



"Minuteman Service"

BOSTON ^A_N^D MAINE CORPORATION

Robert W. Meserve and Benjamin H. Lacy, Trustees

OPERATING RULES

For Employees Only



BOSTON AND MAINE CORPORATION

Robert W. Meserve and Benjamin H. Lacy, Trustees

Operating Rules

(These Rules govern employees of other Departments
where applicable)

To Take Effect March 1, 1980

BOSTON AND MAINE CORPORATION

The rules herein set forth govern the railroads operated by the Boston & Maine Railroad. They take effect March 1, 1980, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

S. B. Culliford
Vice-President and General
Manager—Transportation

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GENERAL NOTICE

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

Obedience to the rules is essential to safety.

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

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

GENERAL RULES

- A.** Employees whose duties are prescribed by these rules must provide themselves with a copy.

Employees whose duties are in any way affected by the timetable must have a corrected copy of the current timetable with them while on duty.

Employees must provide themselves with a copy of Rules for the Prevention of Personal Accidents.

- B.** Employees must be conversant with and obey all General, Operating and Safety Rules and special instructions.

Where rules are subdivided they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of employees. If in doubt as to their meaning, they must apply to the proper authority for an explanation.

- C.** As a condition of continued employment, employees must pass all required examinations.

Employees whose duties require them to be conversant with these rules and timetable, must pass a satisfactory examination within 90 days after entering service and must then pass a satisfactory re-examination at least every two years or at more frequent intervals when directed.

When reporting for examination and when otherwise directed, employees must present their copy of the timetable, operating rules and other instructions for inspection.

- D.** Conductors of delayed passenger trains will inform passengers the cause of the delay and probable duration, also of other available means, if any, of reaching their destination earlier in case they desire.

- E.** Employees must devote themselves exclusively to the company service while on duty. Compliance with the rules is essential and violations thereof must be reported.

Employees must refrain whether on or off duty, or on or off company property from conduct which brings discredit upon the company.

Gambling, making bets, fighting or participating in any illegal, immoral, or unauthorized activity while on duty or on company property is prohibited.

Sleeping or assuming an attitude of sleep while on duty is prohibited. Possession of a television other than that furnished for railroad operation is prohibited while on duty.

Any act of hostility or willful disregard of the company's interest will not be condoned.

- F.** Accidents, defects in track, bridges, signals, vandalism or any unusual conditions which may affect the movement of trains, must be promptly reported by the quickest available means of communication to the proper authority.

In all cases where a personal or property accident, however slight, occurs, or the normal movement of traffic is interfered with, report at once and direct to Train Dispatcher's office by telephone and make full written report promptly on prescribed forms and forward to Division Superintendent

All personal injuries must be reported by telephone to Train Dispatcher at North Billerica.

It will be the responsibility of the injured employee (if he remains on duty) to contact the Train Dispatcher promptly. It will be the responsibility of other crewmen on duty with the injured employee to notify Train Dispatcher if injured employee cannot do so.

The telephone report does not take the place of personal injury report Form 2601, which must be completed and forwarded as soon as possible after the incident to the Division Superintendent.

- G.** The use of intoxicants or narcotics by employees subject to duty or their possession or use while on duty is prohibited, and is sufficient cause for dismissal.

Employees using prescription or non-prescription medications are required to seek advice from their physician or pharmacist as to the possibility of the medication affecting the safe performance of their duties. Employees must not use medications which might be hazardous before reporting for or while on duty.

- H.** The use of tobacco by employees on duty while in the presence of or engaged in serving patrons in or about passenger stations or trains is prohibited.

- I.** Employees must keep the premises in a neat and orderly condition.

- J.** Employees on duty must wear the prescribed badge and uniform and be neat in appearance. They must conform to the company's Dress and Appearance code.

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- K.** To avoid annoyance to the public, employees and others authorized to transact business at stations or on or about trains, must be courteous, orderly and quiet.
- L.** In case of danger to the company property, employees must unite to protect it.
- Unauthorized possession of, removal, disposal or destruction of any property of or from company property or property served by this company is prohibited.
- Unauthorized persons must not be allowed on Company property or equipment at any time.
- M.** The solicitation of or the receipt of, gratuities by employees from patrons is prohibited.
- N.** Employees must report for duty at the prescribed place and time and must not absent themselves from duty, exchange duties with, or substitute others in their place, nor engage in other business which interferes with the proper performance of their duties as employees or which is detrimental to or in competition with the Railroad.
- O.** The possession or use of firearms while on duty or on the property of or under the control of the Boston and Maine Corporation is prohibited except by specifically authorized police department personnel. "Firearms" is defined as a pistol, revolver, rifle, shotgun or any weapon of any description, loaded or unloaded from which a shot, pellet or bullet can be discharged.
- P.** No person other than an engine service employee or engineman in training, under the personal supervision of the engineman, will be permitted to operate an engine or control unit unless qualified to do so by a duly authorized railroad officer.
- Q.** The business affairs of the railroad must not be divulged except to those persons authorized to receive such information in the furtherance of the Company's business affairs. Divulging information contained in Company files or other privileged or confidential reports, as well as possession of or removal of reports or other information from Company files without proper authority is prohibited.
- R.** Books, magazines, or papers other than company instructions and those necessary for job related purposes must not be read while on duty.

- S. Employees must give immediate written notice of change in residence or telephone number to the proper authority.
- T. No time or wages are to be entered on timeslips or payrolls except for work actually performed by the person whose name appears thereon.
- U. Employees traveling on free transportation must be orderly, and whenever necessary promptly surrender their seats to revenue passengers.
- V. All articles furnished for the use of employees must, on leaving the service, be returned to the proper officer. The right is reserved to withhold from wages due, the value of such articles lost, or that are not surrendered on leaving the service.

W. DRESS AND APPEARANCE CODE

General-All Employees

Employees must observe reasonable judgment and decorum in dress as well as appearance.

Extremes in make-up, hair styling and clothing must be avoided as they reflect unfavorably on both the individual and his department and are offensive to a large number of his/her fellow employees. Substantial foot gear must be worn by all employees when on duty. The wearing of shorts by any employee, on duty, is prohibited.

Passenger Service Employees

It is to the mutual advantage of the Company and its employees to present a good and well-groomed appearance to our customers and the public.

Employees in uniform must maintain such uniform in proper condition and wear it properly; i.e., clean and neatly pressed, coat buttoned, prescribed shirt and tie (shirt collar buttoned and tie in place), and prescribed shoes.

For purposes of safety and proper grooming, hair must not cover the ears (the entire ear must show); it must be neatly styled and groomed; it must not fall below the collar line (standard shirt) and must not be below the eyebrows.

A mustache is permitted on the upper lip only and is not to extend below the upper lip. It must be neatly groomed. Sideburns must be neatly groomed and may not extend below the bottom of the ears.

Beards are acceptable in passenger service, only if short and well-trimmed.

Employees Working Around Machinery, Power Tools, Moving Equipment or Where Sparks May be Generated

Employees covered by this section of the Policy must not wear their hair so that it covers the ears or falls below the collar of a standard shirt.

Beards must not extend below the chin line in excess of one (1) inch. Mustaches must not be grown to a length which would present a safety hazard from sparks or equipment.

It is permissible for employees to wear wigs or hair nets, in lieu of cutting their hair, in order to conform with this section of the Policy. If an employee chooses to wear a wig or hair net, such wig or hair net must be worn the entire time the employee is on duty.

DEFINITIONS

ABSOLUTE BLOCK—A block in which no train is permitted to follow another train within the limits.

ABSOLUTE BLOCK LIMITS—A length of track of defined limits designated by interlockings, station signs or mile posts. When non-interlocking stations are used as defined limits they will be designated by the use of train order form S or form U.

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

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)—A series of consecutive blocks governed by block signals activated by a train or engine or by certain conditions affecting the use of a block.

Interlocking signals coming within the block signal limits may be made part of the Automatic Block Signal System, and when so arranged they will be semi-automatic.

Automatic block signals will display numbers based on the decimal system, odd numbers being used for outward, and even numbers for inward signals. Prefix letters may be used to designate certain branches or routes.

The number indicates the miles and nearest odd tenth of a mile in the next mile for outward and the miles and nearest even tenth of a mile in the next mile for inward signals, figured from the terminal or starting point of the numbering.

Illustrations: Signal Number 91 is for outward trains and is located about nine and one-tenth miles from Boston.

Signal Number 112 is for inward trains, and is located about eleven and two-tenths miles from Boston.

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

BLOCKING DEVICE—A device that prevents the operation of a switch or signal lever of an interlocking machine.

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM (CTC)—A term applied to a system of railroad operation by means of which the movement of trains and engines over routes and through blocks on a designated section of track or tracks is directed by signals controlled from a designated point without requiring the use of train orders and without superiority of trains.

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

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

DIRECTIONAL TRACK—A track located within the limits of a Centralized Traffic Control System. The direction of which is shown in the special instructions of the timetable.

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

DUMMY MAST—A mast placed on a bracket post or bracketed to the side of a cantilever post to indicate an unsignalled track between such post and the track or tracks for which signals are provided. The mast will be provided with a blue light as a marker.

DUAL CONTROL SWITCH—A switch equipped with a dual control mechanism.

DUAL CONTROL SWITCH MECHANISM—A mechanism provided with a hand-throw lever and a selector lever so arranged that when selector lever is operated the control of switch will be transferred from the power operated switch machine to the hand-throw lever, or from the hand-throw lever to the power operated switch machine,

DWARF SIGNAL—A low home signal usually set close to ground, but may be located on a post up to approximately ten feet above ground level.

ENGINE—A unit propelled by any form of energy, or a combination of such units, operated from a single control, used in train or yard service.

ENGINEMAN—The employee in charge of and responsible for the operation of an engine.

EXTRA TRAIN—A train not authorized by a timetable schedule. It may be designated as:

Extra—for any extra train except passenger extra or work extra.

Passenger Extra—for passenger train extra.

Work Extra—for work train extra.

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

Note: The definition of a "Fixed Signal" covers such signals as switch, train order, block, interlocking, ball, station, stop signs, yard limit signs, slow signs or other means for displaying indications that govern the movement of a train or engine.

GOVERNING SIGNAL—The signal first in advance of a train governing its next movement.

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

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

INTERLOCKING SIGNALS—The fixed signals on an interlocking.

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

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

MEETING POINT—On single track, a place where one train meets another as prescribed by the rules.

NEUTRAL TRACK—A track in a Centralized Traffic Control System (CTC) territory which is signalled for movement in either direction.

OPERATOR—At stations—the employee who handles train orders. At interlocking stations—the operator of interlocking; may be towerman, train director or train dispatcher.

PILOT—An employee assigned to a train when the engineer or conductor or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portions of the railroad, over which the train is to be moved. (Also see Rule D-152a.)

REGULAR TRAIN—A train authorized by a timetable schedule.

ROUTE—The track a train may use in passing from one point to another.

RUNNING TRACK—A track designated in the timetable upon which movements may be made subject to prescribed signals and rules, or special instructions.

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

SIDING—A track auxiliary to the main track for meeting or passing trains.

SIGNAL ASPECT—The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train or engine.

SIGNAL INDICATION—The information conveyed by the aspect of a signal.

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

SEMI-AUTOMATIC SWITCH—A switch equipped with special mechanism permitting trailing movements without lining.

SPRING SWITCH—A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

STATION—A place designated in the timetable by name.

SUPERIOR TRAIN—A train having precedence over another train.

SPEEDS:

Normal Speed—The maximum authorized speed prescribed by timetable for main track movement.

Limited—A speed not exceeding 45 miles per hour.

Medium—A speed not exceeding 30 miles per hour.

Slow—A speed not exceeding 15 miles per hour.

Restricted—A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour.

Yard—A speed that will permit stopping within one-half the range of vision, but not exceeding 15 miles per hour.

Note:—Speed applies to entire movement

SWITCH INDICATOR—A signal to indicate the position of a switch (See Rule 297 a and b)

TIMETABLE—The authority for the movement of regular trains subject to the rules. It contains classified schedules with special instructions relating to the movement of trains.

TRAIN—An engine or more than one engine coupled, with or without cars, displaying markers.

TRAIN OF SUPERIOR RIGHT—A train given precedence by train order.

TRAIN OF SUPERIOR CLASS—A train given precedence by timetable.

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

TRAIN REGISTER—A book or form which may be used at designated stations for registering the time of arrival and departure of trains and such other information as may be prescribed.

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

TWO OR MORE TRACKS—Two or more main tracks upon any of which the current of traffic may be in either specified direction. Two main tracks may be referred to as double track.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by timetable, or by train order, may be made subject to prescribed signals and rules, or special instructions.

YARD ENGINE—An engine assigned to yard service.

OPERATING RULES

NOTE: Rules with a prefix "S" are for single track; those with a prefix "D" are for two or more tracks. Rules without a prefix are for single and two or more tracks.

STANDARD TIME

1. Standard time will be transmitted daily in the manner prescribed.

Standard clocks will be maintained at locations designated by timetable.

2. Employees whose duties are affected by the timetable must use a reliable railroad grade watch and before starting each tour of duty must compare their watch with a standard clock as designated in the timetable and set to correct time. The time when watches are compared must be registered on a prescribed form.

Employees not having access to a standard clock must compare watches with other employees who have standard time and have registered or must receive standard time by any means of communication before commencing each day's work.

When practicable, conductors and enginemen must compare watches with each other before starting each run or tour of duty. Other members of crew must compare watches with the conductor or engineman as soon as practicable.

TIMETABLES

4. Each timetable from the moment it takes effect, supersedes the preceding timetable, and its schedules take effect on any division at the leaving time at their initial station on such division. But when a schedule of the preceding timetable corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new timetable, a train authorized by the preceding timetable will retain its train orders and assume the schedule of the corresponding number of the new timetable. Schedules on each division date from their initial stations on such division.

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

5. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time.

Unless otherwise specified, the time applies:

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

On two or more tracks, at the station.

Scheduled meeting or passing stations are indicated by figures in full-faced type, with the numbers of the trains to be met or passed in small figures adjoining.

When trains are to be met or passed at siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

- 5a. Time at meeting or passing stations, located at the ends of two or more tracks at junctions and at terminal stations will be shown in schedule in full-faced type when the difference in the times of trains is five minutes or less.

SIGNALS AND THEIR USE

7. Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.
8. Flags of the prescribed color must be used by day, and lights of the prescribed color and type by night.
9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition. Night signals must be displayed from sunset to sunrise.

10. COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Blue	See Rule 26. Also indication for dummy mast marker.

11. In block signal territory fusees burning red 5 minutes will be used. Trains or engines finding a fusee burning red on or near the track must stop. Trains or engines may then proceed at restricted speed for not less than one mile. Trains operating within the limits of a "Grade Signal" (Rule 291a.) may omit the stop.







In territory where no form of block signals is in use, fusees burning red 5 minutes and yellow 5 minutes, or fusees burning red 10 minutes will be used. Trains or engines operating in non-signal territory finding a lighted fusee burning red or yellow on or near the track must stop, and may then proceed at restricted speed for 10 minutes. Except in some extreme emergency, lighted fusees must not be dropped on track bridges, trestles or public crossings at grade.

Trains containing placarded inflammable tank cars must not be operated over burning fusees. Fusees must be moved to side of track. Conductors will advise engineman of the presence of such cars in train.

12. HAND, FLAG AND LAMP SIGNALS

NOTE: The hand, or a flag, moved the same as the lamp, gives the same indication. The end of diesel switch engines and of diesel road-switchers on which the letter "F" is stenciled on each side is the head or forward end.

NOTE: Hand signalling includes the use of torpedo and fusee signals.

Manner of Using	Indication	
(a) Swung horizontally at right angle to the track.	<i>Stop.</i>	
(b) Moved slowly with arm extended horizontally.	<i>Reduce speed.</i>	
(c) Raised and lowered vertically.	<i>Proceed.</i>	
(d) Swung in a circle at right angle to the track.	<i>Back.</i>	
(f) Swung horizontally above the head.	<i>Apply air brakes.</i>	
(g) Held at arm's length above the head.	<i>Release air brakes.</i>	

- (h) Any object waved violently by anyone on or near the track is a signal to stop.
- (i) Signals must be given from a point where they may be plainly seen and in such a way that they cannot be misunderstood. If there is doubt as to the meaning of a signal, or for whom it is intended, it must be regarded as a stop signal. If signals disappear from view, the movement must be stopped immediately, except when backing or pushing a train or cars and the movement is controlled by a back-up air valve and whistle, in service, and in charge of a trainman. (Also see Rule 716.)

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS AND OTHER DESIGNATED POINTS.

NOTE: The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

SOUND	INDICATION
(a) ———	All trains and engines within interlocking limits stop immediately.
(b) o o	Resume normal movement after receiving the proper signal or permission from the operator.
(c) o o o	Whistle or horn test.
(d) o o o o	Call signal maintainer.

14. ENGINE WHISTLE SIGNALS

NOTE: The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) --	Release brakes. Proceed.
(c) - o o o	Flagman protect rear of train.
(d) ----	Flagman may return from west or south as prescribed by Rule 99a or b.
(e) -----	Flagman may return from east or north as prescribed by Rule 99a or b.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing—back, also answer to 12(d) and 16(c). When train is running—answer to 16(d).
(j) o o o o	Call for signals.
(l) -- o -	Approaching public crossings at grade. To be prolonged or repeated until crossing is occupied by engine or leading car; the first blast to be begun at the location of the whistle post, and the last blast to be completed as the engine or leading car reaches the crossing.
(m) ———	Approaching junctions and railroad crossings at grade. Approaching points where tracks or bridges are undergoing repairs and reduced speed is required.

SOUND	INDICATION
	Approaching interlockings, yards, or other points where men may be at work on track and view is obscured by weather or other conditions. (See Rule 31a.) Also to be sounded at "One long whistle" posts.
(n) -- o	Approaching meeting or waiting points. (See Rule S-90.) Answer to 16(l).
(o) o -	Answer to a signal indicating train orders (See Rule 221a.)
(p) Succession of short sounds.	Alarm for persons or livestock on the track.
(q) - o	Where there are two main tracks on which movements are made in either direction by signal indication, trains on the left track will sound this signal preceding signal 14(d) or 14(e). When running against the current of traffic: (1) Approaching stations, curves or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by 14(d) or 14(e).
(r) - o o o	Alarm for fire or livestock within the right of way. This signal must be given two or three times in succession at the time the fire or livestock is passed and again upon reaching the first Engineering Department employees.

NOTE: A continuous blast of engine whistle is an emergency signal for trainmen to apply air and hand brakes on train.

15. The explosion of two torpedoes is a signal to proceed at restricted speed for not less than one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed approximately 100 feet apart, but must not be placed at stations, or on public crossings.

Torpedoes exploded by other than a train or engine must be replaced at once.

16. COMMUNICATING SIGNALS.

NOTE: The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.

Communicating whistle signals when used to control movements of passenger trains or drafts are to be given, regardless of the direction in which engine is headed, to call for movement with relation to the normal direction of movement of draft or train.

SOUND	INDICATION
(a) o o	When standing—proceed.
(b) o o	When running—stop at once.
(c) o o o	When standing—back the train.
(d) o o o	When running—stop at next passenger station.

SOUND	INDICATION
(e) ○ ○ ○ ○	When standing—apply or release air brakes.
(f) ○ ○ ○ ○	When running—reduce speed.
(g) ○ ○ ○ ○ ○	When standing—recall flagman.
(h) ○ ○ ○ ○ ○	When running—increase speed.
(k) - - - -	When running—brakes sticking, look back for hand signals.
S(l) - - ○	Approaching meeting or waiting points. (See Rule S-90.)

17. The headlight, lighted, will be displayed to the front of every train by day and by night.

It must be extinguished when a train turns out to meet another and has stopped clear of main track, and switch is properly aligned.

When safety permits it must be dimmed (except when approaching or passing over crossings at grade):

- (a) While passing through yards where yard engines are employed.
- (b) Approaching stations at which stops are to be made or where trains are receiving or discharging traffic.
- (c) Approaching train order signals, junctions, terminals, meeting points, or while standing on main tracks, or when closing up behind trains.
- (d) On two or more tracks, when approaching trains in opposite direction.
- (e) When an engine is running backward by night, without cars, or at the front of a train pulling cars, a white light must be displayed on the leading end in the absence of a headlight.

18. Yard engines, and detached road engines when in yards under conditions not requiring display of markers, will display the headlight to the front and rear at night. When not provided with a headlight at the rear, a white light must be displayed.

NOTE: Headlight on end coupled to cars may be extinguished.

19. The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train.

- (1) One or more lights displaying Red or Amber to the rear.
- (2) If a train is not equipped to display markers, a red signal will be displayed to indicate the rear of the train.

The marker must be illuminated from one hour before sunset to one hour after sunrise and during all other hours when weather conditions so restrict visibility that the end silhouette of a standard box car cannot be seen from one-half mile on tangent track. If the marker fails during the periods illumination is required the train may continue only under absolute block protection to the next forward location where the marker can be repaired or replaced.

On single track when a train takes siding to clear the main track, the marker must be extinguished and a white light displayed in its place after the switches are properly lined.

21. Passenger train extras must display two white flags, and in addition, two white lights by night, in the place provided for that purpose on the front of the engine.
23. One flag or light displayed where in Rules 19 and 21 two are prescribed will indicate the same as two, but the proper display of all train signals is required.
25. Each car of a passenger train must be connected with the engine by a communicating signal appliance, if the engine and cars are so equipped.

BLUE SIGNAL PROTECTION OF WORKMEN

26. The following definitions are effective in the application of this rule:

ENGINE SERVICING TRACK AREA—One or more designated tracks within an area, in which the testing, servicing, repair, inspection, or rebuilding of locomotives is under the exclusive control of mechanical department personnel.

CAR SHOP REPAIR TRACK AREA—One or more designated tracks within an area, in which the testing, servicing, repair, inspection or rebuilding of railroad rolling equipment is under the exclusive control of mechanical department personnel.

EFFECTIVE LOCKING DEVICE—When required in relation to a manually operated switch or derail, the lock must be a device which is vandal resistant, tamper resistant, and capable of being unlocked only by the class, craft or group of employees for whom the protection is being provided.

SWITCH PROVIDING ACCESS—A switch which if traversed by engines or cars could permit them to couple to the equipment being protected.

BLUE SIGNAL—A blue signal displayed in accordance with this rule signifies that employees are on, under, or between engines or cars. When so displayed, such equipment must not be coupled to, and may be moved only within an engine servicing track area or car shop repair track area as prescribed by Rules 26b and 26c.

When required, blue signals must be displayed by each craft or group of workmen prior to fouling equipment and may only be removed by the same craft or group that displayed them.

Except as provided in Rules 26b and 26c, engines or cars must not be placed on the same track so as to reduce or block the view of a blue signal.

GROUP OF WORKMEN—Two or more workmen of the same or different crafts assigned to work together as a unit under a common authority, and who are able to be in communication with each other during the period work is being performed.

FOULING EQUIPMENT—Any employee going on, under, or between an engine or car, except when supplying cabooses, engines, or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, and flagging equipment, or when making visual observations while positioned inside or alongside engines or cars.

GENERAL

Employees assigned to inspect, test, repair or service engines or cars must be protected as prescribed by this rule before fouling equipment. Train and yard crews are excluded except when assigned to perform inspection, repair, service or test of engines or cars not part of their train or yard movement they were called to operate.

When required by this rule, a blue signal must be displayed by a clearly distinguishable blue flag or blue light by day or by a blue light at night.

When attached to the operating controls of an engine, it need not be lighted if the inside of the cab area of the engine is sufficiently lighted so as to make the blue signal clearly distinguishable.

Engines or cars must not pass a blue signal.

MAIN, AND OTHER THAN MAIN TRACKS

26a. Before fouling equipment:

A blue signal must be displayed at each end of the train or engine.

If the equipment to be protected includes one or more engines, a blue signal must be attached to the controlling engine at a location where it is readily visible to the engineman or employee at the controls of that engine.

When emergency repair work is to be performed on, under, or between an engine or one or more cars coupled to an engine, and blue signals are not available, prior to fouling equipment, the engineman and other employees assigned to duty on the engine must be fully informed that employees will be fouling equipment. Such engines and cars must not be moved or coupled to until the same employee who requested protection reports to the engineman that all employees are clear of equipment. When the employee being protected is relieved from duty, that fact and the name of the relieving employee must be reported to the engineman.

ENGINE SERVICE TRACK AREA

26b. Before fouling equipment:

A blue signal must be displayed at or near each switch providing entrance to or exit from the area.

A blue signal must be attached to each engine at a location where it is readily visible to the engineman or employee at the controls of that engine.

When the maximum authorized speed is restricted to five miles per hour, a derail, capable of restricting access to that portion of a track on which rolling equipment is located, must be positioned a minimum of 50 feet from the end of the equipment to be protected by the blue signal, and locked in derailing position with an effective locking device. A blue signal must be displayed at the derail.

When the maximum authorized speed exceeds five miles per hour, or when a derail is not used and properly applied as prescribed by this rule, each switch providing entrance to, or exit from the area, must be lined against a movement to the area and locked with an effective locking device.

An engine may be moved to an engine servicing area track after the blue signal has been removed from the entrance switch to the area. The engine must not couple to another engine. Blue signals which have been removed from an area departure switch must be restored immediately after the engine has cleared the switch.

An engine may be moved from an engine servicing area track after the blue signal has been removed from the controlling engine to be moved, and from the area departure switch. Blue signals which have been removed from an area departure switch must be restored immediately after the engine has cleared the switch.

When operated by an employee authorized by and under the direction of the person in charge of mechanical department personnel, an engine protected by blue signals may be repositioned within the Engine Servicing Track Area after the blue signal has been removed from the engine to be repositioned and the employees on the affected track have been fully informed of the movement.

CAR SHOP REPAIR TRACK AREA

26c. Before fouling equipment:

A blue signal must be displayed at or near each switch providing entrance to or exit from the area.

When the maximum authorized speed is restricted to five miles per hour, a derail, capable of restricting access to that portion of a track on which rolling equipment is located, must be positioned a minimum of 50 feet from the end of the equipment to be protected by the blue signal, and locked in derailing position with an effective locking device. A blue signal must be displayed at the derail.

When the maximum authorized speed exceeds five miles per hour, or when a derail is not used and

properly applied as prescribed by this rule, each switch providing entrance to, or exit from the area, must be lined, against a movement to the area and locked with an effective locking device.

When operated by an employee authorized by and under the direction of the person in charge of mechanical department personnel, a car mover may be used to position rolling equipment after employees on the affected track have been fully informed of the movement.

ALL OTHER TRACKS

26d. Before fouling equipment:

A blue signal must be displayed at or near each manually operated switch providing access to that track.

A derail, capable of restricting access to that portion of a track on which the equipment is located, must be positioned a minimum of 150 feet from the end of the equipment to be protected, and locked in derailing position with an effective locking device. A blue signal must be displayed at each derail.

When a derail is not used and properly applied as prescribed by this rule, each manually operated switch providing access to the track on which the equipment is located, must be lined against a movement to that track and locked with an effective locking device.

The person in charge of employees scheduled to foul equipment must notify the operator of any remotely controlled switch that work is to be performed. Each remotely controlled switch providing access to the track on which the equipment is located must be lined against a movement to that track, and locked as prescribed by Rule 26e. The operator must report this fact to the person in charge before equipment is fouled.

When the person in charge of employees being protected is relieved from duty, that fact and the name of the relieving employee must be reported to the operator of remotely controlled switches.

When engine or cars requiring blue signal protection are on a track with one or more crossovers, both switches of each crossover must be lined against a movement through the crossover toward the equipment requiring protection. The switch at the end of each crossover which connects directly to the protected track must be locked, and a blue signal displayed at that locked switch.

If the equipment to be protected includes one or more engines, a blue signal must be attached to the controlling engine at a location where it is readily visible to the engineman or employee at the controls of that engine.

When emergency repair work is to be performed on, under, or between an engine or one or more cars coupled to an engine, and blue signals are not available, prior to fouling equipment, the engineman and other employees assigned to duty on the engine must be fully informed that employees will be fouling equipment. Such engines and cars must not be moved or coupled to until the same employee that requested protection reports clear of equipment to the engineman. When the employee being protected is relieved, that fact and the name of the relieving employee must be reported to the engineman.

REMOTELY CONTROLLED SWITCHES

- 26e.** After the operator of remotely controlled switches has been notified that protection is requested as required by Rule 26d, each remotely controlled switch providing access to the track on which the equipment is located must be lined against a movement to that track. An effective blocking device must be applied to the controls governing such switches before the operator may state that protection has been provided for fouling equipment.

The blocking devices may not be removed until the same employee who requested protection reports to the operator that all employees are clear of equipment.

Operators of remotely controlled switches must maintain for 30 days an accurate and legible written record which contains the following information:

1. The date and time the operator received notification that protection was required as specified by Rule 26d.
2. The name and occupation of the employee in charge who requested protection for fouling equipment.
3. The number or other designation of the track involved.
4. The date and time the operator notified the employee in charge that protection was established as prescribed by this rule.
5. The name, occupation, date and time the employee in charge reported to the operator that all employees are clear of equipment.

- 27.** A signal imperfectly displayed, or which is evidently out of order, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern.

When correct indication cannot be determined but sufficient lights are displayed to determine a permissive indication, train or engine may proceed at restricted speed without stopping.

When light is out on a single color light signal it must be regarded as displaying its most restrictive indication.

Engine and train crews using a switch where the switch light is imperfectly displayed must, if practicable, correct the light.

Reflector lenses may be substituted for lights on switches.

Imperfectly displayed signals must be promptly reported to the train dispatcher.

- 28.** When main tracks are temporarily unsafe for trains to pass except at reduced speed, a reduce speed sign, slow sign and resume speed sign will be displayed in accordance with instructions as shown under Aspect of Signals.

On two or more tracks, each track involved will be protected in the same manner as if it were single track.

The signs will be displayed in a position where employees on approaching trains will have a clear view of same. (See Rules 301a-301d)

- 29.** When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14(g) or 14(h).
- 30.** Except in instances of momentary stops and starts in connection with continuous switching movements, the engine bell must be rung when an engine is about to move and while approaching and passing public crossings at grade, or to prevent accident.
- 31.** The whistle must be sounded at all places where required by rule or by law.
- 31a.** When necessary, enginemen of extra trains will sound whistle 14(m) when approaching curves and obscure places, and when running against the current of traffic will sound whistle signal 14(q).
- 32.** The unnecessary use of either the whistle or the bell is prohibited.

- 32a.** The whistle must not be sounded while passing or being passed by a passenger train, except where required by rule or law, or to prevent an accident.
- 33.** Crossing tenders stationed at public crossings at grade must use Stop signals when necessary to stop trains. They will use prescribed signals to stop highway traffic.
- 34.** All members of the crew in cab of engine must, and other members of train crew, when practicable will, communicate to each other by its name the indication of each signal affecting the movement of their train or engine as soon as it become visible, or audible. This does not prohibit engineman acknowledging by name, signal called, which he cannot see.

It is the responsibility of the engineman to know that these requirements are complied with in the cab of engine.

- 35.** The following signals will be used by flagmen:

Day Signals — Red flag
8 Torpedoes
7 Fusees

Night Signals — White Light
8 Torpedoes
7 Fusees

NOTE: Electric lanterns must be of the approved type and style.

The first part of the report deals with the general situation of the country and the position of the various groups of the population.

The second part of the report deals with the economic situation of the country and the position of the various groups of the population.

The third part of the report deals with the social situation of the country and the position of the various groups of the population.

The fourth part of the report deals with the cultural situation of the country and the position of the various groups of the population.

The fifth part of the report deals with the political situation of the country and the position of the various groups of the population.

The sixth part of the report deals with the international situation of the country and the position of the various groups of the population.

SUPERIORITY OF TRAINS

- S-71.** A train is superior to another train by right, class or direction.
- Right is conferred by train order; class and direction by timetable.
Right is superior to class or direction.
Direction is superior as between trains of the same class.
- D-71.** A train is superior to another train by right or class.
Right is conferred by train order; class by timetable.
Right is superior to class.
- 72.** Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.
- S-72.** Trains in the direction specified by the timetable are superior to trains of the same class in the opposite direction.
- 73.** Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS

- 82.** Timetable schedules, unless fulfilled, are in effect for twelve hours after their time at each station unless otherwise specified on schedule page.
- Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order or Rule D-97.
- S-83.** A train must not leave its initial station on any division, or a junction, or pass from one of two or more tracks to single track, until it has been ascertained whether all trains due which are superior have arrived or left.
- Register stations will be designated by timetable.
- 83a.** At all register stations, regular trains are to be registered on the page of the book assigned to the day on which the train is due to leave its initial station on any division, although the trip may extend into the following day; in which case the later date must be entered in the column headed "Date."
- Extra trains are to be registered on the page assigned to the day the extra leaves its starting place.
- Conductors must, unless otherwise instructed, register their trains and make the proper examination of register personally to ascertain if all superior trains due have been registered.

Unless otherwise provided, before leaving a register station on single track, the conductor must fill out register check Form E, and deliver same personally to each engineman of his train.

- 83b.** Enginemen are relieved from examining train register, except when they act as pilot and/or have no conductor, but must not leave a register station on single track without register check Form E, personally delivered by his conductor.

Conductors and enginemen may be relieved by train register clearance (Form 54) from checking train registers.

- 83c.** When the running order of a train expires at any station that is not a register station, the conductor must immediately file register slip with operator, or if no operator on duty, report to the train dispatcher, giving train number, engine number and time of arrival.

- 84.** A train must not start until the proper signal is given.

- 85.** Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second-class, third-class, and extra trains.

- 86.** Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes.

- S-87.** An inferior train must take siding and clear the time of opposing trains not less than five minutes, and failing to clear main track by the time required must be protected as prescribed by Rule 99a or b.

- S-88.** Extra trains will be governed by train orders with respect to opposing extras, and at meeting points between extra trains, the train in the inferior time-table direction will take siding unless otherwise provided.

At scheduled meeting points between trains of the same class, the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting points with trains of the same class unless switch is properly lined and track is clear.

- S-89.** The inferior train must pull into the siding when practicable. If necessary to back in, unless otherwise provided, it must first be protected as prescribed by Rule 99a or b.

- S-90.** The engineman of each train will give signal 14(n) at approximately but not less than one mile before reaching a meeting or waiting point.

The conductor of each train equipped with communicating signal appliance will give signal 16(l) between one and two miles before reaching a meeting or waiting point. Should the engineman fail to give signal 14(n) as prescribed, the conductor must take immediate action to stop the train.

NOTE: If radio communication is available it may be used as a means of communication, but its use does not dispense with strict compliance with the requirements of this rule.

91. Unless some form of block system is used, trains in the same direction must keep not less than 10 minutes apart, except in closing up at stations. Trains will be spaced by the use of interlocking signals; train order signals and remotely controlled fixed signals, where provided; and ten minute fusees between stations.
- 91a. When trains are operated in double track territory against the current of traffic on a track not signalled for that operation a following movement must not be permitted except under absolute block protection.
92. A train must not leave a station in advance of its schedule leaving time.
93. Yard Limits will be designated in the timetable and by bulletin order and the limits will be defined by yard limit signs, and the letters Y-L may be used as a designation on the yard limit signs.

Within yard limits, the main track may be used clearing the time an approaching first class train is due to leave the nearest station where time is shown, but not less than 5 minutes. Protection against second class, third class, extra trains and engines is not required.

In case of failure to clear the time of an approaching first class train, protection as prescribed by Rule 99a or Rule 99b must be provided.

All trains, except first class trains, must move on main tracks within yard limits at yard speed, unless the main track is known to be clear by automatic block signal indication.

Within yard limits, movements against the current of traffic must not be made unless authorized by train order or as prescribed by Rule 99a. Such movements must be made at yard speed.

NOTE: In automatic block signal territory "known to be clear" means a "clear signal indication" (Rule 281.) may be accepted as indication that track is clear, but only to the next signal or "End of Signal Territory" sign. (Rule 298b.)

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next

available point of communication, and there report to the train dispatcher. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between communicating stations by a train having right or schedule which permits it to proceed, the delayed train may, after proper understanding with the following train, precede it to the next available point of communication, where it must report to the train dispatcher. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

S-97. Extra trains must not be run without train orders, unless otherwise provided.

D-97. Extra trains on two or more tracks may be cleared from initial station and proceed without train orders. Where interlocking signals govern, a proceed signal indication, or when conductor is personally given permission by the train dispatcher, or operator.

Operators will not clear trains as above mentioned without authority from the train dispatcher.

Work extras on two or more tracks must move with the current of traffic, unless otherwise directed.

Work extras on two or more tracks may work in assigned limits without train orders. When verbal permission is given to work train by the train dispatcher to the operator or conductor, work extras may work in assigned limits with current of traffic, and when through work will advise train dispatcher.

98. Trains and engines must approach the end of two or more tracks, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains and engines must stop.

98a. Unless otherwise provided, trains and engines must run at restricted speed when entering or leaving branch tracks at junctions, entering or leaving sidings and when making crossover movements.

99a. When a train is moving on a main track at less than one-half the maximum authorized speed (including slow order limits) for that territory, flag protection against following trains on the same track must be

provided by crew member, dropping off a lighted fusee at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum authorized speed (including slow order limits) for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection must consider the grade, curvature of track, weather conditions, sight distance, and speed of the train relative to that of following trains, when deciding if lighted fusees should be dropped.

When a train stops on main track, flag protection against following trains on the same track must be provided as follows:

A crew member with flagman's signals must immediately go back at least one mile, unless otherwise prescribed by timetable special instructions or bulletin order for that territory, place two torpedoes on the rail not less than 100 feet apart and display a lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled. When recalled, he must leave a lighted fusee and while returning to his train he must also place lighted fusees at intervals that do not exceed the burning time of the fusee.

When the train departs, a crew member must leave a lighted fusee and drop lighted fusees at intervals that do not exceed the burning time of the fusee until the train resumes a speed not less than one-half of the maximum authorized speed (including slow order limits) for any train in that territory.

The front of the train must be protected in the same way, when necessary, against opposing movements.

- 99b.** Unless otherwise provided, when a train stops under circumstances in which it may be overtaken by another train on the same track in Automatic Block Signal (ABS) or Centralized Traffic Control System territory (CTC), with the protection of at least two block signals to the rear, protection will have been afforded when flagman has taken a position on the ground from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.
- 99c.** Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for protection of their train.

Flag protection against following trains on the same track is not required when:

- (a) The rear of the train is within interlocking limits.
- (b) The rear of the train is protected by an absolute block.
- (c) The rear of the train is protected by train order.

101. Trains and engines must be fully protected against any known condition, not covered by the rules, which interferes with their safe passage.

102. When a train is disabled or stopped suddenly by an emergency application of the air brakes, or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed, must at once be protected as prescribed by Rule 99a until it is ascertained they are safe and clear for the movement of trains.

102a. When for any reason a portion of a train is left on the main track every precaution must be taken to protect the remaining portion against the returning movement.

At night or when the view is obscured, torpedoes must be used. In addition, a light must be displayed on the forward car.

The engineman must know the protection required is afforded, and is not relieved from using necessary caution to avoid accident in returning. (See Rule 802.)

103. When cars are pushed by an engine, and the conditions require, a trainmen must take a conspicuous position on the leading car and when switching over public crossings at grade not protected by a crossing tender, by gates or crossing signals in operation, a member of the crew must protect the crossing.

103a. Trains and engines must run at restricted speed when backing over any public crossing at grade unless protected by gates, crossing tender, or automatic crossing signals known to be properly protecting the crossing.

103b. No train or engine will obstruct any public crossing at grade for a longer period than five consecutive minutes, member of crew will be particular to uncouple their train and clear the crossing if found necessary to remain longer.

HANDLING OF SWITCHES AND DERAILS

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

- 104. HAND OPERATED SWITCHES**—Except where switchtenders are stationed, conductors are responsible for the position of switches manually operated by them and members of their crews. Employees are not relieved of responsibility in properly handling switches.

Switches must at all times be secured. Main track switches must be lined and locked for main track when not in use. Yard switches that are equipped with locks must be lined and locked for normal position after having been used.

A main track switch must not be left open unless in charge of a member of the crew or a switchtender.

After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined. When practicable, the engineman must see that the switches near the engine are properly lined.

When a train or engine is clear of the main track waiting for an approaching train, the crew on engine must, when practicable, see that the switches at the front of the engine are properly lined for the approaching train.

Crews of trains or engines clear of main track must not give a proceed signal to an approaching train or engine.

A train or engine must not foul a track until switches connected with the movement are properly lined, or in the case of semi-automatic or spring switches the conflicting route is seen or known to be clear.

A member of the crew of a train occupying the main track at a meeting or passing point will, when practicable, open the switch for the approaching train and protect it until relieved by a trainman of the other train.

When a train is closely approaching or passing over a main track switch, employees must keep not less than twenty feet from the switch stand, and on single track must, in addition, when practicable, stand on the opposite side of the track.

When a train or engine turns out from the main track at any point, the switch must not be restored to its normal position until the train, engine, or car has cleared the fouling point.

If it is known or suspected that the points, or any parts of a switch are damaged or broken, the switch must be protected, and report made to the train dispatcher from the first available point of communication.

Both switches of a crossover must be open before a train or engine starts to make a crossover movement and the movement must be completed before either switch is restored to normal position. When a crossover is to be used the switch in the track on which the train or engine is standing must be opened first. (See Rule 513.)

- 104a. SPRING SWITCHES**—When a trailing movement is stopped before passing entirely through a spring switch, the movement must not be reversed nor slack taken until the switch has been properly set by hand.

When a train or engine is stopped by a fixed signal governing movement over a spring switch in the facing point direction, the points must be examined, and if not properly closed and cannot be closed by hand, they must be spiked in proper position before being used. After movement over switch has been made spike must be removed and train dispatcher notified immediately. If switch points are found in proper position train will be governed by indication of signal.

Trains or engines must stop and examine main track spring switches before making facing point movements over them unless receiving a signal indication permitting them to proceed.

- 104b. SEMI-AUTOMATIC SWITCHES**—At certain locations, there are semi-automatic switches which can be run-through without damage to the mechanism providing it is ascertained that snow, ice, or any other substance does not interfere with the switch travelling. These switch stands are orange in color.
- 104c. DUAL CONTROL SWITCHES**—When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be in writing and repeated to ensure correct understanding.

When switching is to be done over a dual control switch, the switch may be operated manually by a member of the crew after authority to do so and work and time limits have been obtained from the operator as prescribed by Rule 266. Selector lever must then be placed in "hand" position and left in "hand" position until switching movements have been completed.

When selector lever is placed in "hand" position, all signals governing movements over the switch will indicate "Stop" (Rule 292) and the train or engine granted work and time limits may consider the indication of such signals suspended, and movements may be made on hand signals until switching completed and selector lever is restored to "power" position and locked. Operator must be notified when switching completed and selector lever has been restored to "power" position and locked.

104d. ELECTRICALLY LOCKED SWITCHES

Before entering main track at an electrically locked hand operated switch, member of crew must obtain permission from operator.

After permission is obtained, member of crew must, unless otherwise instructed, immediately unlock control box, and observe indicator. If indicator displays "unlocked," lever must be moved 180° to the right, and switch operated in accordance with Rule 104. If the indicator displays "locked," lever must be moved to a position approximately 45° to the right, and remain in that position until time element has expired. Any further movement of this lever before indicator displays "unlocked" will cause time element to begin again. When indicator displays "unlocked," lever must be moved 180° to the right and switch operated in accordance with Rule 104.

Electric lock switches which are controlled by operator will be indicated by diagonal silver stripe on lock door.

To enter a siding equipped with an electrically locked hand operated switch, locomotives or cars must occupy releasing section within fifty feet of the switch, if so equipped, and operate lock as required when entering main track.

In no instance is it ever permissible to operate lock lever to unlock a hand-throw switch while a main track train which is not to use the switch is occupying the track at switch or in approach of switch.

104e. Sand must not be used over semi-automatic, spring, or power operated switches.

- 104f. DERAILS**—Where derails are provided on other than the main track they must be known to be in proper position before signals are given for movements on tracks so equipped, and except while such tracks are being used the derails must be kept set in derailing position whether or not there are cars on the tracks. Employees must know where such derails are located.
- 104g.** If a switch or derail is found defective or a lock is missing or inoperative, the switch must be secured or protected, and report made immediately to train dispatcher.
- 104h.** Trains or cars standing on sidings must clear the main track. Cars on other tracks must not be left standing to foul an adjoining track.
- 105.** Unless otherwise provided, trains and engines using other than main track must proceed at yard speed.
- 106.** Both the conductor and engineman are responsible for the safety of the train and the observance of the rules, and under conditions not provided for by the rules must take every precaution for protection. This does not relieve other employees of their responsibility under the rules.
- 107.** Trains must run at restricted speed in passing a train receiving or discharging passengers at a station, except where proper safeguards are provided or the movement is otherwise protected. They must not pass between it and the platform at which the passengers are being received or discharged unless the movement is properly protected.
- 107a.** When a passenger train makes other than schedule stops, or making schedule stops on other than its assigned track or an extra passenger train is making stops to receive or discharge passengers, the conductor, trainman and engineman must see that passengers are protected against other trains.
- 108.** In case of doubt or uncertainty, the safe course must be taken.
- 109.** Bulletin boards will be maintained at points designated in the timetable where instructions modifying the rules, timetable or special instructions will be posted for the information of conductors, enginemen, yardmen and others concerned in the movement of trains, who must examine them before going on duty and register on form provided, the number of Bulletin Order and Bulletin Notice that they last read.

109a. General Orders will be issued by authority and over the signature of the Vice-President—General Manager—Transportation.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

Bulletin Notices will be issued by authority and over the signature of the Division Superintendent.

General Orders, Bulletin Orders, and Bulletin Notices will contain a sub-heading indicating in what territory they apply. They will be numbered consecutively, the number being prefixed by the number of the current timetable and initials of division applicable. They will expire with the timetable unless previously annulled.

Bulletin Orders issued and in effect during the period of one calendar month will expire at 0001 on the first Sunday of each month, all of which must be removed from the Bulletin Board.

Effective at 0001 on the first Sunday of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

- (a) New rules, annulments and changes in rules approved for System practice will be made effective by General Orders and employees must place them in the proper place in their copy of the Operating Rules.
- (b) Bulletin Boards containing these Orders and General Notices will be maintained at locations designated in the timetable. Employees reporting for duty must examine the Bulletin Boards to familiarize themselves with all General Orders, Bulletin Orders, Bulletin Notices or other instructions pertaining to any portion of territories on which they are qualified or ordered to operate.
- (c) A copy of each General Order must be placed in the timetable and changes noted as required.
- (d) Conductors, enginemen and track car foremen reporting for duty at a place where there are no General Orders or Bulletin Orders posted, or where the General Orders or Bulletin Orders posted do not cover the territory over which they are assigned to run, must report to the train dispatcher or operator and receive instructions covering the General Orders or Bulletin Orders effective in that territory.
- (e) The territories on which employees are qualified must be shown on the qualified for service page of their timetable along with the other required information.

- 110.** A train or engine must not be operated at a speed in excess of the normal speed authorized in the timetable for the type of train or engine in the territory in which operating.

Speed restrictions shown in timetable, bulletin orders, by wayside signs, or by other means, must be strictly observed.

Freight train speed restrictions apply to all trains handling freight cars not equipped for passenger service, and to work and wreck trains.

Brakes must not be applied on drawbridges except in emergency.

- 110a.** Trains or engines operating against the current of traffic in double track territory must not exceed speed restrictions applying on that track, and must not exceed speed of 30 miles per hour, prepared to stop before passing signals if any, governing direction of movement on that track.

- 111.** In switching passenger equipment, the air brakes must be in use while handling occupied equipment, and when coming onto passenger train or drafts made up for occupancy or placed on station tracks regardless of whether occupied or not. Passenger cars must not be uncoupled while in motion.

Engines or drafts coming onto passenger equipment must make full stop before coupling on.

- 112.** When necessary, flying switches may be made by engine making move on straight track and not through siding or crossovers, and with all the care necessary to prevent accident. Before such movements are made trains or drafts must be stopped and actual tests made to show that the brakes on the detached cars, and the switch are in good working order. The detached engine or cars must not be run over any public crossing at grade until the crossing is protected. They must not be made with or onto occupied cars or cars containing explosives or other dangerous commodities.

- D-151.** Where two main tracks are in service trains must keep to the right unless otherwise provided. Where three or more main tracks are in service, they shall be designated by numbers and their use by special instruction.

- D-152.** When a train or engine crosses over to or obstructs another track, unless otherwise provided, it must first be protected in both directions on that track.

- D-152a.** Whenever it is necessary to make single track, authority must first (when practicable) be obtained from the train dispatcher. If for any reason this can-

not be done, the circumstances must be reported as soon as possible. In making single track, a flagman must be placed a sufficient distance beyond each of the detour crossovers to insure protection with instructions to hold all trains. In addition to displaying stop signals, he must place torpedoes in the prescribed manner on all tracks leading into the area to be protected.

A competent man with stop signals, properly instructed, must also be stationed at each terminal or junction between detour crossovers before trains are authorized to proceed.

When a pilot engine or Hy-Rail vehicle is used, it must follow the last train to be moved in either direction. When a pilot engine or Hy-Rail vehicle is not used, the pilot must ride the last train to move in either direction.

When communication is available, following movements against the current of traffic under this rule must be made only when the preceding train has cleared the detour track.

A pilot must be a trainmaster, yardmaster, conductor or other qualified employee.

When communication is available, the train dispatcher must inform the pilot in charge regarding approaching trains and the trains to be given preference, and when practicable, notify approaching trains as to who is in charge of single track operation. When communication is not available, trains should be moved in accordance with their relative importance.

NOTE: When making single track by Bulletin Order under pilot operation and where trains enter or leave the track being used as single track is at a point controlled by home interlocking signals, flagmen need not be provided. The operator of the interlocking will be governed by instructions of the pilot. Bulletin Order must specify the method of operation.

RULES FOR MOVEMENT BY TRAIN ORDERS

- 201.** For movements not provided for by timetable, unless otherwise provided, train orders will be issued by authority and over the signature of the Superintendent-Operations, and only contain information or instructions essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

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

- 202.** Each train order must be given in the same words to all employees or trains addressed.

- 203.** Train orders except those relating to track conditions, Form 54 and Form TC must be numbered consecutively each day, beginning at 0001 hours.

Train orders relating to track conditions must be numbered consecutively each week, using a separate series of numbers, and re-issued each Sunday at 0001 hours, if continuing in effect.

- 204.** Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be regarded as addressed to the conductor and engineman, and also to anyone who acts as its pilot. A copy for each employee addressed must be supplied by the operator.

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

- 205.** Each train order, Form 54 and Form TC must be written in full in a book provided for the purpose in the office of the train dispatcher; and with it recorded the time and the signals which show when, from what offices and by whom the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once and never from memory or memoranda. Additions to train orders must not be made after they have been repeated.

- 205a.** When an operator is relieved, he must complete form showing all incomplete and undelivered train orders to the party relieving him, and obtain his signature thereon.

206. In train orders, regular trains will be designated by number as "No. 732," adding engine numbers if known. Extra trains will be designated by engine numbers, and the direction as "Extra 303 East or West," or "Psg Extra 6212 East or West." Work Extras will be designated by engine number as "Work Extra 303." For the movement of an engine of another company, the initials as well as the engine number will be used.

When two or more units are coupled, the number of the unit to which train order is addressed, must be the **only** unit in locomotive consist which displays lighted number boards.

In transmitting train orders, the numbers of trains and engines in the address must be plainly pronounced and then spelled, letter by letter. All stations, numerals and directions in the body of an order must first be plainly pronounced and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a, and 0-1-0-5, N-a-u-g-h-t O-n-e N-a-u-g-h-t F-i-v-e.

The train dispatcher must write the order as he transmits it and underscore each word and figure as repeated by each operator.

207. To transmit a train order, the signal "19" followed by the direction must be given to each office addressed, stating the number of copies, if more or less than three—thus "19 West, copy 5," or "19 East, copy 2."

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train, unless the superior train is required to obtain Clearance Form "A" at that point.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to the trains affected until all have arrived from one direction.

A train order restricting the movement of a train must not be issued for it at the point where such movement is restricted if it can be avoided. When so sent, the fact will be stated in the order, the train will be brought to a stop before delivery is made, and special precautions must be taken to insure safety.

208a. When a train order providing for opposing movements is sent to the superior train at the point where its superiority is restricted, or to the last open train order office directing it to meet or wait for an opposing train at a station where there is no operator on duty, the operator must use hand signals, in

addition to fixed signals, to stop the superior train unless that train is required to receive Clearance Form "A" at that point. The inferior train must approach such point expecting to find the main track occupied, and must not pass the point where delivery of order to the superior train is to be made except under adequate flag protection.

Stations where Clearance Form "A" is required are designated by timetable, or Bulletin Order.

- 209.** Operators receiving train orders must write or typewrite them in manifold during transmission. Photo-copying machines will be used, if available, when necessary to make additional copies of a train order. Copies must be made from the original, be legible, and all information must be reproduced. Operator must write his initials on all duplicated copies below name of operator appearing on original. A duplicate copy must be placed in file, showing thereon date and time made.

When photo-copying machine is not available, and it is necessary to make additional copies of a train order, the operator must make additional copies from one previously repeated, and repeat to train dispatcher from new copy each time additional copies are made. The date of issue, repeat time, "Complete" time must not be changed, and the name of the operator who first copied the order will be shown with the initials of the operator who made the additional copies.

- 210.** When a train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

When the order has been repeated correctly by an operator, the response "Complete," and the time with the initials of the Superintendent-Operations, will be given by the train dispatcher. The operator receiving this response will then write in the space provided, the word "Complete," the time, and his last name in full, and personally deliver a copy to each person addressed. When delivery to engineman will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by a member of the train crew.

Enginemen must show train orders to all members of crew in cab of engine. Conductors must show train orders when practicable to trainmen. Crew members must insist on seeing, and are required to

read, train orders and Form "A" clearance at first opportunity and, if necessary, remind engineers and conductors of their contents.

NOTE: When authorized by train dispatcher, a train order which does not restrict the superiority of the train addressed may be delivered at a point at which the office is closed, by leaving the order in a secure place under lock.

- 210a.** To relay a train order, it must be transmitted in the usual manner to the relaying operator, who must transmit the order to the addressee.

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

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

- 211.** Clearance Form "A" must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from Clearance to the train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if the operator has correctly repeated the numbers of all train orders addressed to a train will respond by giving "Complete," the time and the initials of the Superintendent-Operations, which the operator will write on the Clearance.

Clearance must be delivered together with all train orders to each person addressed. Conductors and engineers must, and when practicable, other crew members will see the information shown on Clearance corresponds with the train orders received.

Operators will retain a copy of each Clearance.

NOTE: This Rule will not apply to train and engine crews who copy orders for their own train.

- 213.** "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated by the operator who receives the order for the superior train, except as provided by Rule 208.
- 214.** When a train order has been repeated, and before "Complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "Complete" has been given, or order has been annulled.
- 219.** An operator must not repeat a train order restricting the movement of a train which has been cleared, or of which the engine has passed his train order sig-

nal, or signal being used as a train order signal, in a proceed position, until he has obtained the signatures of the conductor and engineman to the order.

If necessary to issue a second clearance, the original Clearance must be destroyed, and the second Clearance must show the numbers of all train orders addressed to the train, and be given "Complete" in the prescribed manner (Rule 211).

- 220.** Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for or any part of an order relating to a regular train become void when such a train loses both right and schedule as prescribed by Rules 4 and 82, or its schedule is annulled.

When a conductor or engineman, or both, is relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or engineman. Such orders or instructions must be compared by the conductor and engineman before proceeding.

- 221.** Unless otherwise provided a fixed signal must be used at each train order office, which shall indicate "Stop" when there are train orders for any train in that direction. When there are no orders the signal must indicate "Proceed," except when being used as a block signal or as prescribed by Rule 91.

When an operator receives the signal "19" followed by the direction, he must immediately display the "Stop" signal for the direction indicated and then reply "stop displayed," adding the direction; and until the orders have been delivered or annulled the signal must not be restored to "proceed."

- 221a.** At interlocking stations where a separate Train Order signal is not provided, enginemen, when encountering "Stop" indication (Rule 292) on home signal will immediately sound whistle signal 14(o). If interlocking signal then changes to a proceed indication train will proceed prepared to receive train orders, and/or Clearance Form "A". If interlocking signal is not changed to a proceed indication immediately, a member of crew will promptly communicate with operator.

- 221b.** A temporary Train Order office may be established by Bulletin Order. Such Bulletin Order will contain information as to hours and method of operation concerning this office.

- 222.** Operators must promptly record and report to the train dispatcher the time of arrival and departure of all trains and the direction of extra trains.

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

- 223.** The following signals and abbreviations may be used:

Initials for the signature of the Superintendent-Operations.

Such office and other signals as are arranged by the Superintendent-Operations.

Com—Complete.

OK—Correct.

O S—Train Report.

No—Number.

Eng—Engine.

Psgr—Passenger.

Frt—Freight.

Mins—Minutes.

Jct—Junction.

M P—Mile Post.

MPH—Miles Per Hour.

Dispr—Train Dispatcher.

Opr—Operator.

19—to clear the line for Train Orders, and for operators to ask for Train Orders.

S D—"Stop Displayed."

B D A—Blocking Devices Applied.

B D R—Blocking Devices Removed.

The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS

NOTE: In the following examples of train order forms, names of stations are represented by letters. Underlinings indicate words and figures which are to be pronounced and spelled in transmitting and repeating by telephone or radio, but will not appear in train orders. Form A, Form E and Example (3) of Form G should appear in the train order book and upon train orders as illustrated.

Form S-A—FIXING MEETING POINTS FOR OPPOSING TRAINS.

- (1) No 2 Eng 402
meet No 1 Eng 401 at B.

No 788 Eng 405
meet Extra 701 West at B.

- (2) No 1 Eng 401
meet No 2 Eng 402 at D
and No 8 Eng 405 at B.

Extra 704 East
meet Extra 701 West at E and
No 789 Eng 405 at F.

These examples may be modified by adding:

**No 2 take siding at B.
Extra 704 East take siding at E.**

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

Form A must not be used to fix a meeting point between a Work Extra and another train.

Form S-B—DIRECTING A TRAIN TO RUN AHEAD OF ANOTHER TRAIN.

**(1) Extra 701 East
run ahead of No 6 Eng 755
B to M.**

The first named train will run ahead of the second named train between the designated points.

Form S-C—GIVING RIGHT OVER AN OPPOSING TRAIN.

**(1) No 1 Eng 401
has right over No 2 Eng 402
M to B.**

If the second named train reaches the point last named before the other arrives, it may proceed, keeping clear of the schedule of opposing train as required by rule.

**(2) Extra 701 East
has right over No 403 Eng 456
A to F.**

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

These examples give right to the train first named over the other train between the points named. If the trains meet at either of the designated points, the first named train must take the siding unless the order otherwise prescribes.

Form S-E—TIME ORDERS.

**(1) No 2 Eng 402
run 30 mins late
A to G and
20 mins late
G to Z.**

This makes the schedule time of the train named, between the stations designated only, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

- (2) **No 2 Eng 405 wait at**
N until 0905
P until 0915
R until 0930

The train named must not pass the designated points before the times given. Other trains receiving the order are required to run with respect to the time specified at the designated points, or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train named.

When these examples are used the time specified in the order must not be reduced.

- (3) **No 2 Eng 402 wait at**
H until 1015
 for No 1 Eng 401
 (or Extra 456 West).

The train first named must not pass the designated point before the time given unless the second named train has arrived. The second named train is required to run with respect to the time specified at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the first named train.

(2) or (3) may be used to place a wait order on an extra train when necessary and the same instructions apply.

Form S-G—EXTRA TRAINS.

- (1) **Eng 745 run extra (passenger extra)**
A to F
- (2) **Eng 745 run extra (passenger extra)**
A to F and return to A (or C).

The extra must go to F before returning to A (or C).

- (3) **Eng 99 has until 0950 to run extra A to G.**

The order is fulfilled on arrival of Extra 99 at G, or at 0950.

- (4) **After 0730 (or after 0730 Jan. 1st) Eng 1559
 run extra A to Z.**

The train must not leave the point first-named before the time specified in the order.

When an extra train is to meet an opposing extra train at its initial station, the running order should read as follows:

- (5) **After arrival of Extra 99 East which left B at
1655, Eng 25 run extra A to G.**

The second-named train must not leave A until the first-named train has arrived after time shown in train order.

Form G orders do not give extra train right to occupy the main track between the switches of the siding at the initial or terminating station, unless the order otherwise prescribes.

Form S-H—WORK EXTRAS.

(1) Eng 733 works extra 0730 between D and F until 1830.

The work extra must, whether standing or moving, protect itself against extra trains within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.

This may be modified by adding:

Not protecting against Eastward extra trains.

The work extra will protect only against westward extra trains. The time of regular trains must be cleared.

Not protecting against extra trains.

Protection against extra trains is not required. The time of regular trains must be cleared.

When a work extra has been instructed by train order to not protect against extra trains, and it is desired to have it clear the track for (or protect itself against) designated extra trains, a separate train order must be given, as—

(2) Work Extra 733 clears (or protects against) Extra 760 West between F and E after 1410 between E and D after 1430.

Extra 760 West must not enter the limits specified before the times stated, and will then run expecting to find the work extra (or work extras) clear of the main track (or protecting) as the order may require.

NOTE: Form 1 may be combined in one order with Form 2, coupling the two together with the word "except" as—"not protecting against extra trains except protects against extra . . ."

To enable a work extra to work on the time of a regular train (3) will be used.

(3) Work Extra 733 protects against No 79 Eng 451 and No 76 Eng 453 between D and F.

The work extra may work upon the time of the train or trains named in the order and must protect itself against such train or trains as prescribed by the rules.

The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

When a work extra is to be given exclusive right over all trains (4) will be used.

**(4) Work Extra 733
has right over all trains
between D and F
1930 until 2330.**

This gives the work extra exclusive right to the track between the points designated, between the times named, and other trains must not enter the limits.

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

Work extras must give way to all trains as promptly as practicable.

Whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra.

Should the working order instruct a work extra to not protect against extra trains in one or both directions, such extra trains must protect against the work extra. If the order indicates that the work extra is protecting itself against other trains, such trains will run expecting to find the work extra protecting itself.

Form D-H—WORK EXTRA.

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

**(1) Work extra 292 has right over all trains on
Eastward, Westward, or Both track(s)
between G and H 1901 until 0101.**

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

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

Form J—HOLDING ORDER.

(1) Hold No 2 Eng 402.

(2) Hold all (or Eastward) trains.

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

_____ may go.

These orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to the trains designated by train dispatcher.

Approved blocking devices must be applied to switch or signal levers governing all routes to track affected.

Form K—ANNULLING A SCHEDULE.

- (1) No 2
due to leave A
Thursday March 26th is annulled
A to Z.
- (2) No 2
due to leave A
Thursday March 26th has arrived at E
and is annulled E to Z.

The schedule annulled becomes void between the points named and cannot be restored.

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

Form L—ANNULLING A TRAIN ORDER.

- (1) Order No 10
(10 of March 26th)
is annulled.

If the order to be annulled is of a previous date the annulling order must so state.

When delivery of an order to a train is not required, the annulling order will be addressed to the operator only, who will destroy all copies of the order annulled except his own, and write on that "Annulled by Order No. _____."

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

An order which has been annulled must not be re-issued or reinstated under its original number.

Form M—ANNULLING PART OF A TRAIN ORDER.

- (1) That part of
Order No 10 reading
meet No 2 Eng 402 at J
is annulled.

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

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.

This order will be given by adding to prescribed forms the words “**instead of _____.**”

(1) **No 1 Eng 401
meet No 2 Eng 402
at C instead of B.**

(2) **No 4 Eng 456
meet No 1 Eng 462
at C instead of B.
No 4 take siding at C.**

An order, or part of an order, which has been superseded must not be re-issued or reinstated under its original number, and an order, or part of an order, superseding a particular movement must not itself be superseded.

A superseding order must not be delivered to a train prior to the delivery of the order which is superseded.

When a train has been directed by train order to take siding for another train, such instructions apply only to that order, that train and station named, and do not apply to the superseding order unless so specified.

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

(1) **No 1 Eng 401
(or No 1 Eng 401
No 3 Eng 402
and No 5 Eng 403)
has (or have) right over opposing trains
on Eastward track F to C.**

The designated trains must use the track only in the direction specified between the points named and have right over opposing trains on that track between those points. Unless otherwise specified, the right conferred extends only to the first cross-over switch at the point last named. Opposing trains must not leave the point last named until the designated trains have arrived.

The designated trains must move at restricted speed within yard limits.

All trains between the points named moving with the current of traffic in the same direction as the designated trains must, when practicable, receive a copy of the order and may then proceed on their schedules or rights.

The designated trains must be given copies of all train orders affecting them on the track named.

This may be modified as follows:

- (2) After No 4 Eng 404
arrives at F
No 1 Eng 401
has right over opposing trains
on Eastward track F to C.**

The train to be moved against the current of traffic must not leave the first named point until the arrival of the first named train.

A train must not be moved against the current of traffic until the track upon which it is to run has been cleared of opposing trains.

Form S—DIRECTING TRAINS NOT TO PASS A SPECIFIC LOCATION

- (1) Do not pass B (or MP 30) without permission of the Train Dispatcher.**

The train or trains addressed must not pass the designated point without **verbal** permission of the train dispatcher. On single track when stations are used to designate the limits, the designated point is the station sign.

This form of train order will be used to provide protection to track car movements moving on Line R of form T.C. Rule 403 to points to the rear of track car movement, Rule 412a to points in advance of opposing track car movement not protected by home interlocking signals. This form may also be used to allow a train to enter the limits of an Absolute Block that cannot be protected by a Home Interlocking Signal.

Form S-T—RELIEF FROM REAR END PROTECTION

- (1) No 324 Eng 401 need not protect rear against following Extras.**
- (2) Extra 382 East need not protect rear against following extras.**

Protection of rear against following extras is not required.

This may be modified by adding:

- (3) From A to F.**

Protection of rear against following extra is not required between A and F but is required at A and F.

When this form is used, no following extra is to be permitted within the limits of the order while it is in effect.

This form must not be used in two-or-more track, or in C.T.C. territory.

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

No. 1 Eng 401 notify Train Dispatcher when clear of C or MP 30.

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

(1) Do not exceed 10 mph on Eastward track between A and B account of _____.

Any other signs or signals encountered within the limits of these orders requiring lower speed must be observed.

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.

(2) Do not exceed yard speed between A and B account track occupied by track car (or train) without protection.

Trains receiving this order will proceed as directed, prepared to stop short of an obstruction.

Form X—WHEN ENGINE ON A TRAIN IS CHANGED.

(1) No 1 has Eng 456 instead of Eng 458.

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

Other trains affected must be given a copy of the order as soon as practicable.

Form Y—MOVEMENT THROUGH WORK LIMITS OF TRACK CARS

(1) 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.

This form will be used to provide train order protection for track cars and track work as prescribed by Rule 405.

Foreman must display fixed stop signal at both ends of work limits as instructed on Track Car Permit Form TC line—other information. These locations will be designated by a station sign, or MP number.

Rule 27 will apply if fixed signals are not displayed at each location designated in Train Order.

Form Z—TRACK OUT OF SERVICE BY TRAIN ORDER

(1) 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.

This form will be used to provide train order protection for track out of service which cannot be protected by home interlocking signals.

To allow train through territory, fixed signals must be removed and train order annulled.

(2) 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 do not pass this signal until instructions have been received from Foreman Brown either by radio communication or personal contact.

This form will be used to authorize movement through, Track out of Service Territory, when authorized by foreman in charge of track.

Rule 27 will apply if fixed signals are not displayed at each location designated in example (1) and (2).

These locations will be designated by a station sign, or MP number.

NOTE: The locations used in Examples (1) and (2) must be designated by station signs or MP numbers.

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

- D-251.** On portions of the railroad so specified in the timetable, trains or engines will run with the current of traffic by block signals whose indications will supersede the superiority of trains.
- D-252.** The movement of trains will be supervised by the train dispatcher who will issue instructions to operators when required.
- D-253.** A train having work to do which may detain it more than five minutes, must obtain permission from the operator at the last station at which there is a siding before entering the block in which work is to be done. Permission must not be given by the operator without authority of train dispatcher.
- D-254.** A train must not enter on or foul a main track, nor re-enter a main track after having cleared it except by signal indication or until permission has been received from the operator or train dispatcher. Permission must not be given by the operator without authority of train dispatcher.
- D-255.** Except as affected by Rules D-251 through D-254, all operating, Automatic Block Signal System and Interlocking rules remain in force.

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

265. On portions of the Railroad, and on designated tracks so specified in the timetable, trains and engines will be governed by Automatic Block Signals and Interlockings, which will constitute a Centralized Traffic Control System (CTC) under the direction of a designated operator and will supersede superiority of trains from both directions.

Except as modified by CTC rules, all Operating Rules, Automatic Block Signal System Rules and Interlocking Rules remain in force and govern where they apply.

265a. When the CTC Control machine is operated by other than the train dispatcher, the train dispatcher will issue the necessary instructions to the operator.

265b. During the period a CTC operator is not on duty, the CTC operation and rules will be considered suspended. While CTC operation is suspended, the following will govern:

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.

266. A train or engine may be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work when authorized by the operator in the following manner: **“(train or engine) may use (track or tracks) between A and B from 0930 until 1645.”**

If the working limits do not extend to a home interlocking signal controlled by the operator, they will be designated by a station sign, mile post or automatic block signal number.

When requesting track and time limits, employee will give his name, occupation, location, train or engine number and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be in writing and repeated to the operator before being acted on, and no movement may be made under this rule until the engineman has been advised and understands the track and time limits granted. All written instructions must be retained and held available for inspection until completion of the tour of duty.

Transmitting employees must make record on prescribed form.

After the train or engine has entered the limits specified, the operator must attach blocking devices to all levers controlling signals governing movements into such limits at Stop and must not remove blocking devices nor permit any other train or engine to enter the working limits until track and time limits have expired unless the train or engine is reported clear of the track or tracks specified.

A train or engine working on exclusive use permission must not go beyond working limits except on home interlocking signal indication or on permission of operator.

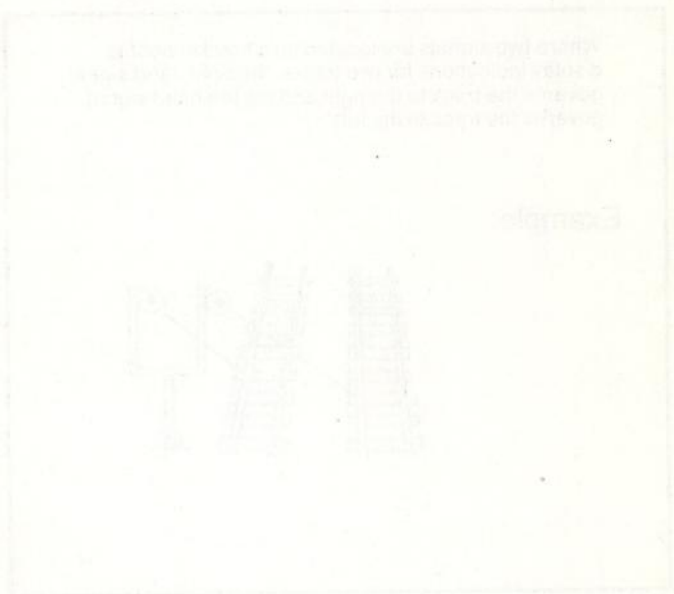
During the period track and time limits are authorized the train or engine may use the track or tracks specified in either direction without flag protection.

The train or engine must be clear of the track or tracks specified, switches restored to normal position before expiration of the time specified, and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99b. If additional time is required, authority must be secured from train dispatcher before previously authorized time expires.

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

- 268.** A train or engine must not enter on nor foul a main track, nor re-enter a main track after having cleared it, except by signal indication or until permission has been received from the operator.
- 271.** 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, must be made only on a home interlocking signal indication, or with permission of the operator.
- 272.** Where hand-throw switches in CTC territory (including interlockings within same) are electrically locked, 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. The occupancy by train of a short automatic releasing track section in front of a switch does not nullify the above requirements. Lock must be operated immediately after permission for unlock is received unless otherwise instructed by operator.

- 272a.** In no 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.
- 272b.** When no further use of hand-throw switch is required, switch must be set for the main track, lock lever restored to locked position, lock door closed and padlocked and operator notified.
- 273.** Trains or engines must not clear main track at side tracks having hand throw switches in CTC or interlocking territory not electrically locked and at which there is a sign "SIDING MUST NOT BE USED TO CLEAR MAIN TRACK," or switch target is marked with diagonal purple stripe. Location of such side tracks will be shown in timetable. This does not apply when normal speed is less than 20 MPH.
- 274.** Special CTC interlocking signal at spring switch end of siding in CTC territory governs movements from siding through spring switch. Interlocking limit will extend only from signal to spring switch connection with main track. Location of these signals will be designated in timetable.



FIXED SIGNALS

Rules 281 to 301d, Inclusive.

Aspects shall be shown by the color of lights, position of lights, flashing of lights, or any combination thereof. The diagonal alignment of lights indicates that the next signal in advance is a home interlocking signal.

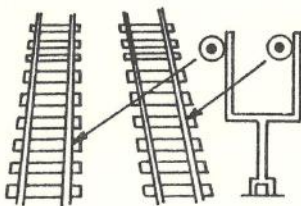
The signal aspects illustrated by the figures in Rules 281 to 297 inclusive are typical and must not be used with other than the names and indications prescribed by the rules. Aspects not in conformity must not be used unless shown in the timetable together with special instructions as to location and an explanation of their use.

Signals whose most restrictive indication is more favorable than stop, will display a number plate as part of the aspect on the signal mast.

When practicable Interlocking and Automatic Block signals will 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.

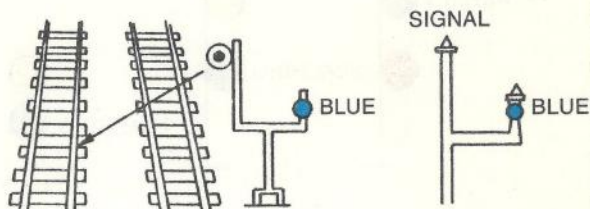
Example:



Signal located on left-hand mast of bracket post or cantilever post will govern first track to left of post.

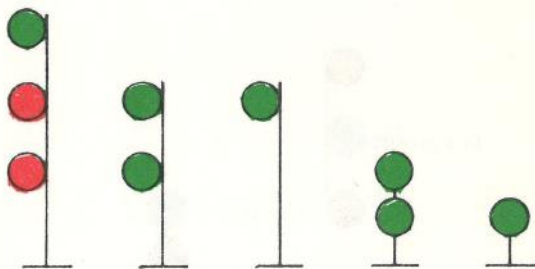
Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed on the right of the signal.

Example:



indicates number plate

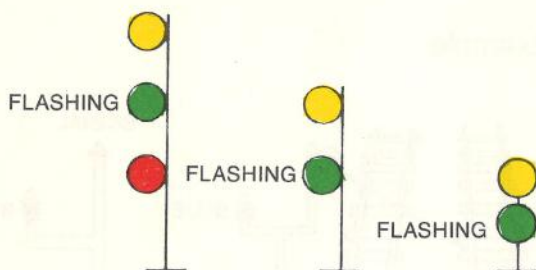
Rule 281



Indication: Proceed

Name: Clear

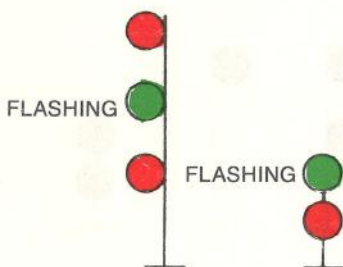
Rule 281b



Indication: Proceed approaching next signal at Limited speed.

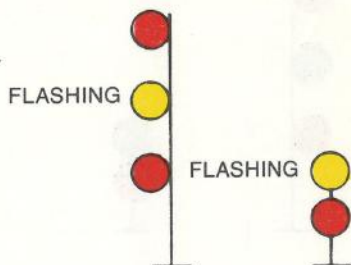
Name: Approach Limited

Rule 281c



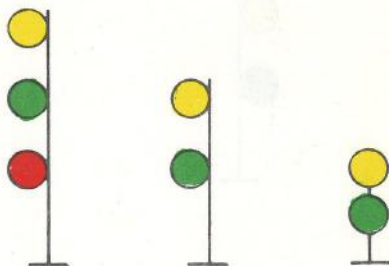
Indication: Proceed: Limited speed within interlocking limits.

Name: Limited Clear

Rule 281d

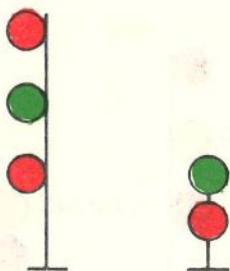
Indication: Proceed, prepared to stop at next signal, limited speed within interlocking limits, then not to exceed medium speed.

Name: Limited Approach.

Rule 282

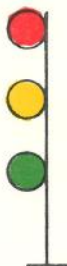
Indication: Proceed approaching next signal at medium speed.

Name: Approach Medium.

Rule 283

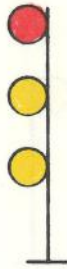
Indication: Proceed: Medium speed within interlocking limits.

Name: Medium Clear

Rule 283a

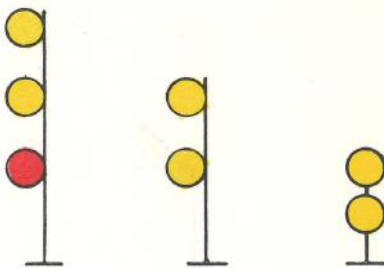
Indication: Proceed at Medium speed approaching next signal at Medium speed.

Name: Medium Approach Medium.

Rule 283b

Indication: Proceed at Medium speed approaching next signal at Slow speed.

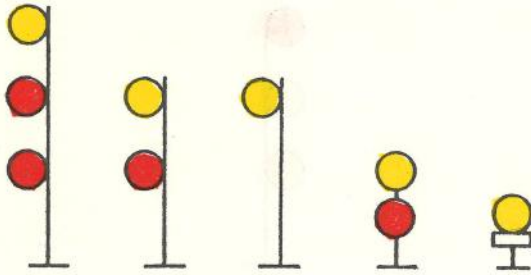
Name: Medium Approach Slow.

Rule 284

Indication: Proceed approaching next signal at Slow speed.

Train exceeding Medium speed must at once reduce to that speed.

Name: Approach Slow

Rule 285

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

Name: Approach

Rule 285a

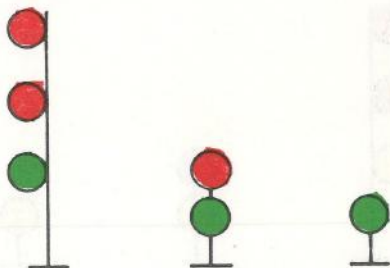
Indication: Proceed, prepared to stop at next signal. Trains exceeding restricted speed must at once reduce to that speed.

Name: Approach Restricting.

Rule 286

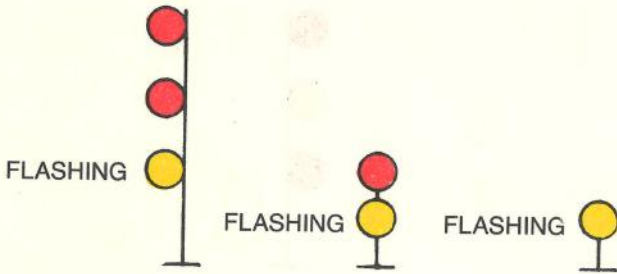
Indication: Proceed at Medium speed preparing to stop at next signal.

Name: Medium Approach.

Rule 287

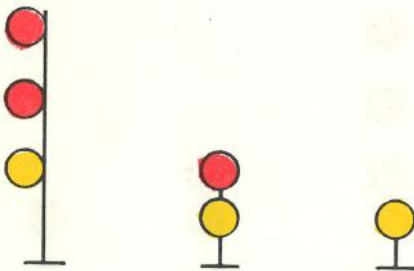
Indication: Proceed: Slow speed within interlocking limits.

Name: Slow Clear.

Rule 288

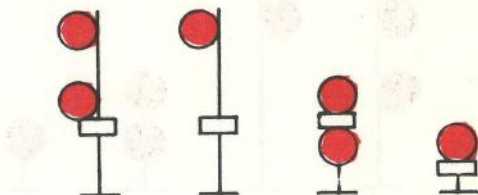
Indication: Proceed preparing to stop at next signal; Slow speed within interlocking limits, then not to exceed medium speed.

Name: Slow Approach.

Rule 290

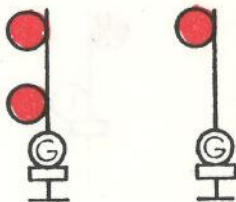
Indication: Proceed at Restricted speed.

Name: Restricting

Rule 291

Indication: Stop; then proceed
at Restricted speed, in accordance
with rules S509 or D509.

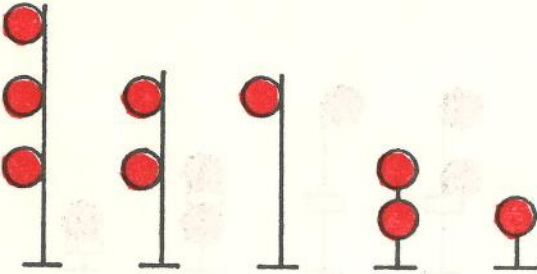
Name: Stop and Proceed.

Rule 291a

Indication: Proceed to next signal at
restricted speed.

Name: Grade Signal.

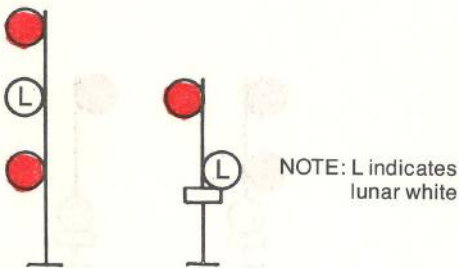
Rule 292



Indication: Stop

Name: Stop Signal

Rule 293



Indication: Stop, then proceed on siding at yard speed.

Name: Take Siding.