).

Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?

A. Limited Approach (Rule 281d), Approach (Rule 285), Medium Approach (Rule 286) or Slow Approach (Rule 288).

### Rule 292.



Q. What is the name of this aspect?

A. Stop Signal.

Q. What is its indication?

A. Stop.

Q. Are the signals illustrated interlocking signals?

A. Yes. This is determined by the fact that none of them have a number plate.

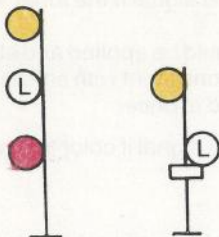
Q. With this aspect, must the stop be made before any part of train passes the signal?

A. Yes.



- Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?
- A. Limited Approach (Rule 281d), Approach (Rule 285), Medium Approach (Rule 286) or Slow Approach (Rule 288).

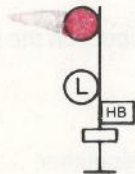
**Rule 293.**



NOTE: L indicates lunar white

- Q. What is the name of this aspect?
- A. Take Siding.
- Q. What is its indication?
- A. Stop, then proceed on siding at yard speed.
- Q. Does this aspect require a train to stop before passing the signal?
- A. Yes.
- Q. What does this aspect permit a train to do?
- A. After stopping for this signal, reverse siding switch and proceed in on siding. After clearing main track normal switch and report to the train dispatcher.
- Q. What is the name of the aspect which will normally be conveyed by the signal preceding this signal?
- A. Approach (Rule 285).

**Rule 294.**



NOTE: L indicates lunar white.

Q. What is the name of this aspect?

A. Hot box Indicator.

Q. What is its indication?

A. If lunar white light lighted, contact dispatcher for instructions.

Q. May a train pass this signal if the lunar white light is lit?

A. Yes, but brakes should be applied and stop made as soon as possible, consistent with safety. Dispatcher should be contacted at once.

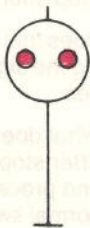
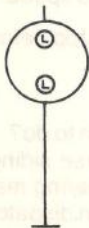
Q. May a train pass this signal if color light was red and lunar light dark?

A. No.

Q. What is the name of this aspect if color light is red and lunar light dark?

A. Stop and Proceed (Rule 291).

#### Rule 295.



Q. What is the name of the aspect on the signal to the left?

A. Clear.

Q. What is its indication?

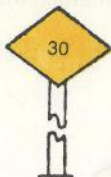
A. Proceed.

Q. What is the name of the aspect on the signal to the right?

A. Hold.

Q. What is its indication?

A. Stop and phone tower or dispatcher.

**Rule 300.**

- Q. What is the name of this sign?  
 A. Permanent Speed Restriction Sign.
- Q. What is its indication?  
 A. Approach point of restriction at not exceeding speed shown on speed restriction sign.
- Q. Where will this sign be located?  
 A. 11 Feet from center of track when possible, placed not less than one-half mile in advance of the point at which the speed restriction begins..
- Q. Will permanent speed restrictions be shown in timetable?  
 A. Yes, under special instruction 110.

**Rule 301a.**

- Q. What is the name of this sign?  
 A. Temporary Reduce Speed Sign.
- Q. What is its indication?  
 A. Approach Slow Sign (Rule 301b) at not exceeding speed shown on reduce speed sign.
- Q. Where will this sign be located?  
 A. Approximately 4000 Feet in advance of point to be protected, and upon the right of an adjoining track to which it refers.

- Q. Will temporary speed restrictions be shown in timetable?  
 A. No, they will be protected by Bulletin Order or train order.

**Rule 301b.**

- Q. What is the name of this sign?  
 A. Slow Sign (Temporary).
- Q. What is its indication?  
 A. Speed between Slow Sign (Rule 301b) and Resume Speed Sign (Rule 301d) must not be in excess of speed shown on the reduce speed sign (Rule 301a).
- Q. Where will this sign be located?  
 A. 100 Feet in advance of point to be protected, and upon the right of and adjoining track to which it refers.

**Rule 301c.**

- Q. What is the name of this sign?  
 A. Intermediate Resume Speed Sign (Temporary).
- Q. What is its indication?  
 A. Authorizes resuming speed indicated which should be that of the longer and still applying restriction.
- Q. Where will this sign be located?  
 A. 100 Feet beyond the point to be protected and upon the right of and adjoining track to which it refers.



**Rule 301d.**

- Q. What is the name of this sign?  
 A. Resume Speed Sign (Temporary).
- Q. What is its indication?  
 A. Resume speed after the rear of train has passed this sign if other conditions permit.
- Q. Where will this sign be located?  
 A. 100 Feet beyond the point to be protected and upon the right of adjoining track to which it refers.

**RULES FOR THE MOVEMENT OF TRACK CARS****Rule 400.**

- Q. Who is in charge of track cars?  
 A. The foreman.
- Q. Will he be governed by the same rules and special instructions that apply to trains except as provided in Rules 400 to 421 inclusive, and except signal aspects, signal indications and signal rules?  
 A. Yes.
- Q. What qualifies a person to be a foreman?  
 A. The person must be qualified biennially on the rules, method of operation and physical characteristics of the territories over which that person is to operate.
- Q. Who will be permitted to ride on track cars?  
 A. Only employees in the discharge of their duties. Proper authority must be secured for others.

- Q. When the word "foreman" appears in the track car rules, what does it mean?
- A. It means that it applies to the following employees: Track and Bridge and Building foreman, Signal foreman and maintainers, assistant foreman and Hy-Rail motor, trailer and push car operators and such other employees as the railroad may direct.

**COMMENT:** A foreman must qualify on Operating Rules before he will be permitted to take charge of a track car or track operations as provided in Rules 400 to 421 inclusive. Once a foreman is qualified, he must attend a review class at least once every two years on the rules, method of operation and physical characteristics of the territories over which he is to operate. When on duty the foreman must have a copy of the Operating Rules and a current timetable in his possession at all times.

#### **Rule 401.**

- Q. What authority does a foreman have to secure before the track car is placed on, enters or fouls a main track or controlled passing siding?
- A. Except as provided by Rules 402 and 413 a "Track Car Permit Form TC" is required..
- Q. Who issues "Track Car Permit Form TC's"?
- A. The train dispatcher.
- Q. Is it permissible to receive one from an operator?
- A. Yes, but the train dispatcher is the only person that can authorize the movement. He is the only person that can dictate the information thereon.
- Q. Is that true in all territories except those covered by Rules 402, 413 and 616a?
- A. Yes.
- Q. What is a track car?
- A. It is a self-propelled car.
- Q. Does the term "track car" include such self-propelled units as locomotive cranes, hy-rail cars, weed burners, tie tampers, push cars and other similar equipment?
- A. Yes.

Q. What is a controlled passing siding?

A. It is a siding where movements are governed by signal indication for which CTC Rules are in effect.

**COMMENT:** Track cars will not be placed on, enter, or foul main track or controlled passing siding until authorized by train dispatcher on Form TC except:

- 1) On single track, non-signal territory where Rule 93 applies.
- 2) Within interlocking limits, Rule 616a applies.
- 3) At unattended interlockings, Rule 629a applies.

#### **Rule 402.**

Q. When is a "Track Car Permit Form TC" not required?

A. It is not required in territory where the following three combined conditions are in effect: 1) there is no form of block signal system in effect, 2) only on single track and 3) within yard limits.

Q. What trains must a track car clear within yard limits?

A. In accordance with Rule 93, track cars must clear the time of approaching first class trains when they are using single track.

Q. What should be done if, for some reason, the single track cannot be cleared?

A. Protection as prescribed by Rule 99a must be provided.

Q. What speed will track cars using single track within yard limits proceed at?

A. Track cars must not exceed yard speed in such territory.

Q. What speed are trains operating in such territory governed by?

A. Within yard limits, all trains except first class trains must proceed at yard speed when operating in such territory.

**COMMENT:** Form TC is not required when movement is to take place on single track, in non-signal territory within yard limits (Rule 93 applies). In such territory, all track cars must clear first class trains before they are due at the next station where time is shown, but not less than five minutes. Failure to clear first class trains requires that protection as prescribed by Rule 99a must be provided. Protection against second class, third class, extra trains, engines and track cars is not required, since within yard limits all movements (except first class trains) must move at yard speed.

It must be remembered that yard speed is a judgment rule that requires movements being governed by yard speed must be able to stop within *one-half of the range of vision*, not exceeding 15 miles per hour. In some locations the range of vision may call for a speed of 5 or 10 miles per hour.

It must be stressed that Rule 402 does not apply in double track territory, or on a single track where there is a signal system in effect. Also, a track car could not be operated on a single track, non-signalized territory if there were no yard limits in effect on the portion of the track it is desired to operate on without authority. In such a situation the foreman would be required to have the authority of a Form TC.

### **Rule 403.**

Q. How is Track Car Permit Form TC, Line R used?

A. Line R is used to authorize movements in one direction (to run from point to point).

Q. Does a Line R allow a track car to make reverse movements within the prescribed limits?

A. No.

Q. Are trains or engines permitted to move between the prescribed limits?

A. No, not until the track car has been reported clear, except:

- (a) After all track cars have passed an interlocking signal controlled by an operator, train dispatcher may permit following movements on that portion of track to the rear of the signal controlled;



- (b) After all track cars have been reported by a specific point, train dispatcher may permit following movements to that point by use of train order Form S; or
- (c) The train dispatcher issues train order Form V example (2) when applicable.

Q. Is it permissible for track cars to follow trains, engines and other track cars?

A. Yes, they must be shown on Track Car Permit line OTHER INFORMATION.

**COMMENT:** Line R is used to authorize a track car to run from one point to another. The track car must use the specified track designated on the Form TC only in the direction authorized (reverse movements are not to be made). When Line R is in effect, opposing movements are not permitted within the Line R limits.

Track cars are allowed to follow trains, engines and other track cars when the movement that is being followed is noted on Form TC line OTHER INFORMATION. If a track car is following a train, engine or track car, the following track car must not pass such train, engine or track car while the Form TC is still in effect.

Trains or engines must not be permitted to follow track cars within the limits of the Form TC Line R until the track car has cleared a point that can be protected by an interlocking signal or a Form S train order. If the train dispatcher requires the foreman to advise him when movement clears a specific point, it must be noted on Line OTHER INFORMATION at the time the Form TC is transmitted. Lines R, C, W and O must not be combined on the same Form TC.

#### **Rule 404.**

Q. How is Track Car Permit Form TC Line C used?

A. Line C is used to authorize movement point to point in territory specified by timetable special instructions.

Q. Well then, what's the difference between a Line C and Line R?

A. On a Line R the train dispatcher cannot allow trains or engines to enter the territory except under some very restrictive conditions. Line C requires the foreman to clear trains that will be allowed into the territory without the restrictive conditions that are in effect for Line R.

Q. What trains is the foreman required to clear and how will he know when they are due?

A. The foreman is required to clear all trains listed on Line OTHER INFORMATION that the train dispatcher directs. Regular trains will be listed by their train number; extra trains will be listed by their engine number. The foreman will know when the regular trains are due by looking in his current timetable for their schedule time at particular stations. The time of extra trains will be listed on the Line OTHER INFORMATION.

Q. What is the time limit that must be applied in clearing up for the trains listed?

A. Track cars must clear all trains listed by five minutes as prescribed by Rules 86 and S-87.

Q. What should be done if for some reason the main track cannot be cleared?

A. The track car must be protected as prescribed by Rule 99a.

Q. If the train dispatcher doesn't list a train or engine on the Line OTHER INFORMATION, will that train or engine be allowed to enter the limits of the permit?

A. No.

Q. What other time must a track car clear when operating under the authority of a Line C?

A. Track cars must clear the main track before the time limit specified on the permit expires.

Q. If the track car is unable to clear before the expiration of the permit time, must it be protected as prescribed by Rule 99a?

A. Yes.

- Q. Will a train or engine know that the track car is operating on the main track under the authority of a Line C?
- A. No.
- Q. In Line C territory is there a requirement as to how many men must man the track car?
- A. Yes, in Line C territory track cars must be manned by two qualified employees.
- Q. In territories where Line C applies, are Rules 403 and 411 in effect?
- A. No

**COMMENT:** In territories specified in the timetable special instructions Line C is used to authorize a track car to run from point to point instead of Line R. In Line C territories all *regular* trains (a train authorized by a timetable schedule) listed under OTHER INFORMATION must be cleared as prescribed by Rules 86 and S-87. A track car must be in the clear five minutes before a following or an opposing train is due to leave the next station shown in the timetable schedule pages. All extra trains (a train *not* authorized by a timetable schedule) must be cleared before the time listed under OTHER INFORMATION. Failure to clear trains listed under OTHER INFORMATION, or failure to be clear of the main track before the time limit specified on the Form TC requires protection must be provided as prescribed by Rule 99a. No trains or engines, other than those listed under OTHER INFORMATION, will be allowed to enter the limits of the Form TC.

Rules 403 (Line R) and 410 (report clear) will not apply when Rule 404 (Line C) is applicable. When the time limit specified on the form TC expires the track car will be considered clear.

#### **Rule 405.**

- Q. How is Track Car Permit Form TC, Line W used?
- A. To authorize movement in either direction (work between points shown).



Q. Will trains be permitted to approach and pass through the work limits?

A. Yes, when Line W is used and where it may be necessary to permit a train to approach and pass through the work limits:

(a) Foreman will install fixed stop signals as per Rule 420 at both ends of work limits;

(b) Train must receive a train order Form Y specifying the work limits of Line W;

(c) A train holding Form Y train order must not proceed beyond fixed signal until instructions have been received from the foreman, named in the order, either by means of radio communication or personal contact.

Q. Is it permissible for the foreman named on the permit and the train order to designate another person to allow trains through the territory?

A. No, it must be the foreman named.

Q. Will the foreman issue instructions to the train as to what speed to proceed at through the territory?

A. Yes.

Q. When should the foreman permit regular trains to proceed through the limits?

A. It is the foreman's responsibility to move regular trains as close to their schedule time as possible.

Q. What about extra trains?

A. The foreman must see that the extra trains are not delayed unreasonably.

**COMMENT:** Line W is used to authorize movement in either direction within the limits specified on the Form TC. The only person permitted to authorize other track cars to enter the limits specified on the Form TC is the foreman to whom the Form TC is addressed. He must insure that any additional movements (other track cars, equipment, work trains, etc.), which enter the limits under his authority, clearly understand the time and working limits. When the limits of the Form TC cannot be protected by interlocking signals, where it may be necessary to permit a train or engine to approach and pass



through the work limits, the foreman will install fixed stop signals at both ends of the work limits as per Rule 420. All trains and engines must receive train order Form Y and must not proceed beyond the fixed stop signal until instructions have been received from the foreman named in the Form Y train order. The foreman will communicate all instructions either by means of radio or personal contact.

When communicating instructions, the foreman must identify himself by name to the conductor or engineer. The foreman will advise the train or engine of any speed restrictions within the working limits before authorizing movement to proceed beyond the stop signal.

The foreman must know that all track cars and equipment are clear of the main track and the stop signals, if any, have been removed before reporting the track clear to the train dispatcher.

#### **Rule 406.**

Q. When is Line O used?

A. Line O must be used to remove track from service (out of service between the points shown).

Q. How will track cars and work trains be governed within the limits of a Line O?

A. They will move on the authority of the foreman named on the Form TC within the limits of the Line O.

Q. Will other track cars and work trains require a separate permit to enter the limits?

A. No, the foreman controls the Line O limits established on the Form TC and decides what movements shall occur. The foreman is responsible to show the permit to all track cars and work trains under his authority, to insure that all movements understand the limits of the permit.

Q. Must the foreman named on the permit ascertain that all track cars, men and equipment are clear of the limits stated on the permit before he returns the track to service?

A. Yes.

Q. Does Rule 410 apply in this situation?

A. Yes.

**COMMENT:** Form TC Line O must be used to remove track from service. This rule should be used when work is being done on any tracks, bridges, buildings, signals or other facilities which will interfere with the safe passage of trains or engines.

All related movements (track equipment, track cars, work trains etc.) will move within the limits of Line O, on the authority of the foreman addressed on the Form TC, at yard speed. The foreman holding the Form TC Line O must know that all track cars, men and equipment that were working within the limits of the Form TC, are clear before the track is restored to service.

When the track is restored to service, the conductor of a work train must provide that the work train will have authority to make movements, either by train order (Rule S-97) or Rule D-97.

#### **Rule 407.**

Q. What is the purpose of the line OTHER INFORMATION on Track Car Permit Form TC?

A. Its purpose is to indicate any information necessary for safe movement.

Q. What are some examples of this?

A. Some examples would be:

(a) Instruction of track car foreman to install fixed stop signal (Rule 420) as per Rule 405 paragraph (a);

(b) Notation of additional pieces of equipment which may accompany track car addressed on the permit;

(c) Number of each train to be cleared as per Rule 404;

(d) Instructions for foreman to report clear of a specific point other than the final point named on the Form TC.

**Rule 408.**

- Q. Is a Track Car Permit Form TC similar to the issuance of a train order to a train?
- A. Yes.
- Q. Then, must it be numbered, addressed, transmitted, repeated and made complete in the same manner specified for train orders?
- A. Yes.
- Q. What are the train dispatcher's responsibilities relative to Track Car Permit Form TC's?
- A. The train dispatcher is the *only* employee authorized to issue Track Car Permit Form TC's. He must record all permits he issues in the train order book.

**COMMENT:** Form TC will be numbered, addressed, transmitted, repeated and made complete in the same manner as specified for train orders (see Rules 206 and 210). All stations, numerals and directions in the body of the Form TC (the body of the Form TC is between Line R and OTHER INFORMATION inclusive) must be plainly pronounced and then spelled letter by letter to insure clarity and understanding. The train dispatcher must write the Form TC as he transmits it and underscore each word and figure as it is repeated by the foreman receiving it.

Similarly, if an operator relays a Form TC to a foreman via the telephone or radio, the operator will underscore each word and figure as it is repeated back by the foreman. When a Form TC has been transmitted, foreman must, unless otherwise directed, repeat it at once from his copy. When the foreman has correctly repeated the Form TC, the train dispatcher will respond "Complete," with the time and his initials. The foreman will then write in the spaces provided, the time, the train dispatcher's initials and the foreman's last name in full. If an operator receives a Form TC that is to be "hand delivered" to the foreman addressed, the operator will follow the above procedure signing his name (the operator) in the space provided. A Form TC must not be acted upon until "Complete" has been given.



**Rule 409.**

Q. Is anyone else in the track car required to understand the permit, before it is acted upon, other than the foreman?

A. Yes, the foreman will read the permit to occupants of the track car before it is acted upon.

Q. What are the responsibilities of the other occupants relative to the permit?

A. If necessary, they must remind the foreman of its contents.

Q. Does this requirement make all occupants responsible to insure that the permit is fully complied with?

A. Yes

**COMMENT:** "Safety is of the first importance in the discharge of duty." Therefore, the foreman must read the Form TC to any occupants of the track car, once it has been completed, and before it is acted upon. This will insure that in the event the foreman must be reminded of the contents of the Form TC, other members will be aware of the time and working limits as well as OTHER INFORMATION.

**Rule 410.**

Q. When must the time limit specified on a Form TC be cleared?

A. Before it expires.

Q. Is it permissible to extend the time of a Form TC?

A. No. If additional time is required, another Form TC must be issued.

Q. In other words, the life of a Form TC lasts only until the specified expiration time?

A. Exactly.

Q. Will a track car be considered clear at the expiration of the time limit specified on the Form TC?

A. No, unless the foreman reports clear as prescribed by Rule 411 or the foreman is working on a Line C (Rule 404).



**RULE 410a.**

Q. If a track is not considered clear at the expiration of the time limit on Form TC except as prescribed by Rule 404, won't that tie up the railroad?

A. It will not tie up the railroad but it will delay trains. If a track car is not reported clear as required, the train dispatcher may permit a train or engine to enter the limits of the Form TC by issuing train order Form V example (2) to the movement involved. The permission of the assistant chief train dispatcher must be secured before this is done, however.

Q. Will an home interlocking signal be cleared to allow this move to be made?

A. No.

**COMMENT:** Track car will not be considered clear of main track or controlled passing siding at expiration of time limit shown on Form TC unless reported clear by the foreman. When foreman is reporting clear of main track he must give his permit number, name and location where reporting. The train dispatcher must acknowledge with his initials and time track is released. This will be recorded on the permit held by the foreman, and train dispatcher will cancel permit in train order book with his initials, time released and foreman's name.

When track car permit time limit has expired, and the foreman has failed to report car clear of track, a train may be authorized to move through the limits of the permit by issuing Form V example (2) train order to the train to be moved. Before issuing such train order, situation must be explained to the assistant chief train dispatcher on duty and his authority given.

**Rule 411.**

Q. Except when clearing trains and engines, when working on the authority of Form TC Line C (Rule 404), must the foreman immediately report to the train dispatcher when the main track or controlled passing siding is cleared?

A. Yes.

- Q. What if the foreman reports clear of the track or controlled passing siding and there is still time remaining on the Form TC, can the foreman re-occupy the track?
- A. No, as soon as the foreman reports clear the Form TC is cancelled. If the foreman desires to re-occupy the main track or controlled passing siding, he must secure another Form TC, even if time remains on the previous Form TC which he reported clear on.

**COMMENT:** Even though there may be time remaining on a Form TC, if a foreman can clear the designated track or controlled passing siding, he must not wait until the time limit expires to report clear to the train dispatcher. This will allow other moves to be made, if necessary, that were not known at the time the Form TC was issued. If the foreman desires to re-occupy the main track or controlled passing siding, after reporting clear, a new Form TC must be secured.

#### **Rule 412**

- Q. In CTC territory is it permissible to make opposing movements between controlled interlockings?
- A. Yes, it is permissible between controlled interlockings when opposing train is working under the provisions of Rule 266 and Form TC limits are restricted to separate portions of the track.

#### **Rule 412a.**

- Q. In non-CTC territory is it permissible to make opposing movements between two controlled home interlocking signals?
- A. Yes, when the limit of the Form TC is protected by train order Form S.
- Q. How will interlocking signals be cleared to allow movements into the working limits?
- A. No signal shall be cleared for movement into the working limits except to allow a train or engine to enter the territory to the point specified in train order Form S.
- Q. Is it required that levers controlling signals entering the working limits be blocked in Stop position with approved blocking devices?
- A. Yes.

**Rule 413.**

- Q. What will govern the movement of track cars through unattended interlockings?
- A. Movement of track cars through unattended interlockings will be governed by signal indication, or in the absence of signals by Rule 629a.

**COMMENT:** If the track car or equipment shunts track circuits and activates the signals, then at unattended interlockings, movements will be governed by the signal indication. In the absence of signal indication, a member of the crew must be sent ahead to determine if the route is properly lined and clear. In such an instance, movement would be made at a speed not exceeding five (5) miles per hour under complete control through the unattended interlocking, after a proceed hand signal was received from the crew member sent ahead to check the route. If a crossover movement is to take place at an unattended interlocking, the foreman must obtain permission from the operator (train dispatcher) before operating switches or electric unlocks (see Rule 665).

**Rule 414.**

- Q. When must track cars not exceed a speed of five (5) miles per hour and be under complete control?
- A. When passing stations, men working or walking on track, train standing on adjacent track, through interlocking, over switches, frogs, railroad, highway or private crossing at grade.
- Q. Must track cars not exceed maximum speeds, as prescribed by Rule 421, and be able to stop within one-half the range of vision at all times?
- A. Yes.

**Rule 414a.**

- Q. May cars be attached to engines or trains?
- A. Cars must not be attached to engines or trains.
- Q. How close may cars run behind moving trains?
- A. They must not be run closer than one thousand (1000) feet behind moving trains.

Q. How close may cars be stopped behind standing trains?

A. They must not be stopped closer than five hundred (500) feet behind standing trains.

**Rule 414b.**

Q. What is the distance that cars must be separated by when running?

A. Unless coupled, the space between two or more cars when running must not be less than five hundred (500) feet.

Q. Are there any exceptions to the five hundred (500) feet requirement?

A. Yes, except that through interlockings or congested areas where speed is slow, they may be operated at not less than two hundred (200) feet apart.

**Rule 415.**

Q. How must track cars approach public crossings at grade?

A. Prepared to stop.

Q. When will track cars pass over such crossings?

A. When the way is clear.

**Rule 415a.**

Q. At crossings protected by automatic crossing gates, how will track cars be governed?

A. Track cars must be brought to a stop and manual switch operated so as to lower the automatic gates in advance of the passage of the track car over the crossing.

Q. After the passage of the car over the crossing, must the automatic gates be restored to normal position?

A. Yes.

**Rule 416.**

Q. What must track cars display by night and while operating through tunnels?

A. A white light to the front and a red light to the rear.



Q. When must Hy-Rail cars display headlights?

A. Hy-Rail cars must display headlights continuously, on high beam, when on tracks.

Q. Who is responsible to know that flagman's signals (Rule 35) are available for immediate use?

A. The foreman.

#### **Rule 417.**

Q. When main tracks are impassable for trains to pass what must be done?

A. The tracks must be protected as prescribed by Rule 99a or foreman must obtain Track Car Permit Form TC, Line O.

#### **Rule 417a.**

Q. When main tracks are temporarily unsafe for trains to pass except at reduced speed what Rule will apply?

A. Rule 28 will apply.

#### **Rule 417b.**

Q. When track cars or equipment foul or create a condition affecting the safe movement of trains moving on adjacent tracks, will such tracks be fouled without permission of the train dispatcher?

A. No.

Q. Will permission from the train dispatcher relieve Engineering Department crews from protecting all tracks affected as prescribed by Rule 99a?

A. No, unless they are protected by Rule 405.

**COMMENT:** Whenever flag protection is required under Rules 400 to 421 inclusive, protection must be provided as prescribed by Rule 99a. This is because Rule 99b does not provide adequate flag protection for track cars, or in situations when tracks are impassable for trains to pass. It must be remembered that considerable distance is required to stop a high speed and/or high tonnage train. With this fact in mind, it is understandable why Rule 99a applies ("a crew member with flagman's signals must immediately go back *at least one*

*mile...").* The foreman must keep in mind that it is his responsibility to insure that flagman's signals are always available. Rule 35 requires that these signals will be by day a "red flag, 8 torpedoes, 7 fusees, and by night a "white light, 8 torpedoes, 7 fusees."

If it becomes necessary to apply Rule 99a a reliable flagman, definitely instructed by the foreman as to his duties, must be sent at *least one mile* in each direction. The flagman must place two torpedoes on the engineman's rail not less than 100 feet apart and display a lighted fusee. He may then return one-half the distance where he must remain until he has stopped a train or is recalled. If he is recalled, the flagman must leave a lighted fusee and drop lighted fusees, at intervals that do not exceed the burning time of the fusee, to protect his return against the possibility of an approaching train.

The stop sign, as prescribed by Rule 420, must never be used as flagging equipment. This sign is to be used only when authorized by the train dispatcher as shown on a Form TC under OTHER INFORMATION. When the sign is used, trains and engines must be notified by train order, otherwise the stop sign has no effect on train or engine movements.

When track cars or equipment foul or create a condition affecting the safe movement of trains operating on the adjacent track, such tracks must not be fouled until permission has been secured from the train dispatcher. Verbal permission of the train dispatcher must never be used as proper protection when a fouling condition is created. The fouled track or tracks, must always be protected as prescribed by Rule 99a. Form TC must be used to relieve Engineering Crews from flagging (Line W or Line O as prescribed by Rules 405 or 406).

When main tracks are temporarily unsafe for trains to pass, except at a reduced speed, they must be protected by train order Form V example (1) until speed signs (Rules 301a to 301d inclusive) have been erected and Bulletin Order has been posted at all bulletin boards.

**Rule 418.**

- Q. When a train is approaching on an adjacent track what is required?
- A. The track car will stop and occupants will leave car on side away from approaching train except in locations where it is impossible for men to clear; the car may proceed slowly to a point where stop can be safely made if train is still passing.
- Q. Where will occupants stand when out of car?
- A. Occupants will stand clear of track car, away from direction of movement of train.
- Q. When practicable, will occupants observe both sides of train for defects in accordance with Rule 419?
- A. Yes.

**COMMENT:****Rule 419.**

- Q. Who must provide themselves with a whistle for warning the men of approaching trains and see that their men move out of the way promptly, taking their tools to a safe distance from the track?
- A. Foreman and assistant foreman.
- Q. Must the men stand clear of all main tracks with the foreman while trains are passing?
- A. Yes.
- Q. Whom will the foreman designate to clear the track on the opposite side from the remainder of the crew to provide as far as possible complete inspection of passing trains?
- A. A reliable man.
- Q. If any serious defect is noted, what must be done?
- A. A stop signal must be given to the engineman and train crew.
- Q. What is the only signal to be given to enginemen and train crews of passing trains and then only when it is necessary to stop the train to ensure its safety?
- A. A hand stop signal.



**COMMENT:** It is essential to safety, when trains are passing Engineering Crews on the adjacent track, that the foreman and assistant foreman warn the men. They must see that their men move out of the way promptly, taking their tools to a safe distance from the track.

Passing trains are filled with unpredictable dangers. For example, a passing freight train could have a car within its consist that has shifted lading fouling the adjacent track; it has happened in the past that doors have fallen off of boxcars, or a piece of wire strapping could be hanging out of an open boxcar door which could cut a person badly. Any train, whether it be passenger or freight, is capable of derailing or possibly throwing a brake shoe. This is only a partial listing of the dangerous possibilities.

If a passing train is seen to have a condition endangering its safety, the train must be stopped with a hand stop signal.

**Rule 420.**



White Letters

Red Reflectorized Background

NAME: Work Limit Sign

INDICATION: Begin Work Limits (See Rule 405 Paragraph (a))

Q. What is the name of the sign illustrated above?

A. Work Limit Sign.

Q. What is the indication of the Work Limit Sign?

A. Begin Work Limits (See Rule 403, Paragraph (a)).

Q. Is the Work Limit Sign a "fixed signal" (a signal of fixed location indicating a condition affecting the movement of a train or engine)?

A. Yes.

Q. How is the Work Limit Sign used?

A. It is used to provide protection as prescribed by Rule 405, Paragraph (a), or train order Form Z.



- Q. Where must the Work Limit Sign be installed and who instructs the foreman as to where the sign will be placed?
- A. The Work Limit Sign must be placed ONLY at station signs and mile posts as directed by the train dispatcher, who will indicate the location for the placement of the sign on Line OTHER INFORMATION on the Form TC.
- Q. Will the sign be attached to the rail?
- A. No, it will be placed adjacent to the engineman's rail 11 feet from the center of the track, when practicable.
- Q. Is there ever a time that the Work Limit Sign could be used to provide protection as prescribed by Rule 99a?
- A. No, the sign is NEVER to be used to provide such protection. Without a train order. The Work Limit Sign has no effect on a train.
- Q. How do the trains know that track cars and related equipment are working under the protection of the Work Limit Sign?
- A. When the sign is used in the application of Rule 405, a train approaching the limits designated in the Form TC receives a Form Y train order specifying the limits of the protected area. When the sign is used to protect track out of service, which cannot be protected by home interlocking signal, Form Z train order is used.

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## AUTOMATIC BLOCK SIGNAL SYSTEM RULES

### Rule 503.

- Q. If trains or engines find a signal indicating "STOP" (Rule 292) after receiving an indication less restrictive than "Approach" (Rule 285) "Medium Approach" (Rule 286), or "Slow Approach" (Rule 288) on preceeding signal, how must stop be made?
- A. As quickly as possible consistent with Safety.
- Q. Must such occurrence be reported to the Superintendent-Operations?
- A. Yes.

### Rule 505.

- Q. What governs the use of the blocks?
- A. Block signals.
- Q. Unless otherwise provided, do the block signals supersede the superiority of trains?
- A. No.
- Q. Do they dispense with the use or observance of other signals whenever and wherever they may be required?
- A. No.

**COMMENT:** ABS Rules 503 to 516 inclusive do not themselves permit a train to operate without authority conferred by train order or timetable. The signals serve as protection, unrelated to the source of authority by which the train moves. They provide a means of spacing or blocking trains; to give warning of the possibility that a train, obstruction, switch not properly lined or broken rail is within the block to be entered, and they indicate how the train may operate through the block. In this type of operation the engineer and other crew members must be aware that the AUTHORITY for their train to move from one point to another has nothing to do with the block signal system. They must view the signals as an indication of the condition of the block ahead. Other rules provide exception to the foregoing with respect to signals providing superiority between trains.

On territory where Rule D-251 is in effect, as specified by timetable special instructions, such rule does provide that inferior trains may run ahead of superior trains in the same direction by signal indication which will supersede the superiority of trains in the same direction. The superiority being superseded is that provided by timetable, but this applies only to trains in the same direction.

On CTC Territory where Rule 265 is in effect, as specified by timetable special instructions, such rule provides that signal indications will supersede the superiority of trains from both directions, again, the superiority being superseded is that provided by timetable.

### Rule 509.

Q. What must be done when a train is stopped by an automatic block signal displaying "Stop and Proceed" (Rule 291), in single track territory?

A. It must wait five minutes, and proceed at yard speed to next signal, except in cases of an engine returning to its train, it may proceed at once.

Q. What must be done when a train is stopped by an automatic block signal displaying "Stop and Proceed" (Rule 291) in double track territory?

A. It may proceed at once at restricted speed to the next signal.

Q. What must be done, when a train is stopped by an automatic block signal displaying "Stop and Proceed" (Rule 291) in CTC Territory?

A. It may proceed at once at restricted speed to the next signal.

**COMMENT:** When a train is stopped on single track, by a "Stop and Proceed" indication, after stopping, it must wait five minutes, then proceed at yard speed to the next signal. The purpose of the five minute wait is to set signals against any opposing movements. After waiting five minutes, movement may then proceed at yard speed to next signal. If an opposing move were in the block, it would be proceeding at yard speed also. Two opposing trains living up to yard speed rule should stop short of each other.



This may be modified between designated points by timetable special instructions. When advised by the train dispatcher that there are no opposing trains between stations, a train or engine stopped by a "Stop and Proceed" indication may proceed at once at restricted speed, except within yard limits, Rule 93 will apply.

When a train is stopped by an automatic block signal, displaying "Stop and Proceed" (Rule 291), in double track or CTC territory it may proceed at once at restricted speed to the next signal.

#### **Rule 509a.**

Q. When a train is stopped by a block signal displaying "Stop" indication (Rule 292), what rule will apply to proceed by the stop indication?

A. Rule 629 will apply.

**COMMENT:** Authority to pass a block signal displaying "Stop" must come from the train dispatcher, unless timetable special instructions authorize someone else to grant the authority.

#### **Rule 509b.**

Q. A train or engine entering the main track between block signals must proceed at what speed to the next signal?

A. Restricted speed.

**COMMENT:** When a train or engine enters a block between signals, it must be regarded the same as entering on a restricted speed indication, since the crew members have no way of knowing the condition of the block. The speed must be maintained until the entire train passes the signal. The difference between the requirements of this rule and Rule 515 is that under Rule 515, the train entered the block with an indication to proceed, which meant the block was clear at that time. After being delayed, that train must proceed at restricted speed because another train may have opened a switch, waited five minutes, then entered the track ahead of it.

When the delayed train reaches a point where it can be seen that the track ahead is clear to the next signal, it is no longer required to run at restricted speed.

**Rule 510.**

- Q. When a train or engine is stopped by a block signal which is evidently out of order, who must the fact be reported to?
- A. The Superintendent-Operations.

**Rule 511.**

- Q. Where trains or engines are required to be reported clear of main track, when must such report be made?
- A. After switch has been secured in its normal position.

**Rule 513.**

- Q. Unless otherwise provided, before a train or engine enters or fouls a main track, or crosses from one main track to another, what must be done?
- A. A member of the crew must line all main track switches, and siding switches or derrails at clearance point, involved in the move, and wait five minutes at the main line switch before train or engine fouls the main track. A crew member must position himself at the facing point switch for the purpose of returning the switch to normal if a train is seen or heard to be approaching.
- Q. Are there conditions that this rule will not apply?
- A. Yes:
1. At meeting points on single track when the train to be met has just passed the switch, is occupying main track, and switch is opened immediately after its passage;
  2. It will not apply within interlocking limits or
  3. When switching on main track under flag protection.

- Q. What is required of extra trains or engines with or without cars, before entering the main track or crossing over between main tracks under the provisions of this rule?
- A. Permission must first be obtained from the dispatcher or operator as the case may be. Permission granted does in no way affect full compliance of this rule
- Q. Does this rule apply at spring switches not governed by interlocking signals?
- A. Yes.
- Q. Does the term "interlocking signal," as used in this rule, include "other interlocking signals," which convey permissive indication as listed in timetable?
- A. No.

**COMMENT:** The five minute wait is necessary to prevent a train or engine from fouling a main track immediately in the face of an approaching train that entered the block on a signal indication more favorable than restricted speed. The five minute wait will be sufficient for such train to arrive at the switch involved, thereby allowing the crew member attending the switch to restore it for main track movement for the approaching train. In the event an approaching train has not entered the block, opening the switch will give a restrictive signal indication to such train. If the five minute wait is not complied with, the benefit of signal protection is lost.

The five minute wait is not necessary when other protection is afforded as outlined in items (1), (2), and (3). On single track, when an opposing train has been met and is still occupying the block to the rear, that train will prevent other trains from moving in the same direction as the train entering the main track. Within interlocking limits, the interlocking signals will protect the move or when switching on main track under flag protection, the move is protected by flag.

The five minute wait is necessary within yard limits in ABS territory. At these locations movements will be governed by a clear signal indication instead of yard speed.



**Rule 513a.**

Q. When will a semi-automatic signal, governing movements to main track, clear?

A. Immediately after crossover or turnout has been reversed provided block is clear and no train is approaching on main track.

Q. In case of spring switch, may the signal button be pushed in lieu of reversing the switch?

A. Yes.

Q. If a train is on the approach circuit, when will signal clear?

A. After a predetermined clearing time, as shown in timetable, providing train has not passed into the block.

Q. May trains or engines accept permissive indication as authority to enter main track, if train order or timetable permits?

A. Yes.

Q. When may trains or engines entering main track with signal displaying "Stop and Proceed" indication (Rule 291) do so?

A. Only after reversing switch or pushing button and waiting clearing time as shown in timetable and only in full compliance with Rules 509 and 513.

Q. Does rule 513a apply to any type of interlocking signal?

A. No.

Are there conditions that this rule will not apply?

A. Yes:

1. At meeting points on single track when the train to be met has just passed the switch, is occupying main track, and switch is opened immediately after its passage;

2. It will not apply within interlocking limits; or

3. When switching on main track under flag protection.



May trains or engines accept permissive indication as authority to enter main track, if train order or timetable permits?

A. Yes.

Q. When may trains or engines entering main track with signal displaying "Stop and Proceed" indication (Rule 291) do so?

A. Only after reversing switch or pushing button and waiting clearing time as shown in timetable and only in full compliance with Rules 509 and 513.

Q. Does rule 513a apply to any type of interlocking signal?

A. No.

#### **Rule 514.**

Q. When trains or engines enter automatic block signal territory from non-automatic block signal territory, how must they approach the first automatic block signal?

A. Prepared to stop unless signal can be clearly seen to give an indication permitting train to proceed without stopping.

**COMMENT:** A train or engine entering automatic block signal territory from non-signal territory must approach first automatic block signal prepared to stop since there is no advance warning of what the signal indication may be until it comes within your range of vision. It could be a "Stop and Proceed" indication with a train stopped just beyond the signal.

#### **Rule 515.**

Q. What must be done when a train or engine has passed a signal permitting it to proceed and is delayed in the block?

A. It must proceed at restricted speed to the next signal.

**COMMENT:** When a train is delayed, after passing a signal permitting it to proceed, there is a possibility that another train or engine may have entered the same block under provisions

of Rule 513. The train that has been delayed must proceed at restricted speed, expecting to find the block occupied, until it reaches a point where it can be seen that the track is clear to the next signal.

**Rule 516.**

- Q. May a train or engine having passed beyond the limits of a block back into the block?
- A. No, except under protection as prescribed by Rule 99a or by train order.

**COMMENT:** A train backing into a block must have a train order or be protected as prescribed by Rule 99a. The flagman must go out at least one mile beyond the farthest point of reverse movement, place torpedoes and return one half the distance to the location of the backup move and remain until recalled.

**Rule 520.**

- Q. Where will locations of spring switch signals be designated?
- A. Timetable.
- Q. What will spring switch signals govern?
- A. Facing point moves over spring switch only.
- Q. Does the signal confer right to operate against the current of traffic?
- A. No.
- Q. If signal indicates "STOP" may train pass over spring switch?
- A. No, until switch has been examined and found to be in full normal or full reverse position.
- Q. Will spring switch signals display a number?
- A. No.
- Q. How must train or engines approach spring switch signals?
- A. Prepared to stop, unless signal can be clearly seen to give an indication permitting train to proceed without stopping.

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**INTERLOCKING SIGNAL RULES****Rule 605.**

- Q. What movements do interlocking signals govern?  
A. Movements through interlocking limits.
- Q. Do the indications of interlocking signals supersede the superiority of trains within interlocking limits?  
A. Yes.

**COMMENT:** In ABS territory, where interlocking signals govern the use of the blocks as well as the use of the routes through the interlocking, ABS Rules and Interlocking Rules are both in effect.

**Rule 611.**

- Q. Except when displayed for a movement, what indication must be conveyed by interlocking signals?  
A. The most restrictive indication.
- Q. Must signals be operated sufficiently in advance of approaching trains to avoid delays?  
A. Yes.
- Q. When an interlocking station is closed, how must switches and signals be lined?  
A. Switches must be set for routes that are to be used and signal levers placed in position so that signals will display the proper indication.
- Q. Should the interlocking station be securely locked when closed?  
A. Yes.

**COMMENT:** The operator must keep signals at most restrictive indication until it is necessary to line up for an approaching movement. It is important then to line up sufficiently in advance of such movement, not only to avoid stopping the train or engine, but to avoid giving the approaching movement an unwarranted approach indication.

See Rule 629a for procedure to be followed when interlocking signals indicate "Stop" (Rule 292) for an open route when



interlocking station is closed. The station must be locked so that unauthorized persons cannot tamper with control machine.

**Rule 611a.**

Q. When interlocking signals are used to provide an absolute block, what must be applied to all signal levers governing movements into that block?

A. A blocking device.

Q. Where must the time the blocking device is applied be recorded?

A. In the train order book.

Q. When may the blocking device be removed?

A. After the block is cleared and removal is authorized by the train dispatcher.

Q. Will the dispatcher record the time block is clear and blocking device removed in the train order book?

A. Yes.

Q. May unattended or automatic interlocking signals be used to provide an absolute block?

A. No.

**COMMENT:** Whenever interlocking signals are used to provide absolute block, signal levers must be in stop position and blocking device applied. This blocking device cannot be removed until block is clear and removal is authorized by train dispatcher. Times blocking device applied and removed must be recorded in the train order book.

No train or engine will be given permission to pass a signal indicating "Stop" (Rule 292) while blocking device is applied, except by train order Form V, example (2), in an emergency.

**Rule 612.**

Q. Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected, how must the signals be displayed until repairs are made?

A. Their most restrictive indication.

Q. When a switch, signal or lock is undergoing repairs or when a track is obstructed, must operating levers be blocked with a blocking device?

A. Yes.

**Rule 615.**

Q. What precaution must be taken when necessary to change any route for which the signal has been cleared for an approaching train or engine?

A. The operator must not change switches, moveable point frogs or derail nor clear signal for any conflicting route, until the train or engine for which the signal was first cleared has stopped.

**COMMENT:** This rule states that signal must not be cleared for any conflicting route until the train or engine for which the signal was first cleared has stopped. If the signal is out of the operators range of vision, crew must notify operator when they have stopped.

**Rule 616.**

Q. May the controls governing a switch, derail, moveable point frog or locking device be operated when any portion of a train or engine is on or closely approaching the switch, derail or movable point frog?

A. No.

**Rule 616a.**

Q. How will movement of track cars within interlocking limits be made?

A. By permission of the operator.

Q. Will operator inform track car foreman the time he may occupy the interlocking?

A. Yes.

Q. What must be done by the operator before authorizing the move?

A. Must line proper route and block all switches and signals involved.

- Q. When may blocking devices be removed?  
A. Not until interlocking is known to be clear.

**COMMENT:** When interlocking is out of the range of vision of the operator, the track car foreman must report clear of the interlocking before time limit expires. In no case will blocking devices be removed from switches and signals until it is known that interlocking is clear.

**Rule 622.**

- Q. Will operators make or permit any unauthorized repairs, alterations or additions to the interlocking?  
A. No.
- Q. Whenever any defects are found in the interlocking, who must they be promptly reported to?  
A. The train dispatcher.

**Rule 623.**

- Q. If there is a derailment or if a switch, moveable point, frog or derail is run through, or if any damage occurs to the track or interlocking, what must operator do to protect such track or signal equipment?  
A. The signals must be displayed at their most restrictive indication.
- Q. When will train or switching movements be permitted through the interlocking again?  
A. Not until all parts of the interlocking and track liable to consequent injury have been examined and are known to be in safe condition.

**Rule 629**

- Q. If necessary to authorize a train or engine, to pass an interlocking signal indicating "Stop" (Rule 292), when may permission be given by operator?  
A. After train or engine has come to a stop.
- Q. Must permission be given directly to a member of the crew concerned?  
A. Yes.

- Q. Must crew member identify himself by name?  
A. Yes.
- Q. How would crew member on Extra 1717 west be advised to pass stop signal at A?  
A. (Example) **"Extra 1717 West may pass Stop Signal at 'A' and proceed from Westward track to Eastward track."**
- Q. When may Extra 1717 West proceed pass stop signal at "A"?  
A. After member of crew repeats the instructions.
- Q. How may the extra proceed?  
A. At restricted speed to the next signal, checking all intervening switches as to their position before passing over them.
- Q. If the switch at 'A' were lined for a different route than the operator authorized, could extra 1717 West proceed?  
A. No, he must not foul any switch or crossover, not properly lined for the route authorized to proceed.
- Q. Must operator record these instructions as he transmits them onto the train sheet?  
A. Yes.

**COMMENT:** A control station may be located at the interlocking or it may be located several miles away from the interlocking. Timetable special instructions will give the location of the control station in addition to the location of the interlocking. The operator may authorize a train or engine to pass a signal indicating "Stop" (Rule 292) by one of two means. When he is located at the interlocking he can examine the route and, if found safe for the movement, he may give a proceed hand signal. When the operator is located too far from the interlocking to examine the route and give hand signals, he may give the train or engine verbal authority to proceed, in which case crew members must check all intervening switches to make sure they are properly lined before fouling them. A stop should be made if necessary, and switch examined before passing over it to determine whether it is properly lined for the train or engine, account weather conditions.



**Rule 629a.**

- Q. When an interlocking is unattended, who authorizes train or engine to proceed by a signal indicating "Stop" (Rule 292)?
- A. A member of the crew must be sent ahead to determine if the route is properly lined and clear, and may then proceed at restricted speed to next signal after receiving proceed hand signal from crew member.

**Rule 629b.**

- Q. May a crew member give hand signals which conflict with interlocking signals?
- A. No, unless otherwise specified.

**COMMENT:** Location of unattended interlockings will be listed in the timetable special instructions. When interlocking is unattended, part time the hours and days of week unattended will be listed in the timetable special instructions. During the hours an interlocking is unattended, and an operator is called to man the control station, all trains and engines must be notified by train dispatcher before approaching interlocking. In this situation, Rule 629 would apply instead of Rule 629a, if interlocking signal indicated "Stop" (Rule 292).

**Rule 632.**

- Q. What must operator do if a train or engine runs by an interlocking signal indicating "Stop" (Rule 292)?
- A. He must take immediate action for protection of trains or engines and promptly report the facts to Superintendent-Operations.
- Q. What precautions must crew members take?
- A. They must protect their train or engine immediately against conflicting movements as prescribed by Rule 99a.
- Q. Who must member of the crew communicate with?
- A. With the operator, and be governed by his instructions.

**Rule 661.**

- Q. If a signal indication permitting a train or engine to proceed, after being accepted, is changed to "Stop" (Rule 292) before it is reached, how must the stop be made?
- A. As quickly as possible consistent with safety.
- Q. When such occurrence happens, who must it be reported to?
- A. The Superintendent-Operations.

**Rule 662.**

- Q. How will trains, engines or drafts having accepted a signal indication to proceed, and then stopping for any reason with less than one engine or car length beyond the signal, be again able to proceed?
- A. If the signal which has been accepted is still displaying a permissive indication, or on permission of the operator, or protected against any possible move from conflicting routes.

**COMMENT:** For the purpose of this rule, one unit of a multiple unit diesel engine, or one section of a unit train, will cover the requirement "one engine or car."

**Rule 665.**

- Q. At unattended interlockings, before a train or engine enters on or fouls a main track, or crosses over one main track to another, must a member of the crew obtain permission from operator before operating switches or electric unlocks?
- A. Yes.

**COMMENT:** At unattended interlockings Rule 513 and 629a will apply, except permissive signal indication on governing signal, after route has been lined, may be accepted to proceed at once.

**Rule 668.**

- Q. Who must conductor report any unusual detention at an interlocking to?
- A. The Superintendent-Operations.

**Rule 669.**

- Q. When a train or engine is stopped by the operator in making a movement through an interlocking, what must be done before the train or engine may move in either direction?
- A. The train or engine must receive signal or permission from operator.

**Rule 670.**

- Q. What authority must be received before making a reverse movement or forward movement after making a reverse movement?
- A. Proper interlocking signal or permission from the operator.

**COMMENT:** When such movements are to be made and proper interlocking signal indication is not received, permission must be obtained from the operator because he may be arranging for other moves to be made. When it is known in advance that it will be necessary to make several movements, such as setting out, picking up, crossing over to other tracks, etc., a member of the crew should notify operator of the anticipated moves and obtain his permission to make these moves, so that it will not be necessary to contact him preceding each move.

**Rule 672.**

- Q. If a train or engine having accepted any approach signal is delayed or stopped before reaching the home signal, how must it approach the home signal?
- A. Prepared to stop.
- Q. When an unusual delay occurs, must the operator of the interlocking involved be promptly notified?
- A. Yes.

**Rule 674.**

- Q. Unless otherwise provided, when train or engine is stopped by a "Stop" indication (Rule 292), of an automatic interlocking signal and no immediate



conflicting movement is evident, what must a member of the crew operate?

- A. The time release.
- Q. If signal does not change indication at expiration of time release interval, how may a train or engine then proceed?
  - A. On hand signal from a member of the crew, if there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" (Rule 292).
- Q. If a train or engine is on conflicting route, when may hand proceed signal be given?
  - A. Not until such movement is stopped.
- Q. What precautions must be taken if signals on conflicting route do not indicate "Stop" (Rule 292)?
  - A. Proper flag protection as prescribed by Rule 99a must be provided.

**COMMENT:** Some automatic interlockings are equipped with indicator lamps to indicate whether or not there is an approaching movement on a conflicting route. Indicator lamps must be observed before operating the time release. This is to prevent giving a "Stop" indication to a closely approaching movement on the conflicting route. As soon as the time release is operated the signals on conflicting routes are set to stop indication, if they do not already display that indication. The time interval of the release gives an approaching movement on the conflicting route time to arrive or get stopped before the expiration of that interval. The higher the maximum speed on the conflicting route, the longer will be the time of the release interval. After operating the release, if the signal changes to convey an indication to proceed, the train or engine may then proceed according to that indication. If the signal remains at stop, train or engine may then proceed on hand signal from a member of the crew if there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" (Rule 292).

If a train or engine is on conflicting route, hand proceed signal must not be given until such movement is stopped. If signals on conflicting route do not indicate "Stop" (Rule 292), proper flag protection, as prescribed by Rule 99a, must be provided.



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**Radio Rules****Rule 714b.**

- Q. How must radio calls be originated?  
A. To originate a call, say "Boston and Maine."
- Q. Must a base station, wayside station or yard station be identified by name or other designation of station and location?  
A. Yes.
- Q. How are radio units identified?  
A. Radio units are identified by train number or other appropriate unit designation, the word "engine," "caboose," "track car," "pakset" or other word which indicates the precise mobile transmitting station, unless identical to train name or number.
- Q. How must employees identify themselves?  
A. By name, occupation and location.
- Q. After initial transmission, are fixed and mobile units permitted to use short identification if positive identification is achieved with switching, classification, and similar operations wholly within a yard?  
A. Yes.
- Q. When must positive identification be repeated?  
A. Positive identification must be repeated every 15 minutes, if an exchange of communications continues without substantial interruption..
- Q. What must precede the engine number when an engine of another company is moved on the Boston and Maine property?  
A. The initials of the other company.
- Q. What would be an example of this requirement?  
A. An example would be as follows: "Boston and Maine D & H Engine 713 to Billerica West End Dispatcher, over."
- Q. Must communications be as brief as possible?  
A. Yes.

- Q. Are there any key words that must be used when communicating by radio?
- A. Yes, the following key words must be used:
- "Roger" to signify that message was received and understood. When required by Rule 715, "Roger" also means that "You have repeated instructions correctly."
  - "OVER" to signify that a response is expected at the close of each transmission, when required.
  - "OUT" to signify the close of a transmission to which a response is not necessary.
  - "EMERGENCY" repeated three times to obtain use of radio channels for initial report of conditions endangering train movements.

**COMMENT:** Employees having access to the use of Company radios are reminded that radios are under the jurisdiction of the Federal Communications Commission (FCC). The Company and its employees are governed by the rules of the FCC (Radio Rules) and any violation is a *Federal Offense!* (See Rule 712). Federal law requires that all radio calls must be originated with "Boston and Maine"; all stations must be identified appropriately. Employees must identify themselves by name, occupation and location. Communications must be as brief as possible (for example, personal conversations, i.e., not relative to railroad operations, are a violation of the Law) and the key words cited above must be used.

#### **Rule 714c.**

- Q. Must all radio calls directed to a station be promptly acknowledged?
- A. Yes.
- Q. When a station is called, what is required of the employee at the station?
- A. Employee must identify the station in accordance with the requirements of Rule 714b and standby to receive, except when this would interfere with other duties relating to safety of railroad operations.

Q. If the receiving station fails to identify itself properly, what must the transmitting employee do?

A. The transmitting employee must require a proper identification of the receiving station before proceeding with the transmission.

Q. Must employees make a voice test on channels provided when taking charge of such equipment?

A. Yes.

Q. How will such test be made?

A. Such test must be made between fixed stations, fixed stations and trains, or other portable equipment and end to end test of trains.

Q. What will the other station advise the station conducting the test of?

A. The other station must advise the station conducting the test of the quality and readability of its transmission.

Q. If a radio does not operate properly, must it be removed from service until repaired, and each crew member and train dispatcher or yardmaster notified promptly?

A. Yes.

Q. In event of radio failure enroute, who must be notified as soon as practicable?

A. The train dispatcher.

Q. Must engines, cabooses, other equipment and fixed points, when equipped with radio and attended, have radio on and turned to the proper channel at all times, with volume control adjusted to insure reception of calls?

A. Yes.

**COMMENTS:** It is very important that employees acknowledge radio calls directed to them. If it is impossible to carry on with a lengthy conversation, then a call directed to a station should be acknowledged with, (example) "Lowell tower answering Extra 1717 North, please standby, I'll be with you as soon as possible, over." This response informs the transmitting party that the call has been received and assures that



the radio is working. Proper identification of both the transmitting and the receiving party is essential in insuring that the parties concerned are communicating with the proper individuals. It is the responsibility of the transmitting employee to insist that proper identification is received before proceeding with transmission.

**Rule 715.**

Q. Except in yard switching operations, must all instructions involving equipment or track conditions be repeated by the employee receiving them?

A. Yes.

Q. Must the transmitting employee listen carefully as instructions affecting the railroad operation are repeated and approve them as correct, or retransmit the instructions until accuracy is attained in the repeated portion?

A. Yes.

Q. What must employees receiving instructions authorizing the movement of trains, engines or track cars on a main track, do besides repeating them?

A. They must write the instructions.

Q. Must these written instructions be retained for any period of time?

A. Yes, all written instructions must be retained and held available for inspection until completion of tour of duty.

Q. Must transmitting employee make a record on prescribed form or train sheet?

A. Yes.

**COMMENT:** Rule 106 makes enginemen and conductors responsible for the safety of their trains; Rule 400 makes foreman responsible for their track cars, therefore, it is required that all instructions pertaining to equipment or track conditions must be received by them. The transmitting employee is responsible to assure that all instructions affecting such railroad operations are received and understood correctly. Receiving employees must write all instructions authorizing the movement of trains, engines or track cars on a

main track (examples). **"(train or engine) may use (track or tracks) between A and B from 0930 until 1645"** (See Rule 266); or **"Extra 1717 West may pass Stop Signal at 'A' and proceed from Westward track to Eastward track"** (See Rule 629). If a track car is given radio permission to proceed through an interlocking in accordance with Rule 616a, the following example may be used. **"Track car 733 has until 1530 to proceed through the limits of Ayer interlocking from the Eastward track to the Eastward track."**

The requirement that all instructions affecting railroad operations must be written provides the receiving party with a written reference in the event the instructions must be remembered after a period of time. The transmitting employee must make a record of all transmissions concerning railroad operations on the prescribed form or train sheet. Both the transmitting and the receiving employee must retain the written record until the completion of their tour of duty.

#### **Rule 716.**

Q. When radio is used in operations such as switching, backing or pushing a train, engine or cars, what is required of the employee directing the move?

A. The employee directing the move must give complete instructions or keep in continuous radio contact with employees receiving the instructions.

Q. When backing or pushing a train, engine or cars, must the distance be specified?

A. Yes.

Q. If additional instructions are not received, what must be done?

A. The movement must stop in one half the remaining distance until the additional instructions are received.

Q. When must movement be stopped immediately?

A. If instructions are not understood or continuous radio contact is not maintained.

- Q. Under such circumstances, when may movement resume?
- A. When any misunderstanding has been resolved, communication is made by words, radio contact is restored or proper hand signal has been received.

**COMMENT:** When a radio is used in operations such as switching, backing or pushing a train, engine or cars, the employee directing the move has the key function. He is the eyes of the move. He is responsible for keeping the engineman informed about distances in a clear and distinct manner, (for example, "8 car lengths to go engine 1717"). If the engineman does not receive additional instructions (for example, "4 car lengths to go Engine 1717") the movement must be stopped after the distance of 4 car lengths (i.e., one-half the remaining distance). If the engineman does not understand radio instructions or continuous radio contact is not maintained, the movement must be stopped immediately. If the misunderstanding or break in radio contact is the result of radio failure, then the radio must be replaced, communication must be made in person or the proper hand signals must be used.

Employees must never communicate with each other on a first name basis when using the Company radio since by doing so, they would violate the requirements of Rule 714b, paragraph 4. When employees communicate on a first name basis, they increase the possibility of misunderstanding.

#### **Rule 717.**

- Q. What are the conditions for receiving a train order by radio on a moving train?
- A. Train orders may not be received and copied by an employee operating the controls of a moving train, or when the speed is in excess of 30 miles per hour.
- Q. If in the judgment of either the train dispatcher, conductor or engineer, the reception of a train order while on the move might impair the safe operation of the train, what must be done?
- A. The train order must not be transmitted to the moving train.



Q. When a train dispatcher or operator intends to transmit a train order to a train, what must he do?

A. He must call the addressees and state the intention to transmit the train order(s).

Q. Before the train order is transmitted, what is the employee who is to receive and copy the order required to do?

A. The employee must state his name, identification, location and that he is prepared to copy the order.

Q. Must train orders received in this manner be copied in writing by the receiving employee?

A. Yes.

Q. After the train order has been received and copied, what must be done?

A. It must immediately be repeated in its entirety.

Q. After verifying the accuracy of the repeated train order, what shall the train dispatcher do?

A. He shall then state "Complete," time and the initials of the Superintendent-Operations.

Q. Must employees copying train orders then acknowledge by repeating "Complete" and the time?

A. Yes.

Q. Before a train order is acted upon, what must both the conductor and engineer have?

A. They must have a written copy of the train order.

Q. Must they make certain that it is read and understood by other members of the crew?

A. Yes, when practicable.

Q. How will a train order which has not been completed be treated?

A. It must not be acted upon and must be treated as though not sent.

**COMMENT:** Occasionally, it may be beneficial to transmit a train order to a moving train. This can be done only if: 1) the order is not received and copied by the employee operating the controls of the moving train, 2) the speed of the train is not



in excess of 30 miles per hour, and 3) in the judgment of the train dispatcher, conductor or engineer, the reception of the train order will not interfere with the safe operation of the moving train. When the train dispatcher intends to use this rule, he must contact the particular train and state his intention to transmit the train order. He must, before transmitting the order, require the receiving employee to identify his name, occupation and location.

As with any train order, it must be copied in writing by the receiving employee as it is transmitted. It must be repeated, and after the transmitting employee verifies the accuracy of the repetition, it will be completed in the usual manner. The conductor and engineman must have a written copy of the order. They will make certain that the train order is read and understood by other members of the crew, when practicable. If the train order is transmitted and repeated but not completed, it must be treated as though not sent.

**Rule 718.**

Q. Who must personally receive all communications and take all necessary action pertaining to the movement of their train or track car?

A. Conductors and engineers, or foreman of track car.

Q. Must employees insure that they are communicating with the proper persons?

A. Yes.

Q. If an employee is uncertain as to whether or not he is communicating with the proper person, what must not be done?

A. Action must not be taken until certain that all conversation has been heard, understood and acknowledged by the proper person.

Q. Is it true that any communication which is not fully understood or completed in accordance with the requirements of the rules, must not be acted upon and must be treated as though not sent?

A. Yes, it is true.

**COMMENT:** If the conductor, engineman or track car foreman are not totally certain that they are communicating with the proper party, or do not fully understand instructions pertaining to movement, action must not be taken until the misunderstanding is resolved.

**Rule 719.**

Q. What must train and engine crews not request, and train dispatchers not advise by radio?

A. The name, aspect or indication of any fixed signal.

Q. If a train is approaching a location where conditions require that the crew know whether the train is to be held, may crews be instructed to stop at an appropriate location?

A. Yes, such instructions are permissible.

Q. May train dispatcher or operator advise when train may resume movement prepared to stop at the next signal?

A. Yes.

Q. Will these communications supersede the indications of the fixed signals?

A. No, communications do not supersede the indications of fixed signals.

**COMMENT:** The signal system is there for a purpose. It informs and alerts the train and engine crew as to the state of occupancy of the block or blocks ahead and the maximum authorized speed for the block controlled by the particular signal. It must be remembered that radio communications do not supersede the indications of fixed signals. The only way of knowing the aspect or indication of any fixed signal is to actually see it in the field. A train dispatcher or operator, who is miles away, has no idea what the display of a fixed signal is because they cannot see it. The only thing they have to go by is an indication of the model board, which only indicates that the code has been sent through the circuits to the field and has been accepted. In fact, the model board may show a model board display and the fixed signal could have some burned out bulbs. If a fixed signal does have burned out bulbs, it is an imperfectly displayed signal (Rule 27 applies).

However, the train dispatcher or operator does know if a controlled fixed signal is displaying "Stop," since they have the ability to control the signals to indicate "Stop." They do not, in any way, have control over whether a signal displays Clear (Rule 281), Slow Clear (Rule 287), Approach (Rule 285), etc.

**Rule 721.**

Q. What word will precede a distress call?

A. A distress call will be preceded by the word "Emergency" repeated three times.

Q. When are such calls to be used?

A. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to tracks and other hazardous conditions which could result in injury, damage to property, or serious disruption of railroad operations.

Q. What must emergency transmissions describe?

A. They must describe, as completely as possible, the nature, degree and location of the hazard.

**Rule 722a.**

Q. What is required of employees hearing emergency communications?

A. They must give *absolute priority* to emergency communications, and except in answering or aiding a station in distress shall refrain from sending any communication until there is assurance that no interference will result to that station.

**Rule 722b.**

Q. Are employees prohibited from knowingly transmitting any false distress communication, any unnecessary, irrelevant or unidentified communication, or uttering any obscene, indecent or profane language when using the company radio?

A. Yes.

**Rule 722c.**

Q. Occasionally railroad employees may hear the word "MAYDAY," "PAN" or "SECURITY" on the Company radio, what do these words indicate and what must the employee hearing these words do?

A. Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY" a safety message.



Employees hearing such messages must report them immediately through authorized channels in addition to taking such appropriate action to relieve the distress as may be practicable.

**Rule 723.**

Q. Who are the only persons that employees may divulge the existence, contents, purport, effect of meaning of communication (distress communications excluded) to?

A. Only to the person for whom the communication is intended or to another employee of the Company whose duties may require knowledge of the communication.

Q. Does this apply to communications received direct and/or to any that may be intercepted?

A. Yes.





