

**Rule 294**

NOTE: L indicates  
lunar white.

Indication: If (L) lighted, contact  
dispatcher for instruction.

Name: Hot Box Indicator.

NOTE: The letters HB, hot box marker,  
are displayed as part of these  
aspects at hot box indicator  
locations.

**Rule 295**

Indication: Proceed  
Name: Clear



Indication: Stop and phone  
tower or dispatcher.  
Name: Hold.

**Rule 296a**

## SPRING SWITCH INDICATORS



Indication: Switch Points are in full normal or full reverse position.

**Rule 296b**

Indication: Switch Points are not fully closed—stop.

**Rule 297a**

## SWITCH INDICATORS



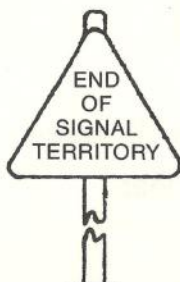
Indication: Switch Lined for Straight Route.

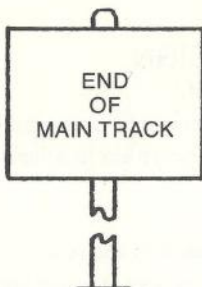
**Rule 297b**

Indication: Switch Lined for Diverging Route.

**Rule 298a****Rule 298b**

## SIGNS



**Rule 299a****Rule 299b****Rule 300****SPEED RESTRICTION SIGN  
(PERMANENT)**

Location: Post 11' - 0" from center of track when possible, placed not less than one-half mile in advance of the point at which the speed restriction begins.

Indication: Approach point of restriction at not exceeding speed shown on speed restriction sign.

**Rule 301a****SLOW SIGNS  
(TEMPORARY)  
REDUCE SPEED SIGN**

Location: Approximately 4,000' in advance of point to be protected, and upon the right of and adjoining track to which it refers.

Indication: Approach slow sign at not exceeding speed shown on reduced speed sign.

## Rule 301b

### SLOW SIGN



Location: 100' in advance of point to be protected, and upon the right of and adjoining track to which it refers.

Indication: Speed between slow sign and resume speed sign must not be in excess of speed shown on the reduce speed sign.

## Rule 301c

### INTERMEDIATE RESUME SPEED SIGN YELLOW SIGN WITH BLACK LETTERS

(To be used when a secondary restriction is set up within the limits of a restriction.)



Location: 100' beyond the point to be protected and upon the right of and adjoining track to which it refers.

Indication: Authorizes resuming speed indicated which should be that of the longer and still applying restriction.

## Rule 301d

### RESUME SPEED SIGN



Location: 100' beyond the point to be protected and upon the right of and adjoining track to which it refers.

Indication: Resume speed after rear of train has passed this sign if other conditions permit.

## RULES FOR MOVEMENT OF TRACK CARS

- 400.** Foremen will be in charge of track cars governed by rules and special instructions applying to track cars and by the same rules and special instructions as apply to trains except as provided in Rules 400 to 421 inclusive. Fixed signal Rules 281 to 295 inclusive will not apply to track cars.

Track car foreman must be qualified biennially on the rules, method of operation and physical characteristics of the territories over which they are to operate. No one but employees in the discharge of their duties will be permitted to ride on such cars, except by proper authority.

NOTE: Whenever the word "foreman" appears herein, it will apply to the following employees: Track and Bridge and Building Foremen, Signal Foremen and Maintainers, Assistant Foremen and Hy-Rail, motor, trailer and push car operators and such other employees as the railroad may direct.

- 401.** Except as provided by Rules 402 and 413 track cars will not be placed on, enter, or foul main track or controlled passing siding until authorized by train dispatcher on "Track Car Permit Form TC".

NOTE: TRACK CAR—A self-propelled car. The term "Track Car" shall include such self-propelled units as: Locomotive Cranes, Hy-Rail Cars, Weed Burners, Tie Tampers, Push Cars and other similar equipment.

NOTE: Controlled Passing Siding—A siding where movements are governed by Signal indication, for which CTC Rules are in effect.

- 402.** Except where Automatic Block Signal System Rules are in effect, Track Car Permit Form TC will not be required to authorize movement of track cars on single track within yard limits. In non-signalized territory, track cars using single track within yard limits must clear first class trains as per Rule 93. In case of failure to clear the time of an approaching first class train protection as prescribed by Rule 99a must be provided. Track cars using single track within yard limits must not exceed yard speed.

- 403.** Track Car Permit Form, TC Line R, will be used to authorize movements in one direction (to run from point to point).

Trains or engines will not be permitted to move between limits shown until track car has been reported clear, except:

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

- (b) After all track cars have been reported by a specific point, Train dispatcher may permit following movements to that point by use of train order Form S.
- (c) Track cars will be permitted to follow trains, engines and other track cars and must be shown on Track Car Permit Line (OTHER INFORMATION).

**404.** Track Car Permit Form TC Line C will be used to authorize movement point to point in Territory specified by timetable special instructions, where track cars must clear all trains listed on line Other Information, as prescribed by Rules 86 and S-87 or protect as prescribed by Rule 99a. No trains or engines other than shown on Line Other Information will be operated within the limits of the permit. Track cars must be clear of main track before time limit specified on Line C or protect as prescribed by Rule 99a. Rule 410 will not apply.

NOTE: In territories where Track Car Permit Form TC Line C applies, track cars must be manned by two qualified employees.

NOTE: Where Rule 404 is in effect, Rules 403 and 410 will not apply.

**405.** Track Car Permit Form TC, Line W will be used to authorize movement in either direction. (Work between points shown).

When Track Car Permit Form TC, Line W is used and where it may be necessary to permit a train to approach and pass through work limits:

- (a) Foreman will install fixed stop signal as per Rule 420 at both ends of work limits.
- (b) Train must receive a train order Form Y specifying the work limits of track car permit Form TC, Line W.
- (c) A train holding Form Y train order must not proceed beyond fixed signal until instructions have been received from the foreman named in the order either by means of radio communication or personal contact.

**406.** Track Car Permit Form TC, Line O must be used to remove track from service (out of service between the points shown).

Track cars and work trains will move on the authority of the track foreman within the limits of Form TC, Line O.

Prior to returning track to service, foreman holding Form TC, Line O must ascertain that all track cars, men and equipment are clear of the limits stated on Form TC, Line O. Rule 410 applies.

**407.** The line for "Other Information" on Track Car Permit Form TC will include any information necessary for safe movement.

Example:

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

(b) Notation of number of additional pieces of equipment which may accompany track car addressed on Track Car Permit Form TC.

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

**408.** Track Car Permit Form TC will be numbered, addressed, transmitted, repeated and made complete in the same manner as specified for train orders. The train dispatcher must record all Track Car Permits Form TC issued in the Train Order Book.

**409.** Track car foreman will read Track Car Permit Form TC to occupants of track car before it is acted upon and if necessary crew members remind foreman of its contents.

**410.** Track cars must clear main track or controlled passing siding before time limit specified on Track Car Permit Form TC unless another Form TC is issued to authorize further use of track. Track car will not be considered clear at expiration of time limit shown on Track Car Permit Form TC unless reported clear as prescribed by Rule 411 (see Rule 404).

**410a.** A train may be permitted to enter the limits of a Track Car Permit Form TC, (Line R or W) whose time limit has expired, when authorized by Form V (2) Train Order. This train order will not be issued without permission of assistant chief train dispatcher on duty. Home interlocking signal will not be cleared to allow this move to be made.

**411.** Except when clearing trains and engines as prescribed by Rule 404, track car foreman must immediately report to train dispatcher when track car is clear of main track or controlled passing siding. After track car has been reported clear to train dispatcher, the main track or controlled passing siding must not be occupied again by track cars until authorized by another Track Car Permit Form TC.

**412.** In CTC territory, track car may be permitted between controlled interlockings when opposing train is working under provisions of Rule 266 and Track Car Permit Form TC limits are restricted to separate portions of the track between interlockings.

- 412a.** In non-CTC territory track cars must not be admitted to a track between two opposing controlled home interlocking signals until such track is clear of opposing trains or engines unless the limit of the Track Car Permit Form TC is protected by train order Form S.

No signal shall be cleared for movement into the working limits except to allow train or engine to enter the territory to the point specified in train order Form S. Levers controlling signals entering the working limits must be blocked in Stop position with approved blocking devices.

- 413.** Movement of track cars through unattended interlockings will be governed by signal indication, or in the absence of signals by Rule 629a.
- 414.** Track cars must not exceed a speed of five (5) miles per hour and must be under complete control when passing stations, men working or walking on track, train standing on adjacent track, through interlocking, over switches, frogs, railroad, highway or private crossing at grade. Track cars must not exceed maximum speed as prescribed by rule 421 and be able to stop within one-half the range of vision at all times.
- 414a.** Cars must not be attached to engines or trains and they must not be run closer than one thousand (1000) feet behind moving trains nor stopped within five hundred (500) feet of standing trains.
- 414b.** Unless coupled, the space between two or more cars when running must not be less than five hundred (500) feet, except that through interlockings or congested areas where speed is slow they may be operated at not less than two hundred (200) feet apart.
- 415.** Track cars must approach public grade crossings prepared to stop and will pass over such crossings when the way is clear.
- 415a.** At crossings protected by automatic crossing gates, track cars must be brought to a stop and manual switch operated so as to lower the automatic gates in advance of the passage of the track car over the crossing. After passage of the car over the crossing the automatic gates must be restored to normal operation position. (See current timetable General Special Instructions, Rule 33.)
- 416.** Track cars will display by night and while operating through tunnels, a white light to the front and a red light to the rear. Hy-Rail cars must display headlights continuously on high beam when on tracks. Foreman must know that flagman's signals (Rule 35) are available for immediate use.



- 417.** When main tracks are impassable for trains to pass, they must be protected as prescribed by Rule 99a or foreman must obtain Track Car Permit Form TC, Line O.
- 417a.** When main tracks are temporarily unsafe for trains to pass except at reduced speed, Rule 28b will apply.
- 417b.** When track car or equipment foul or create a condition affecting the safe movement of trains moving on adjacent tracks, such tracks will not be fouled without permission of the train dispatcher. This will not relieve Engineering Department crews from protecting all tracks affected as prescribed by Rule 99a unless protected as prescribed by Rule 405.
- 418.** When train is approaching on adjacent track, track car will stop and occupants will leave car on side away from approaching train except in locations where it is impossible for men to clear; the car may proceed slowly to a point where stop can be safely made if train is still passing. Occupants will stand clear of track car, away from direction of movement of train. When practicable, occupants will observe both sides of train for defects in accordance with Rule 419.
- 419.** Foreman and assistant foreman must provide themselves with a whistle for warning the men of approaching trains and must see that their men move out of the way promptly, taking their tools to a safe distance from the track. Men must stand clear of all main tracks with the foreman while trains are passing, except that the foreman should designate a reliable man to clear track on the opposite side from the remainder of the crew to provide as far as possible complete inspection of passing trains. If any serious defect is noted, a stop signal must be given to the engineman and train crew. The only signal to be given to enginemen or train crew of passing trains is a stop signal and then only when it is necessary to stop train to ensure its safety.

420.



White Letters

Red ReflectORIZED Background

NAME: Work Limit Sign

INDICATION: Begin Work Limits (See Rule 403 Paragraph (a))

**421.** Maximum Speeds, Unless otherwise specified.

Highway-Rail-Car

Passenger Type—forward	40 MPH
—backward	10 MPH

---

Truck Type	—forward . . . . .	20 MPH
	—backward . . . . .	10 MPH
Not otherwise specified		
	—forward . . . . .	20 MPH
	—backward . . . . .	10 MPH
Track Car . . . . .		20 MPH
When hauling track cars or trailers . . . . .		15 MPH
When pushing track car or trailers . . . . .		10 MPH
Through self guarding frogs . . . . .		5 MPH
When diverging over spring frog STOP then proceed at 1 MPH.		

**BOSTON AND MAINE CORPORATION**  
**FORM TC**

Permit No. \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_

To Track Car Foreman \_\_\_\_\_

At \_\_\_\_\_

**LINE R**

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

To \_\_\_\_\_ on \_\_\_\_\_ Track Until \_\_\_\_\_ hrs.

**LINE W**

Track Car No. \_\_\_\_\_ Work Between \_\_\_\_\_

and \_\_\_\_\_ on \_\_\_\_\_ track

until \_\_\_\_\_.

**LINE O**

\_\_\_\_\_ Track Between \_\_\_\_\_

and \_\_\_\_\_ Out of Service.

**LINE C**

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

To \_\_\_\_\_ on \_\_\_\_\_ Track Until \_\_\_\_\_ hrs.

**OTHER INFORMATION**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Made Complete at \_\_\_\_\_ hours by \_\_\_\_\_ Dispatcher

Received by \_\_\_\_\_ Opr. or Foreman

When station names are used on single track, limit of permit will apply at station sign.



## AUTOMATIC BLOCK SIGNAL SYSTEM RULES

- 503.** Trains or engines finding signal indicating "Stop" (Rule 292) after receiving an indication less restrictive than "Approach" (Rule 285), "Medium Approach" (Rule 286), or "Slow Approach" (Rule 288) on preceding signal, must stop as quickly as possible consistent with safety. Such occurrence must be reported to the Superintendent-Operations.
- 505.** Block signals govern the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains, nor dispense with the use or the observance of other signals whenever and wherever they may be required.
- 509.** When a train is stopped by an automatic block signal displaying "Stop and Proceed" (Rule 291):
- (1) In single track territory it must wait five minutes, and proceed at yard speed to the next signal, except in cases of an engine returning to its train, it may proceed at once.
  - (2) In double track territory it may proceed at once at restricted speed.
  - (3) In CTC territory, it may proceed at once at restricted speed.
- 509a.** When a train is stopped by a block signal displaying "Stop" indication (Rule 292), Rule 629 will apply.
- 509b.** A train or engine entering the main track between block signals must proceed at restricted speed to the next signal.
- 510.** When a train or engine is stopped by a block signal which is evidently out of order, the fact must be reported to the Superintendent-Operations.
- 511.** Where trains or engines are required to be reported clear of main track such report must not be made until switch has been secured in its normal position.
- 513.** Before a train or engine enters on or fouls a main track, or crosses from one main track to another, it must, unless otherwise provided, wait five minutes after all main track switches, and siding switches or derails at clearance point, involved in the move have been opened, and the move must be protected as necessary in compliance with Rule 99a, 99b and 893.

This rule will not apply at meeting points on single track when the train to be met has just passed the switch, is occupying main track, and switch is

opened immediately after its passage. It will not apply within interlocking limits or when switching on main track under flag protection.

Extra trains or engines with or without cars, before entering the main track or crossing over between main tracks under the provisions of this rule, must first obtain permission from train dispatcher or operator as the case may be. Permission granted does in no way affect full compliance of this rule.

At spring switches, except when governed by interlocking signals, the switch must be reversed by hand, the provisions of this rule complied with, leading engine or car then proceed to put lead wheels through frog, then restore switch to normal position, and proceed.

The term "interlocking signal" as used in this rule does not include "Other Interlocking Signals, which convey permissive indication as listed in timetable.

**513a.** Semi-Automatic Signals Governing Movements On or From Sidings.

**Movement to Main Track:**

For movement to main track, signal will clear immediately after crossover or turnout has been reversed provided block is clear and no train is approaching on main track. In case of a spring switch, push the signal button in lieu of reversing the switch. If a train is on the approach circuit, signal will clear after a predetermined clearing time, as shown in timetable, provided train has not passed into the block.

Trains or engines may accept permissive indication as authority to enter main track if train order or time-table rights permit.

Trains or engines entering main track with Signal displaying a "Stop" Indication (Rule 292) may do so only after reversing switch or pushing button and waiting clearing time as shown in time-table and only in full compliance with Rules 509 and 513.

NOTE: Rule 513a does not apply to any type of Interlocking Signals.

- 514.** Trains or engines entering automatic block signal territory from non-automatic block signal territory must approach first automatic block signal prepared to stop unless signal can be clearly seen to give an indication permitting train to proceed without stopping.
- 515.** When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal.

- 516.** A train or engine having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99a or by train order.

### **OTHER TYPE SIGNALS**

- 520.** At locations so designated in timetable, a color light dwarf signal will be located ahead of points of spring switch and will govern movements against normal current of traffic over spring switch **ONLY**. This signal confers no rights to operate against the current of traffic. If signal indicates "Stop", train must not pass over spring switch until it has been examined and found to be in full normal or full reverse position. Signal will be designated as a "Spring Switch Signal" and will not display a number.

Trains or engines must approach "Spring Switch Signals" prepared to stop unless signal can be clearly seen to give an indication permitting train to proceed without stopping.





## INTERLOCKING SIGNAL RULES

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

**611.** Unless otherwise provided, signals must be kept in the position displaying the most restrictive indication, except when cleared sufficiently in advance of approaching trains to avoid delay.

When an interlocking station is closed switches must be set for routes that are to be used and signal levers placed in position so that signals will display the proper indication. The interlocking station must be securely locked when closed.

**611a.** When interlocking signals are used to provide an absolute block, a blocking device must be applied to all signal levers governing movements into the block. The time blocking device applied must be recorded in the train order book. The blocking device must not be removed until the block is clear and authorized by train dispatcher who will record this time in the train order book.

Unattended or Automatic interlocking signals must not be used to provide an absolute block.

**612.** Appliances must be operated carefully and only by those charged with that duty. If any irregularity affecting their operation is detected, the signals must be displayed to give their most restrictive indication until repairs are made.

Operating levers must be blocked by a blocking device when a switch, signal or lock is undergoing repairs or when a track is obstructed.

**615.** If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches, moveable point frogs or derails must not be changed or signals cleared for any conflicting route until the train or engine for which the signals were first cleared has stopped.

**616.** The lever operating a switch, derail, moveable point frog, or lock must not be moved when any portion of a train or engine is standing on or closely approaching the switch, derail or moveable frog.

**616a.** Movement of track cars within interlocking limits will be with permission of the operator.

Operator will inform track car foreman the time he may occupy the interlocking. Before authorizing the move, operator must line proper route and block all

switches and signals involved. Blocking devices must not be removed until interlocking is known to be clear.

622. Operators must not make nor permit any unauthorized repairs, alterations or additions to the interlocking.

Any defects in the interlocking must be promptly reported to the train dispatcher.

623. If there is a derailment or if a switch, movable point frog or derail is run through, or if any damage occurs to the track or interlocking the signals must be restored so as to display their most restrictive indication and no train or switching movement permitted until all parts of the interlocking and track liable to consequent injury have been examined and are known to be in safe condition.

624. When necessary to disconnect a switch, movable point frog, derail, facing point lock, or electric locking circuits, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position and levers blocked before any train or engine is permitted to pass over them.

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When proper indication cannot be displayed, hand signals may be used, or permission may be given by telephone or other means of communication.

When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

629. If necessary to authorize a train or engine to pass an interlocking signal indicating "Stop," (Rule 292) permission may be given by the operator after the train or engine has come to a stop. Permission must be given directly to a member of the crew concerned, who must identify himself by name, and be advised as follows: (Example) "**Extra 1717 West may pass Stop Signal at 'A' and proceed from Westward track to Eastward track.**" After member repeats these instructions, train or engine may proceed at restricted speed to the next signal, checking all intervening switches as to their position before passing over them.

Operator must record these instructions as he transmits them onto the train sheet.

- 629a.** When an interlocking is unattended train or engine stopped by an interlocking signal indicating "Stop" (Rule 292), a member of the crew must be sent ahead to determine if the route is properly lined and clear. Trains or engines may then proceed at restricted speed to the next block signal after receiving proceed hand signal from crew member.
- 629b.** Unless otherwise provided, crew member must not give hand signals which conflict with interlocking signals.
- 632.** If any part of a train or engine runs by an interlocking signal indicating "Stop" (Rule 292), train or engine must be protected immediately against conflicting movements as prescribed by Rule 99a. A member of the crew must communicate with operator and be governed by his instructions.
- The incident must be reported to the Superintendent-Operations.
- 661.** If a signal indication, permitting a train or engine to proceed, after being accepted, is changed to "Stop" (Rule 292), before it is reached, the stop must be made as quickly as possible consistent with safety. Such occurrence must be reported to the Superintendent-Operations.
- 662.** Trains, engines or drafts having accepted and acted upon an interlocking signal indication other than "Stop" (Rule 292), and then stopping for any reason with less than one engine or car length beyond the signal must not again proceed unless the signal which has been accepted is still displaying a permissive indication, or on permission of the interlocking operator, or protected against any possible move from conflicting routes.
- NOTE: For the purpose of this rule, one unit of a multiple unit Diesel engine, or one section of a unit train, will cover the requirement "one engine or car."
- 665.** At unattended interlockings, before a train or engine enters on or fouls a main track, or crosses from one main track to another, a member of crew must obtain permission from operator before operating switches or electric unlocks.
- 668.** Conductors must report to the Superintendent-Operations any unusual detention at an interlocking.
- 669.** Trains or engines stopped by the operator in making a movement through an interlocking, must not move in either direction, until they have received the proper signal from him.

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

**672.** If a train or engine having accepted any approach signal is delayed or stopped before reaching the home signal, it must approach the home signal prepared to stop.

When an unusual delay occurs, operator of the interlocking involved must be promptly advised.

**674.** Unless otherwise provided, when train or engine is stopped by a "Stop" indication (Rule 292) of an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew if there is no train or engine on conflicting route and signals on conflicting route indicate "Stop" (Rule 292).

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

## RADIO RULES

### DEFINITIONS:

#### Railroad Radio Communicating System:

A system employing radio for the transmission and reception of voice communications between moving equipment, between moving equipment and a fixed point, between fixed points and/or between employees provided with portable radio equipment.

#### Employees:

Any person who is authorized by the Company to use its radio facilities in connection with railroad operations.

#### Railroad operation:

Any movement of a train, engine, or track car, single or in combination with other equipment, on the track of a railroad.

- 712.** Radios are under the jurisdiction of the Federal Communications Commission (FCC). The Company and its employees are governed by the rules of the FCC and any violation is a Federal offense. The use of radios other than those furnished by the Company for Railroad operations is prohibited.
- 713.** Radios will be used exclusively for railroad operations and in the event of the failure of such communications other means must be used to avoid delay. Fixed base stations, wayside stations, periods attended and assigned radio channels will be designated in the timetable or by bulletin order.
- 714a.** Before transmitting by radio, employee must listen to insure that channel on which he intends to transmit is not in use.
- 714b.** The following procedures will govern identification and content of message when using radio.

To originate a call, say "Boston and Maine"

Identify your base station, wayside station or yard station by name or other designation of station and location.

Identify your radio unit by train number or other appropriate unit designation, the word "engine," "caboose," "track car," "pakset," or other word which indicates the precise mobile transmitting station, unless identical to train name or number.

Employees must identify themselves by name, occupation and location.

If positive identification is achieved in connection with switching, classification, and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission.

If an exchange of communications continues without substantial interruption, positive identification must be repeated every 15 minutes.

For the movement of an engine of another company, the initials must precede the engine number. Example: "Boston and Maine D&H Engine 713 to Billerica West End Dispatcher."

Communications must be as brief as possible using these key words:

"ROGER" to be used to signify that message was received and understood. When required by Rule 715, "ROGER" also means that "You have repeated instructions correctly."

"OVER" must be used at the close of each transmission to which a response is expected.

"OUT" must be used at the close of each transmission to which a response is not necessary.

"EMERGENCY" repeated three times to obtain use of radio channels for initial report of conditions endangering train movements.

- 714c.** All radio calls directed to a station must be promptly acknowledged. Employee must identify the station in accordance with the requirements of Rule 714b and standby to receive, except when this would interfere with other duties relating to safety of railroad operations. If the station acknowledging transmission fails to identify itself properly, the employee shall require a proper identification before proceeding with the transmission.

Employees shall make a voice test of radio on channels provided when taking charge of such equipment. Such test shall be made between fixed stations, fixed stations and trains or other portable equipment and end to end test of trains. The other station shall advise the station conducting the test of the quality and readability of its transmission. If radio does not operate properly, it must be removed from service until repaired, and each crew member and train dispatcher or yardmaster notified promptly. In event of radio failure enroute, train dispatcher must be notified as soon as practicable.

Engines, cabooses, other equipment and fixed points when equipped with radio and attended, must have radio on and tuned to the proper channel at all times, with volume control adjusted to insure reception of all calls.

**715.** Except in yard switching operations, all instructions involving equipment or track conditions must be repeated by the employee receiving them. Employees who have transmitted instructions affecting the railroad operation must listen carefully to the instructions as they are repeated and approve them as correct or retransmit the instructions until accuracy is attained in the repeated portion. Employees receiving instructions authorizing the movement of trains, engines or track cars on a main track must write the instructions and repeat them to the employee transmitting them. All written instructions must be retained and held available for inspection until completion of tour of duty. Transmitting employees must make record on prescribed form or train sheet.

**716.** When radio is used in operations such as switching, backing or pushing a train, engine, or cars, employee directing movement shall give complete instructions or keep in continuous radio contact with employees receiving the instructions.

When backing or pushing a train, engine or cars, the distance of the movement must be specified and the movement must stop in one-half the remaining distance unless additional instructions are received.

If instructions are not understood or continuous radio contact is not maintained, movement must be immediately stopped and remain stopped until misunderstanding has been resolved, communication is made by words, radio contact restored, or proper hand signal has been received.

**717.** Train orders may not be received and copied by an employee operating the controls of a moving train, or when the speed of the train is in excess of 30 miles per hour. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the train dispatcher, conductor or engineer, the train order cannot be received and copied without impairing the safe operation of the train.

Train dispatcher or operator shall call the addressees and state intention to transmit train order. Before train order is transmitted, employee to receive and copy the order shall state his name, identification, location and that he is prepared to copy the order. Train orders must be copied in writing by the receiving employee.

After train order has been received and copied, it must be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, the train dispatcher shall then state "complete,"

time and the initials of the Superintendent-Operations. Employees copying train orders must then acknowledge by repeating "complete" and the time.

Before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that it is read and understood by other members of the crew.

A train order which has not been completed may not be acted upon and must be treated as though not sent.

- 718.** Conductor and engineer, or operator of track car must personally receive all communications and take all necessary action pertaining to the movement of their train or track car.

Employees must insure being in communication with the proper persons and must not take action until certain that all conversation concerning them has been heard, understood and acknowledged.

Any radio communication which is not fully understood or completed in accordance with the requirements of these rules, shall not be acted upon and shall be treated as though not sent.

- 719.** Train and engine crew members must not request, and train dispatchers or operators must not advise by radio, the name, aspect or indication of any fixed signal. However, when a train is approaching a location where conditions require that the crew know whether train is to be held, crews may be instructed to stop at an appropriate location.

Train dispatcher or operator may advise when train may resume movement prepared to stop at next signal.

These communications do not supersede the indication of the fixed signals.

- 720.** If necessary for clarity, a phonetic alphabet will be used to pronounce any letter used as an initial, except initial letters of railroads. A word which needs to be spelled for precision will first be pronounced, and then spelled, letter by letter, and if necessary, the word will be spelled again, using a phonetic alphabet. Numbers will be spoken as digit, except that exact multiples of hundreds and thousands will be stated as such. A decimal point shall be indicated by the word "decimal."

- 721.** A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to tracks and other hazardous conditions which could



---

result in injury, damage to property, or serious disruption of railroad operations. Emergency transmissions must describe as completely as possible the nature, degree and location of the hazard.

- 722a.** All employees must give absolute priority to emergency communications, and except in answering or aiding a station in distress shall refrain from sending any communication until there is assurance that no interference will result to that station.
- 722b.** No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language.
- 722c.** Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message and the word "SECURITY" a safety message. Railroad employees may hear such a message sent by aircraft, or in coastal areas, by boats. Employees hearing such messages must report them immediately through authorized channels in addition to taking such appropriate action to relieve the distress as may be practicable.
- 723.** No employee shall divulge the existence, contents, purport, effect or meaning of communications (distress communications excluded) except to the person for whom the communication is intended or to another employee of the Company whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
- 724.** All employees except those specifically authorized to do so, are prohibited from making any technical adjustments to a railroad radio set. When a radio set is not operating properly the fact must be reported to the train dispatcher or yardmaster as soon as practicable.
- 725.** Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
- 726.** Employees using radio equipment will exercise care to prevent damage or loss of such equipment. Employees assigned a portable radio will be responsible for the proper care and protection of such radio.



## GENERAL REGULATIONS

730. The Federal Hours of Service Law for Employees connected with train operation contemplate that employees in this service shall have ample rest and be physically and mentally fit for the proper performance of their duties. Such employees are prohibited from using their time while off duty in a manner that may unfit them for the safe, prompt and efficient performance of their respective duties.

Conductors and enginemen must notify the train dispatcher when they or any members of their crew have been on duty 10 hours.

When for any reason instructions cannot be obtained, conductors and enginemen must take such action as to insure reaching terminal or relief point and being relieved before being on duty 12 hours.

Should a crew be on duty in excess of the hours prescribed by the Hours of Service Law, the conductor must submit a detailed report of delays encountered to the Superintendent-Operations.

Employees who may be called to report for duty before their legal rest period has expired must report the fact to the crew dispatcher before accepting the call.

### BULLETIN BOARDS

731. Standard bulletin boards have separate positions for:

Bulletin Orders of each division.

Bulletin Notices of each division.

For matters pertaining to Safety.

For miscellaneous notices and circulars.

Bulletin Notices specify the date of their expiration.

### EXCHANGE SIGNALS

732. Trainmen and enginemen must be alert to inspect their own trains as well as those that they meet or pass for malfunctions that would impede its progress. If such malfunction is noticed, prompt warning must be given either by radio communication or hand signal to the train involved.

Attention must be given as engineering department employees and others are passed who have had the opportunity to inspect the train as it has passed.

## TRAIN DISPATCHERS

733. Train Dispatchers will report to and receive their instructions from the Superintendent-Operations. They should bear in mind that many matters clear to them, may not be as fully understood by others, and must always so clearly instruct that no one should misunderstand.
734. They must anticipate as far as possible the necessity for train orders and have them ready, and require prompt compliance therewith.
735. They will watch the speed of trains and if maximum speed is being exceeded by any train, the fact must be reported to the Superintendent-Operations.
736. Before being relieved, they must write in ink in the Train Order Book, a transfer of all orders not executed. They must see that such orders and all information pertaining thereto, as well as outstanding track car occupancy permits, are understood by the relieving dispatcher, who must acquaint himself with instructions, location of traffic, and contents of the train order book.

## OPERATORS

740. Operators will report to the Superintendent-Transportation for assignment and when on duty will be under the jurisdiction of the Superintendent-Operations.
741. They must be properly qualified on the Rules for Movement by Train Orders, know that the required signals are properly displayed and see that all orders received are promptly delivered and must as far as practical observe all trains operating in their area, reporting arrival and departure times to the train dispatcher at once. If anything is observed with the train that, in their opinion, endangers safety to track or train, give stop signal to crew members and notify train dispatcher.
748. When relieved, they must make written transfer on the prescribed form of all train orders not delivered, and must see that such orders and all information pertaining thereto are fully understood by the relieving operator.

## STATION AGENTS

750. Station Agents will report to and receive their instructions from the Division Superintendent and obey all orders or instructions issued by the several officers of the railroad relating to the business of their respective departments.

**751.** They must familiarize themselves with the boundaries of the railroad's property within station limits and not permit any encroachment thereon. Unless provided for by lease they must not allow any commodities to be placed on grounds or right of way at their stations for the purpose of storage without written permission from the Division Superintendent, and then only after release on prescribed forms has been executed by the owner.

**752.** They are in charge of the railroad's interest at their respective stations, of its buildings, sidings and ground within the station limits, of the station appliances and equipment, of its accounts and records, of the material and supplies furnished for its work, of all cars at the station, except in trains, receiving and forwarding of freight, weighing and classifying of same, of the collection of the station revenues, remittance or deposit of money received for the railroad, of such disbursements thereof as may be properly authorized of all station employees and other employees while at the station, so far as relates to their conduct or to the station work.

They will also have charge of such other matters as may arise in connection with the station management or may be assigned to them by proper authority. The railroad's business affairs must not be divulged except to the proper officers of the railroad, or by written authority from the Superintendent-Transportation.

**753.** Current freight tariffs and notices to the public must be maintained in the station.

Advertising matter must not be posted on the railroad's premises unless authorized by the proper officer and then only at places designated for the purpose.

**755.** They must see that the ticket offices are open for the sale of tickets during the hours designated by the proper authority.

**756.** They must not sell tickets to persons who are not in condition to take care of themselves, unless accompanied by an attendant or to any whose conduct may be a source of annoyance to others on the train.

**757.** Freight must not be left where it may cause accident or inconvenience to the public or employees; or be exposed to stormy weather, or be stolen.

**758.** They must keep a current file of all instructions issued relative to car handling, know that all cars are in proper condition before loading, and not permit them to be loaded in excess of the weight nor

beyond the proper limits of height and width given in instructions. When freight is loaded on open cars it must be loaded in such manner as will insure its safe passage through all bridges or tunnels.

They must report to the Car Distributor all empty cars.

**760.** They must see that cars are loaded and unloaded promptly and that the rules for the collection of car service are rigidly enforced. They must use great care to avoid detention of cars, both loaded and empty, and see that they are forwarded in the proper trains. Failure of trains to move cars both loaded and empty must be immediately reported to the assistant chief train dispatcher.

**761.** They must advise the assistant chief train dispatcher regarding shipments of live stock.

Perishable shipments handled in ventilator or refrigerator cars must be given careful attention to prevent damage from weather changes, and commodities requiring refrigeration must be cared for as needed.

**762.** The loading of lumber, timber, and other freight on open cars must be in general conformity with the specifications and diagrams of this railroad's rules, printed copies of which will be furnished agents for shippers upon application to the Superintendent-Transportation.

**763.** For shipments to points on this or other roads, strict conformity to the A.A.R. Mechanical Division rules of inspection is required.

**764.** They must see that all freight loaded is safely and properly stowed, and, when necessary carefully fastened by braces, blocks, cleats, stakes, chains or other means, as the nature of the freight may require, so as to prevent loss or damage by falling or shifting, chafing, breaking, or by contact with any contaminating substance.

**765.** Federal Regulations regarding the loading, handling and housing of explosives, inflammables and other dangerous articles must be strictly observed.

**767.** They must report to the Division Superintendent and Freight Claim Agent, damage to freight by accident or fire in freight houses, or cars standing in yards.

**768.** Agents and station employees must as far as practicable observe all trains that pass, and if anything is seen to be wrong which in their opinion, endangers safety to track or trains, stop signal must be given

train crew and train dispatcher notified at once. Agents will instruct station employees accordingly. (See Rule 864.)

- 769.** They must not allow advertisements to be placed on any freight car unless authorized.
- 770.** They must furnish conductors prior to or on arrival a complete list of all station switching to be done by them and will report failure to properly perform work. (See Rule 869a.)
- 772.** They must promptly report to the train dispatcher whenever cars are left on sidings in emergencies. (See Rule 803.)

### **GENERAL YARDMASTERS AND YARDMASTERS**

- 776.** General yardmasters will report to and receive instructions from the Division Superintendent.

They have charge of the yards located in their territory, the movement of trains and engines and the distribution of cars therein.

They have charge of all yard employees, and supervision over engines and train crews when within yards.

Trick yardmasters are governed by these same instructions.

- 778.** They must see that train crews and engines are ready for duty at the appointed time; that trains are properly made up and dispatched at the proper time; that conductors are furnished with waybills for cars leaving; that waybills are received for cars arriving; that doors of cars are properly secured; that cars are inspected and proper disposition made of those needing repairs; that cars are not unnecessarily delayed in yards; and that records and reports are made in accordance with instructions.
- 779.** They must not permit trains to leave yards with any employee thereon unfit for the proper discharge of duty, and in such cases must report at once to the Division Superintendent the action taken.
- 780.** They must see that air brake cars are connected with the engine as required in air brake rules, that trains are given required tonnage. They must see that freight assigned to particular trains is forwarded by these trains, and if there is not sufficient assigned freight, they will fill out as directed by the assistant chief train dispatcher on duty.

781. They must give special attention to facilitating car inspection, the proper placing of cars needing repairs, and the transferring of freight liable to delay.
782. They must see that all tracks are switched promptly and regularly; that transfer tracks with foreign lines are worked at the agreed upon time; that deliveries to bulk and private tracks are made without delay and that repair and shop tracks are switched daily at the appointed times.
783. They will not permit unsafe practices among employees in train, engine or yard service. Special equipment cars, over-dimension loads, cranes, and Engineering Department equipment must be handled the same way as caboose cars—set off and put away before switching or humping the cut. They must not be allowed to run free, and other cars must not be kicked or allowed to run free onto tracks occupied by such equipment.
784. They must see that all official orders and notices are kept posted on bulletin boards where provided for that purpose.
785. They must be familiar with the rules governing and the duties of employees connected with train service; require efficient discharge of such duties in yards, and report all violations of the rules coming under their notice.

## **CONDUCTORS**

### **THE FOLLOWING RULES ARE APPLICABLE TO BOTH PASSENGER AND FREIGHT CONDUCTORS.**

790. Conductors will report to and receive instructions from the Division Superintendent and/or Superintendent—Commuter Service. They will obey the orders of the Assistant Superintendent, Trainmasters, Assistant Trainmasters, Road Foreman of Engines and of the Yardmasters within Yard Limits, and will be governed by the direction of Station Masters and Agents in doing work at stations, and when on duty, they will obey orders issued by the Superintendent-Operations. They will also conform to the instructions issued by the Traffic and Accounting Departments.
791. They will have general charge of the trains to which they are assigned and all persons employed thereon, will be responsible for the movement, safety and proper care of their trains, and for the vigilance and conduct of the men employed thereon.



To avoid delay to other trains, and when to do so is practicable and it can be done without track damage, disabled trains or engines must be promptly moved clear of main tracks.

They must, when trains are obstructing main tracks, use all possible available means of minimizing delays, and of getting in communication with the Superintendent-Operations or assistant chief train dispatcher on duty.

- 792.** They must report all violations of rules and neglect of duty of all employees on their trains to the Division Superintendent or Trainmaster, and in case of gross misconduct may, if necessary, relieve any such employee for the rest of the trip, reporting such action to the train dispatcher promptly.
- 793.** Before starting on initial trip they must ascertain from flagman whether he has been examined and qualified as a flagman, and must not entrust the duties of flagging to any person not entirely familiar with them, except in emergency, and then they must give the fullest instructions in such duties as circumstances will permit. They must see that the men employed on the train are familiar with their duties; ascertaining the extent of their experience and knowledge of the rules; instruct them if necessary in the proper performance of their work; and caution them as to its risks. Incompetence must be reported.
- 794.** They must see that their trains are supplied with full sets of signals, and that the latter are displayed in accordance with the rules. They must also see that the train is furnished with tools and equipment required.
- 796.** They must ascertain that trains are properly made up and inspected. It must be known that communicating signal and brake tests have been made or are made in compliance with current air brake rules.

They must ascertain that required tests are made whenever any cars are added to any part of the train, or when any cars are taken from any part of the train (except the rear of a passenger train). They must keep the engineman informed as to the number of cars, and the number having effective air brakes in the train, and will report all defects discovered.

- 799.** Whenever an accident occurs, and the question of condition of brakes is involved, a test of the power brake must be made before the makeup of the train is changed. Conductors, unless car inspectors are

present to do so, must make a careful record of the piston travel, cylinder leakage, train-pipe leakage, and condition of hand brakes, for use in locating responsibility.

- 800.** Should a car become disabled, or from any cause be left at a station short of its destination, conductor must report fact by radio or telephone to the train dispatcher, giving number and initials of car, its contents, where billed from, destination, nature of defects, where taken from and station left at, and time. In case of broken drawbar, state kind. If hot box, state type of journal. When cars are left at one station destined for another, the waybills must be left at a point where they are secure and train dispatcher notified where they are left.

On arriving at a terminal station, or where there is an inspector or foreman of repairs, conductors must report to him any defects in the condition of the cars or any imperfect action of the brakes during the trip.

When a car is set out from train on account of hot journal the packing, if practicable, must be removed from the box that was running hot, and all fire extinguished, before train departs.

Careful examination of car must be made to detect any fire evidence on the car.

So that train dispatcher can decide on calling fire department, he must be notified if flame was evident on any car, whether loaded or not, in order to protect against recurring fire.

- 801.** When derailed cars or engines are rerailed by train crews, special attention must be given to see that the axles of such cars or engines are not bent, and in all such cases the conductor or engineman must arrange to have such rerailed cars or engines examined by an inspector at the first inspection point reached.

Whenever cars uncouple without apparent cause, conductors must refer same to the first inspector to have couplers examined and defect remedied, and when such defects cause delay to trains, the fact should be reported to the train dispatcher at once.

- 802.** Whenever for any reason cars are left standing on a grade, a sufficient number of hand brakes must be set to prevent their moving.

- 803.** If necessary to obstruct passing sidings, authority must be obtained from the train dispatcher except in emergencies, in which cases the train dispatcher must be notified as quickly as possible.

- 804.** In case of the death of a person on the railroad premises, employees must see that the body receives proper care, and is left in a proper place in charge of a public officer or an agent of the railroad. The coroner or medical examiner for the town or district in which the death occurs must be promptly notified.
- 805.** They must promptly render all reports required by the various departments.
- 807.** Instructions governing the use of airbrake and air-signal equipment are printed in a separate book and are part of the time table and must be thoroughly understood and observed by all concerned.
- 808.** They must comply with the rules for passenger and freight conductors, and will when necessity requires it, perform the duties of trainmen. (See Rules 34, 732 and 897.)

### **PASSENGER CONDUCTORS**

- 810.** Passenger conductors must report for duty at the appointed time and see that the trainmen are ready for duty and will assist in making up their trains when necessary. They must hold their crews to protect their trains at terminals until the cars are clear of the main track or are taken in charge by yardmen unless otherwise instructed by the proper authority.
- 812.** They must not allow bulky packages or other articles in the cars which obstruct the aisles, seats or the space between the seats to the inconvenience of passengers; neither must they allow articles to be placed in the racks if they are of such weight or bulk as to make them liable to fall therefrom.
- 813.** They are required to collect transportation as soon as possible after leaving stations, and to pass through their trains at frequent intervals to attend the wants of passengers, preserve order, and see that trainmen properly perform their duties.

They are required to have each passenger present a proper ticket or pass or pay the prescribed fare. A failure to observe this rule makes the offender liable to prosecution under the Interstate Commerce Law.

When examining tickets, conductors will inform passengers destined to points on branch or connecting lines, at which stations they will change cars, and where and when they will find the other train, and will notify trainmen regarding the proper discharge of passengers.

- 813a.** If, in making a station stop, the station is passed, the engineman must sound signal 14(h) and receive signal before backing. Such cases must be promptly reported to the Superintendent-Operations. (See Rule 905.)
- 815.** They must see that necessary assistance is rendered from the station platform to passengers when boarding or leaving train; at terminal stations they must see that trainmen remain at train until all passengers have left before performing any other duties.
- 816.** They are forbidden to allow train employees to occupy seats with passengers, or to enter into conversation with them further than is required in the discharge of their duties. The slamming of car doors by trainmen as they pass through the train is expressly forbidden. Conductors are required, however, to see that trainmen contribute, so far as possible, without being officious, to the convenience and comfort of passengers, and give particular attention to women and children who are unattended, and to all persons who are ill, infirm, inexperienced, or otherwise unable to care for themselves.
- 819.** When cars are left enroute on sidetracks, they must see that windows and doors are closed and locked.
- 823.** Gambling by any person on any train is expressly forbidden. They must not allow drunken or disorderly persons to get on the train, or allow boisterous, profane or obscene language, or damage to the railroad's property, or disorderly conduct in any of the cars. No beggars will be permitted to ply their vocation on the trains of this railroad.

### **PASSENGER TRAINMEN**

- 840.** Passenger trainmen will report to and receive instructions from the Superintendent-Commuter Service, Assistant Superintendent or Trainmaster. While on duty they will obey the orders of the conductor, and those of the Station Master, Station Agent or Yardmaster within their respective jurisdictions.
- 841.** They must report for duty at the appointed time; assist in making up, switching and putting away of the train; couple engine to train when so required, trying hitch as necessary to insure coupling being made; and see that all hose couplings are properly made.

**842.** They must be familiar with instructions for the care and management of the airbrake apparatus, and see that it is in good order on each car.

**843.** When drafts are backed in either direction between stations and storage yards, the speed will be controlled from the rear end of the rear car by the riding hose. The men in charge of the draft must make the following test:

Reduce brake-pipe pressure sufficiently by means of riding hose valve to apply the brakes, and observe the brakes apply and release on the rear car.

The man in charge of draft will signal engineman to back up by use of the air signal from rear platform of rear car.

Trainmen and yardmen while in charge of drafts must ride on the rear platform of rear car with hand on valve of riding hose, from the time draft starts until it reaches the point where final stop is to be made. (See Rule 34.)

This same rule applies to any other movement controlled by riding hose.

When a draft is stopped enroute and it is necessary for employee operating back-up valve to leave movement for any reason, back-up valve must be left open, with air brakes applied, until same employee is in position to again control movement.

**844.** They must make all announcements in a clear distinct and natural tone of voice, loud enough to be heard by all, keeping in mind that the call is given for the information and guidance of passengers, therefore the main thing is to take pains to have them perfectly understand what is said.

Before leaving a terminal, they will announce from the inside of all cars, destination and principal stops of the train.

After leaving stations they will announce the name of the next station at which the train will stop. If the next station is a junction point, add to the station call, directions for changing trains and mention the destination and principal stations on the connecting routes or branches.

When the train is about to stop at a station, they will call the name of the station twice from within the car, waiting until the train is nearly stopped, and remind passengers not to leave their belongings in the cars. If a train carrying passengers makes a stop other than a station stop, trainmen must announce: "This is not the station stop."

846. When in attendance upon their trains at stations, they must maintain an erect attitude near the steps of the car at which they are stationed except when assisting passengers, and must never lean against the cars or lounge or stroll about the platforms. They must avoid conversation with station employees and others, except with relation to business of the train or to give proper information.
848. They must give careful attention to the heating and cooling of the cars, maintaining a proper temperature for the season.
849. They must always be neat in personal appearance and must not read while on duty.
851. Passengers must not be allowed to put their feet on the seats or backs of seats.
853. Trainmen will forbid persons having no connection with the railroad, or who have no business on the train, to enter the cars at the end of the trip.

### FREIGHT CONDUCTORS

860. Freight Conductors must report for duty at the appointed time and assist in making up their trains when necessary.
861. They are responsible for the security of all freight carried on their trains. Tramps or other persons who have no legitimate business must not be allowed to ride, and every precaution should be taken to prevent cars being robbed while in transit.
862. They will see that all cars in their trains are accompanied by proper waybills, unless otherwise instructed and that empty cars are moved in accordance with instructions. They must not move loaded cars on waybills that have been altered unless proper authority for such alteration is shown on the face of the bills and should be careful to take no waybill without the corresponding car or freight.
863. They must see that hoppers are closed and properly secure, that the doors of all box cars are shut, unless left open for ventilation in which case they must be securely fastened, that the covers of openings in the roofs are in place and everything securely fastened, pay special attention to the fastenings of doors making this inspection as often during the trip as opportunity offers.
864. Whenever practicable they must require one or more members of their crew to be at the head end of train before leaving sidings or inspection points to inspect train as it passes, watching for any defects, and will see that enginemen reduce speed so as to

permit a running inspection of entire train, and will at all times when train is running keep a sharp look out for conditions endangering the safety of operation.

Conductors and trainmen of freight trains when passing track and bridge gangs, public crossings, signal towers or stations are required to watch for hand stop signal which may be given should anything be dragging or otherwise wrong with the train. They are also required to look back at the track frequently to see that no damage is being done by parts of equipment dragging. (See Rules 732, 741, 897 and 970.)

- 865.** They must station themselves upon the train in the best possible position to enable them to see that the train is intact, and that their trainmen properly perform their duties.
- 866.** At a safe distance before commencing the descent of steep grades and approaching railroad crossings at grade, junctions, drawbridges and at points where trains are to be met or passed, and where at any other point failure of brakes would be attended with hazard, a member of crew must be on the rear car of each freight train within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once in accordance with air brake rules.
- 869.** They must follow any instructions on waybills accompanying perishable shipments; noting if motors on mechanical refrigerator cars are working properly, and if not report same to proper authority.
- 869a.** Order Notify cars must not be placed for unloading until authorized by agent.
- 873.** Conductors are required to see that broken draw-bars, brake beams and other fixtures or appliances of sufficient size to endanger trains, which may fall from their cars, are removed from the track.
- 874.** They must see that hand brakes are set on cars left on side tracks, and wheels blocked if left on grades. Cars must not be left so as to obstruct the use of other tracks or in any way endanger the safety of passing trains or be left within the limits of a highway.
- 875.** Derails on side tracks must be left in proper position to protect main track or siding at all times. (See Rule 104f.)
- 877.** In switching at stations and in yards when it is necessary to move cars that are being loaded or unloaded, Conductors or yard foremen must first notify all persons in or about them that they are to be

moved, and know that trucks are clear, also that persons loading or unloading cars leave the cars before the movement is started and that the contents are properly trimmed to avoid damage during the switching. When cars are so moved, they must be returned to the same or equally convenient position designated by the agent.

- 885.** At points where cars are picked up which have not been previously inspected by a car inspector, train crews must ascertain that they are safe for movement, in compliance with U.S. Department of Transportation, Railroad Freight Car Safety Standards, Part 215.

The following defects can make a car unsafe for movement:

- (1) Broken or cracked wheel.
- (2) Broken journal box.
- (3) Any indication of overheating of the journal box.
- (4) Roller bearing cap screws missing.
- (5) Broken roller bearing adapter.
- (6) Broken truck side frame.
- (7) Broken truck bolster.
- (8) Missing or broken side bearings.
- (9) Broken or missing truck springs.
- (10) Broken truck spring plank.
- (11) Broken center sill.
- (12) Missing coupler carrier.
- (13) Broken coupler shank or split coupler head.
- (14) Broken coupler knuckle.

No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.

Open top loads, including trailers and containers on flat cars, must not have lading shifted or securements loose or missing.

Where width or height of a car or lading appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.

Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

All crew members must be informed of the presence of the defective car in the train and the movement restrictions shown on the bad order card.

Whenever cars are set off on account of hotboxes or other defects, notation must be made on the waybill, giving sufficient information for the guidance of others concerned.



Conductors are required to notify yardmasters of disabled cars brought into terminals.

## YARD FOREMEN

- 887.** Yard Foremen must observe the rules for conductors, yardmasters, and other employees so far as they relate to the proper discharge of their duties.

## FLAGMEN

- 888.** Flagmen will report to and receive instructions from the Division Superintendent, Assistant Superintendents or Trainmasters, Road Foreman of Engines and Assistant Trainmasters. While on duty they must obey the orders of the conductor and those issued by the Superintendent-Operations, as well as those of Station Agents, Stationmasters and yardmasters within their respective jurisdictions.

It is their special duty to protect the rear of their trains in accordance with Rule 99a or Rule 99b.

- 891.** They are required to take care of the markers and other rear signals, put them in place and see that they are properly displayed.

- 893.** They must protect their trains when taking or leaving sidings; when flagging a train they must walk on the track to be protected and must be particular not only to spread the flag so that it can be seen by the engineman, but flag should be waved across the track so that he may be able to at once distinguish the signal from other objects of the same color.

They must not attempt to inform the engineman why he is flagged until the train has been brought to a stop. When flagging trains having two or more engines on head end, flagman must notify each engineman why he is being flagged.

## FREIGHT TRAINMEN

- 895.** Freight trainmen report to and receive their instructions from the Division Superintendent, Assistant Superintendent, Trainmaster, Assistant Trainmaster and Road Foreman of Engines. While on duty they must obey the orders of the conductor and those issued by the Superintendent-Operations. They will obey the orders of the Station Agent, Station Master, and yardmasters within their respective jurisdictions.

They must report for duty at the appointed time and assist in making up the train when necessary.

They will assist the conductor in the handling of the train, to protect it from damage, and to guard it against loss as prescribed in rules to freight conductors.

- 896.** They are required to give all hand and lamp signals in a plain and accurate manner. (See Rule 12i.)
- 897.** When on the engine, they are required to obey promptly the orders of the engineman but must, when required by the rules, properly protect their trains without instructions from either enginemen or conductors.

When freight trains are running, forward trainmen will, in addition to keeping a watchful lookout ahead for signal indications and obstructions on the track, frequently look back from both sides of engine and observe the general condition of their trains, and to see that train is intact, such observation to be made at points on curves and straight track where best possible view of the train can be obtained. If any defects are noticed, such as defective running gear, derailed wheels, brake beam dragging, hot journals, bulged or swinging doors, shifting of lading, or if any other dangerous conditions are apparent, the engineman must immediately be informed and prompt action taken for the safety of the train and trains on adjacent tracks. Rear trainmen from the cupola or rear platform of caboose, whichever point the best view of train can be obtained when running, shall in like manner observe the general condition of their trains for defects mentioned above, and if any dangerous conditions are apparent, they must take such prompt action for the safety of the train and other trains as may be practicable.

On freight trains, forward trainmen will ride in control cab of engine at front of train, except at such times as the rules may require them to be elsewhere in the performance of other duties and except that on multi-unit trains they may ride in one of the trailing units when two other qualified men are assigned to the leading unit. Conductors and enginemen will see that trainmen properly perform the duties prescribed herein.

Trainmen must, when approaching signal towers, railroad crossings and drawbridges, be in a position to exchange signals with each other. (See Rules 12i and 732.)

## YARD HELPERS

- 898.** Yard helpers must observe the rules for flagmen and trainmen and other employees so far as they relate to the proper discharge of their duties. (See Rules 12i and 732.)

## ENGINEMEN

- 900.** In matters pertaining to the Transportation Department, enginemen will report to and receive instructions from the Division Superintendent and/or Superintendent—Commuter Service and when on duty they will obey orders issued by the Superintendent-Operations. They will comply with instructions from the proper authority in matters pertaining to the Mechanical Department, and will obey the orders of the Superintendent-Training and Road Foreman of Engines relative to their duties about their engines.
- 901.** They must comply with the instructions of the Assistant Superintendent, Trainmaster and Assistant Trainmaster, also with the instructions of Station Agents and yardmasters when within the limits of their jurisdiction. They must comply with the instructions of conductors in the general management of their trains. When at engine house, they are under the direction of the engine house foreman.
- 902.** They must report for duty at the appointed time, see that engine is furnished with the necessary signals and supplies, and assist in switching and making up the train when required.
- 903.** Engineman must not leave engine while on duty without permission or authority except in case of necessity and then only when engine is left in charge of some competent person or if not available, engine is properly secured.

When leaving RDC unit or Diesel Locomotive for layover, or under conditions in which the effectiveness of the air brake system may become impaired, it must be known that the hand brakes properly secure the unit or units.

In order to insure that the hand brakes are holding, the following test is to be made:

After hand brakes have been set up tight, release the air brakes and test under reasonably sufficient power making sure hand brakes are holding. Then re-apply air brakes and follow the usual procedure for leaving units.

- 905.** If, in making a station stop, the station is passed, the engineman must sound signal 14(h) and receive signal before backing. (See Rule 813a.)
- 910.** When a train has more than one engine, the requirements of the rules apply alike to the engineman of each engine, except that the use of the whistle, engine bell and air brakes shall be limited to the leading engine, except in emergency.

**913.** Brakes must not be applied or released while crossing bridges or trestles except in emergency.

**914.** They must start and stop their trains cautiously, and use special care in coupling and switching cars to avoid injury to trainmen or disturbing passengers; under no circumstances will engines couple to trains that are in motion for the purpose of pushing them.

**915.** They must stop and inquire regarding signals not understood, report any irregularity in signals or neglect of duty observed; observe trains on other tracks to see whether they are displaying signals.

They must observe train frequently to detect any condition endangering the safety of operation, and to see that train is intact, and see that other employees in cab of engine do the same.

They should observe whether crossing tenders are at their posts, and, when possible, if automatic crossing protection signals are working, and report to the train dispatcher any irregularity in crossing protection that may come to their notice.

**918.** They must sound whistle signals accurately, and as prescribed by rule.

**919.** In case of engine failure engineman must notify train dispatcher promptly and at the end of each trip a report is to be made on prescribed form of the repairs required, filling in all information called for by the form.

To avoid delay to other trains and when to do so is practicable and it can be done without derailment or track damage, disabled trains or engines must be promptly moved clear of main tracks.

**920.** They will endeavor to operate as to not cause wheel slip and will use no sand over switches, frogs, between switches of a crossover, between switch and clearance point on a turnout in signal territory, movable parts of an interlocking, or car retarders, if possible to avoid it.

**920a.** Light Diesel engines and engines consisting of single or double RDC units must not use sand except in emergency or under severe rail conditions.

When Diesel engines without cars or single or double RDC units are stopped on sand in Automatic Block or Interlocking Signal Territory, the engine, unit or units must immediately be moved far enough to get at least one pair of wheels off the sanded rail.

**920b.** Diesel locomotives must NOT be operated through water deeper than THREE (3) inches above the top of the rail.

RDC units must NOT be operated through water deeper than EIGHT (8) inches above the top of the rail.

Diesel locomotives and RDC units must NOT be operated in excess of FIVE (5) miles per hour when passing through water over the top of the rail.

**921.** The engineman is personally responsible for the safe movement and efficient operation of the engine when in his charge, and all crew members employed thereon must obey his instructions. Any violation of rules or neglect of duty on their part, must be reported to proper authority. The engineman must instruct them in their duties, especially as to the observance and use of signals.

**924.** When there is no conductor, or when the conductor is disabled, the engineman will, until otherwise directed, have charge of the train and will be governed by the rules prescribed for conductors. When more than one engine, the senior engineman will assume these duties.

**926.** They must be alert in all matters pertaining to the protection of their trains, and when it becomes evident to them that rear protection will be required they must immediately whistle out the flagman.

**929.** Not more than one person holding engine permit will be allowed to ride on an engine at one time. No one whose duties do not require it will be permitted to ride on the engineman's side.

**930.** They must see that brake and communicating signal tests are made.

**932.** When stopped by a hand signal, they must obtain full information as to the cause before proceeding.

**933.** Enginemen must stop the train at once should there be any reason to believe that it has passed over a broken rail or other dangerous track or bridge defect and notify the conductor.

**937.** In the discharge of their duties they must make the safety of trains of the first importance. They must be vigilant and cautious, not trusting to signals or rules alone for safety.

## SWITCH TENDERS

**950.** Switch tenders will report to and receive instructions from the yardmaster or the Agent where there is no yardmaster.

951. They must be familiar with all signal rules, the arrangement of tracks where switching is required and the movement and rights of trains using them.
952. They must keep main track switches properly lined and locked, except when passing trains to and from another track, and must watch for approaching trains and give "Proceed" signal if all is right. (See Rule 104.)
953. They must see that the switches are in good condition, clear of ice, snow and other obstructions, and promptly report any defects which they cannot repair.
954. When lining switches they must see that the switch points or moving rails have moved the whole distance and are in proper line for the track to be used. Switches must be fastened as soon as lined either way. When setting up a route they must know that adjacent tracks are clear to the fouling point of the switch involved.
955. They must have stop signals always at hand ready for use, and must display them when the condition of the switches or other circumstances require it.
956. They must report any neglect or carelessness on the part of trainmen or others in handling switches, or on the part of enginemen of trains approaching or passing over switches.
957. They must keep switch houses clean and allow no unauthorized person in or about them.
958. Where day and night switch tenders are employed, they must relieve each other, and give full information regarding overdue trains.

### **CROSSING TENDERS**

960. Crossing tenders will report to and receive instructions from the Trainmaster, and will obey instructions received from the Roadmaster (see Rule 971) and must not absent themselves from duty until properly relieved.
961. Crossing tenders must provide themselves with proper appliances and keep them in good order and ready for immediate use. The signal equipment for each Crossing tender will be:
  - A regulation STOP disc.
  - A red light.
  - A red flag.
  - 3 fuses.

- 962.** When a train or engine is approaching, crossing tenders must place themselves in the middle of the highway, near the track, and will display a STOP disc by day, holding it in an upright position so that the word STOP will plainly appear to any person approaching on the highway. By night, or when STOP disc cannot be plainly seen, they will take the same position and protect crossing with a Red Light, displayed toward the highway in both directions, care being used not to show the red light in the direction of the track.

Where there are two or more tracks, the crossing tenders will, when practicable, take a position near the opposite track from the one on which train is approaching where they can best protect public from trains or engines approaching on other tracks.

Crossing tenders will, under no circumstances, signal by hand or otherwise for highway vehicles or pedestrians to cross the track.

- 963.** Where manually operated gates are provided, crossing gate lamp will be attached to the gate arm at night showing RED toward the highway. Where gates are equipped with electric lights, crossing tenders will observe that these lights are operating properly and will, in case of failure, attach electric lanterns to gates and report such failure promptly. Gates must be completely lowered on both sides of track in ample time before approaching train or engine reaches the crossing, regardless of whether train is scheduled to stop. The gates must be kept lowered until such train or engine has stopped or passed. Where there are two or more tracks over the crossing the gates must not be raised until, by looking, it is known no other train or engine is approaching in either direction.

When gates are, for any reason, out of order, the crossing tender must protect crossing in accordance with rule for crossing not provided with gates. (See Rule 962.)

- 963a.** Where other manually operated crossing protection devices are in use, they must be placed in operation in ample time before an approaching train or engine reaches the crossing, and kept in operation until the train or engine has stopped or until the entire train has passed and it is known no other train is approaching.
- 963b.** Crossing gates must be lowered and where other crossing protection devices are in use, they must be placed in operation upon the approach of Hy-Rail vehicles.

964. When a train is switching over a crossing or in case a freight train has stopped and cut the train to avoid blocking the crossing, the crossing tender must be especially careful and cooperate with the train crew in the safe movement of persons and vehicles over the tracks.
965. In case of accident, crossing tenders must endeavor to obtain the names and addresses of the persons injured and of as many witnesses as possible. They will also obtain the registration number and name of State by which issued, of auto involved.
966. The reading of books, papers or magazines or using personal radios or television sets by crossing tenders while on duty or permitting visitors or unauthorized persons to enter or loiter about their quarters is prohibited.
967. They must be constantly on the lookout for approaching trains and engines, and will not permit persons or vehicles to cross the track unless they have ample time to do so with safety. They must not rely upon whistle, bell or indicator light signals.
968. They must report promptly any defects in the protective devices to the proper authority.
969. When raising gates, they must be carried up to the full perpendicular position and must not under any circumstances be allowed to remain suspended at any angle.
970. They should watch all passing freight trains to note any defects, such as hotboxes, brake rigging down, doors swinging, or other conditions that might cause damage and if any are noticed, should give "Stop" signals to train crew as caboose passes crossing. (See Rule 864.)
971. Crossing tenders must keep their quarters clean, and must keep the road across the track clean and the flanges free from snow, ice and gravel. In case of obstruction, Stop signals must be used to signal approaching trains.



# FORMS OF BLANKS

Standard Train Order Blank for 19 Order

FORM 19	FORM 19		
<b>Boston and Maine Corporation</b> TRAIN ORDER NO..... ..... 19 ....			
To .....	At .....		
<hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>			
Made	time	Hour	Opr.

Employees addressed must each have a copy  
of this order

## Boston and Maine Corporation

### TRAIN REGISTER CLEARANCE—FORM 54

No. .... 19 .....

To ..... At .....

**All trains which are superior due at .....  
before ..... Hours, have  
arrived or left .....**

If any train affecting the superiority of the train addressed has not arrived or departed, the following will be added:

Except .....  
..... Supt.

Received by .....  
..... Operator

This form to be used when it is desired that the train dispatcher give a train the information required by Rule 83. (See Rule 83b.)

Manifold copies will be made for conductor, each engineman and operator, the latter retaining a copy.

## Boston and Maine Corporation

### REGISTER CHECK—FORM E

.....19 .....

*Engineman Train* .....

..... Hours

All trains due, which are Superior, have arrived or left, .....except:

TRAINS

*Conductor* .....

Enginemen must receive and examine this register check before leaving train register station (see Rule 83a).

If all overdue trains have arrived or left, conductors will insert in body of slip the word "None."

# Boston and Maine Corporation

## CLEARANCE FORM A

..... 19.....

To..... at.....

I have ..... orders for your train.

Order No..... Order No..... Order No.....

Order No..... Order No..... Order No.....

have been delivered and there are no further orders for your train. Stop signal is displayed

.....

Operator.....

Made.....(Time).....Hours: Supt.....

(complete)

This does not affect any orders you may have received.

Manifold Copies will be made for each Conductor, Engineman and Operator, the latter retaining

a copy.

Conductors and Enginemen must, and when practicable members of crew in cab of engine and

Trainmen will, see that their train number is correctly designated, and the information shown on this

Clearance Form A corresponds with the Form 19 Train Orders received.



# **BOSTON AND MAINE CORPORATION**

## **Rulebook Revisions**

Effective 4-27-80

The following pages are revised and to be inserted in Rulebook:

2	68
8	73
14	74
19	79
22	83
30	86
44	87
53	88
64	89
65	90

S. B. Culliford  
Vice President &  
General Manager—Transportation

BOSTON AND MAINE CORPORATION

Rulebook Revisions

Effective 4-27-80

The following pages are revised and to be inserted in Rulebook

2	28
3	29
14	30
15	31
16	32
21	33
22	34
23	35
24	36
25	37
26	38
27	39
28	40

J. B. Collins  
Vice President &  
General Manager - Transportation

---

## 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 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 conscientious discharge of duty.

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



---

*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.

Employees Working Under Standard  
This Manual Agreement or Other Plans  
Employees covered by the terms of the Plan  
shall follow the order of a contract that  
describes that set of rules below the one in  
order of one (1) year. Employees may not be  
given to a benefit which would prevent a salary  
increase from being an adjustment.  
It is recommended for employees to read carefully this  
manual in order to obtain their own in order to determine  
with the content of the Plan. If an employee  
wishes to read it and to read it with a  
not be read with the terms of the employees in  
only

---

**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.

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

TRUCK--A system of tracks which extend from a principal  
line, usually to some station of haul and other purposes.  
Over which movements are authorized by signals or by  
flag men, and the tracks subject to prescribed signals and  
rules in special instructions.

TRUCK TRACK--An engine assigned to haul material

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) <b>Succession of short sounds.</b>	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.
(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.

The marker must be illuminated from one hour before sunset to one hour sunrise and during all other hours when weather conditions so require, whereby the end silhouette of a standard day can never be seen from one-half mile or farther back. If the marker fails during the period of illumination it is required that the marker only under absolute back protection to the next forward look-out where the marker can be viewed or replaced.

On single back when a boat takes station to clear the main track, the marker must be extinguished and a white light displayed in its place after the underway has properly lined.

21. Passenger room extras must display two white flags, and in addition, two white lights by night, in the place provided for light buoys on the front of the engine.

22. One red or light displayed where in Rules 19 and 21 are provided will indicate the same as two, but the proper display of all four signals is required.

23. Each set of a passenger team must be connected with the engine by a communicating signal apparatus if the engine and coils are so equipped.



- 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.

32. The witness must file the affidavit with the court being passed by a magistrate, court clerk, or other person authorized by law to receive an affidavit.

33. Clerical and other persons at public hearings at grade must see that affidavits when necessary to stop proceedings are properly filed.

34. All members of the crew in the case of engine and other members of the crew when the vessel is in motion shall be held responsible for the safety of the vessel in each and every respect affecting the movement of the vessel in or on the water as it becomes visible to the vessel. The crew of a public engineering vessel shall be held responsible for the safety of the vessel in or on the water as it becomes visible to the vessel.

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

35. The following signs will be used by tugboats:

Day Signal — Red flag  
 4 Tonnage  
 7 Tonnage  
 Night Signal — White Light  
 4 Tonnage  
 7 Tonnage

NOTE: Tugboats of 10 tons and over will use the following signs:

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.

...in being the circumstances that be reported as soon as possible. In moving single track a signaller must be placed a sufficient distance beyond each of the three crossings to insure protection with instructions to halt or stand in readiness to display stop signals. The must place stop signals 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 junction in connection between double crossings before trains are authorized to proceed.

When a pilot engine or fly rail vehicle is used, it must follow the last train to be moved in either direction. When a pilot engine or fly 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 the rule must be made only when the preceding train has cleared the signal path.

A pilot must be a competent, experienced conductor for all other qualified employees.

When communication is available, the train stop signal must inform the pilot in charge regarding approaching train and the time to be given each engine and when available, notify approaching train as to who is in charge of single track operation. When communication is not available, train stop should be moved in accordance with their relative importance.

NOTE: When a single track is used, the train stop signal must be placed at least 100 feet beyond the last track to be protected and the signal must be placed at least 100 feet beyond the last track to be protected.

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 until 1830 between D and F.**

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 . . ."

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.**

- 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.

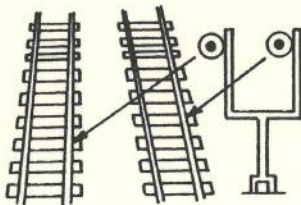
The signal aspects illustrated by the figures in Rules 281 to 297 inclusive are typical and must not be used with other than the names and indications prescribed by the rules. Aspects not in conformity must not be used unless shown in the timetable together with special instructions as to location and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

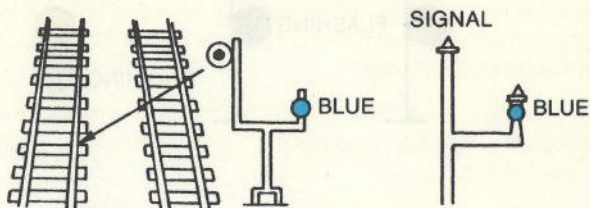
Example:





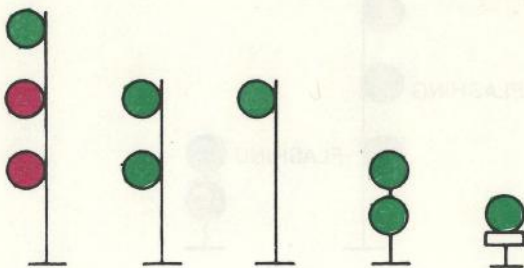
Where a track intervenes between the signal and the track governed, a dummy mast, marked by a blue light or reflector, will be placed on the right of the signal.

Example:



indicates number plate

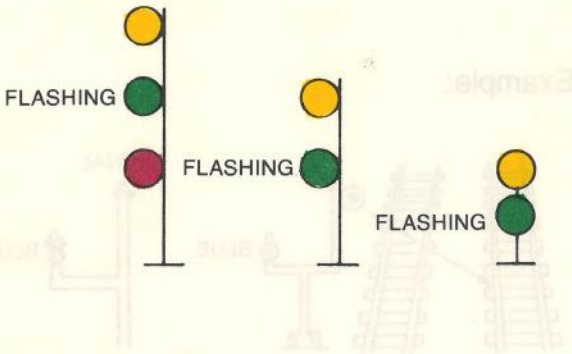
### Rule 281



Indication: Proceed

Name: Clear

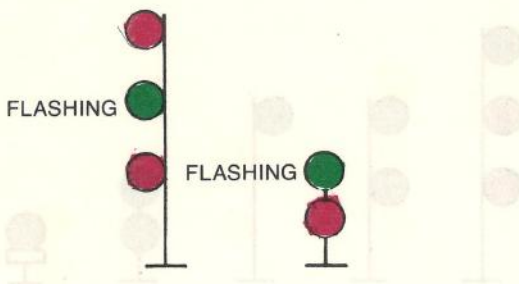
### Rule 281b



Indication: Proceed approaching next signal at Limited speed.

Name: Approach Limited

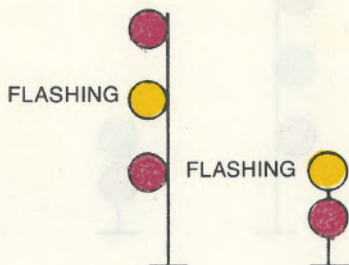
### Rule 281c



Indication: Proceed: Limited speed within interlocking limits.

Name: Limited Clear

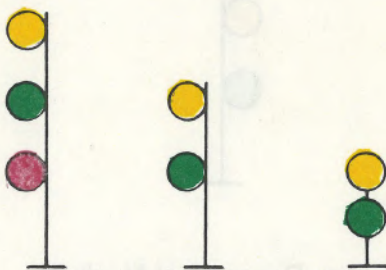
### Rule 281d



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

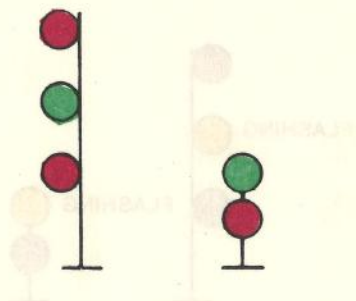
Name: Limited Approach.

### Rule 282



Indication: Proceed approaching next signal at medium speed.

Name: Approach Medium.

**Rule 283**

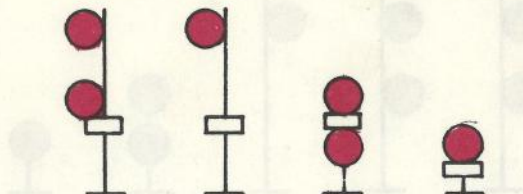
Indication: Proceed: Medium speed within interlocking limits.

Name: Medium Clear

**Rule 283a**

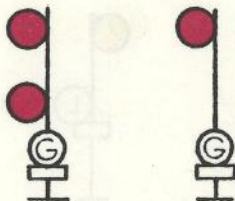
Indication: Proceed at Medium speed within interlocking limits approaching next signal at Medium speed.

Name: Medium Approach Medium.

**Rule 291**

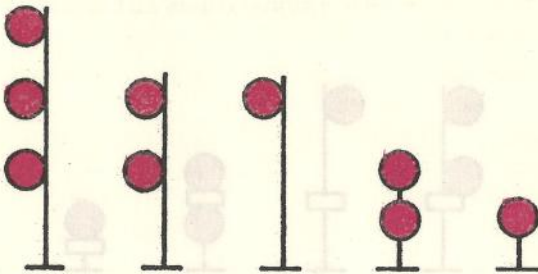
Indication: Stop; then proceed  
at Restricted speed, in accordance  
with rule 509.

Name: Stop and Proceed.

**Rule 291a**

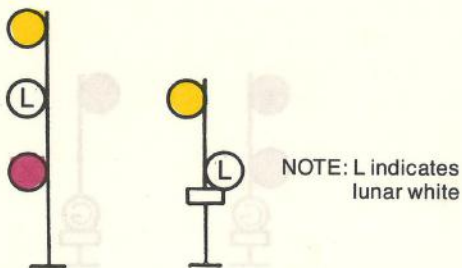
Indication: Proceed to next signal at  
restricted speed.

Name: Grade Signal.

**Rule 292**

Indication: Stop

Name: Stop Signal

**Rule 293**

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

Name: Take Siding.

## RULES FOR MOVEMENT OF TRACK CARS

- 400.** Foremen will be in charge of track cars governed by rules and special instructions applying to track cars and by the same rules and special instructions as apply to trains except as provided in Rules 400 to 421 inclusive. Fixed signal Rules 281 to 295 inclusive will not apply to track cars.

Track car foreman must be qualified biennially on the rules, method of operation and physical characteristics of the territories over which they are to operate. No one but employees in the discharge of their duties will be permitted to ride on such cars, except by proper authority.

NOTE: Whenever the word "foreman" appears herein, it will apply to the following employees: Track and Bridge and Building Foremen, Signal Foremen and Maintainers, Assistant Foremen and Hy-Rail, motor, trailer and push car operators and such other employees as the railroad may direct.

- 401.** Except as provided by Rules 402, 413 and 616a track cars will not be placed on, enter, or foul main track or controlled passing siding until authorized by train dispatcher on "Track Car Permit Form TC."

NOTE: TRACK CAR—A self-propelled car. The term "Track Car" shall include such self-propelled units as: Locomotive Cranes, Hy-Rail Cars, Weed Burners, Tie Tampers, Push Cars and other similar equipment.

NOTE: Controlled Passing Siding—A siding where movements are governed by Signal indication, for which CTC Rules are in effect.

- 402.** Except where Automatic Block Signal System Rules are in effect, Track Car Permit Form TC will not be required to authorize movement of track cars on single track within yard limits. In non-signaled territory, track cars using single track within yard limits must clear first class trains as per Rule 93. In case of failure to clear the time of an approaching first class train protection as prescribed by Rule 99a must be provided. Track cars using single track within yard limits must not exceed yard speed.

- 403.** Track Car Permit Form, TC Line R, will be used to authorize movements in one direction (to run from point to point).

Trains or engines will not be permitted to move between limits shown until track car has been reported clear, except:

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

- (b) After all track cars have been reported by a specific point, Train dispatcher may permit following movements to that point by use of train order Form S.
- (c) Track cars will be permitted to follow trains, engines and other track cars and must be shown on Track Car Permit Line (OTHER INFORMATION).

**404.** Track Car Permit Form TC Line C will be used to authorize movement point to point in Territory specified by timetable special instructions, where track cars must clear all trains listed on line Other Information, as prescribed by Rules 86 and S-87 or protect as prescribed by Rule 99a. No trains or engines other than shown on Line Other Information will be operated within the limits of the permit. Track cars must be clear of main track before time limit specified on Line C or protect as prescribed by Rule 99a. Rule 410 will not apply.

NOTE: In territories where Track Car Permit Form TC Line C applies, track cars must be manned by two qualified employees.

NOTE: Where Rule 404 is in effect, Rules 403 and 410 will not apply.

**405.** Track Car Permit Form TC, Line W will be used to authorize movement in either direction. (Work between points shown).

When Track Car Permit Form TC, Line W is used and where it may be necessary to permit a train to approach and pass through work limits:

- (a) Foreman will install fixed stop signal as per Rule 420 at both ends of work limits.
- (b) Train must receive a train order Form Y specifying the work limits of track car permit Form TC, Line W.
- (c) A train holding Form Y train order must not proceed beyond fixed signal until instructions have been received from the foreman named in the order either by means of radio communication or personal contact.

**406.** Track Car Permit Form TC, Line O must be used to remove track from service (out of service between the points shown).

Track cars and work trains will move on the authority of the track foreman within the limits of Form TC, Line O.

Prior to returning track to service, foreman holding Form TC, Line O must ascertain that all track cars, men and equipment are clear of the limits stated on Form TC, Line O. Rule 410 applies.



- 417.** When main tracks are impassable for trains to pass, they must be protected as prescribed by Rule 99a or foreman must obtain Track Car Permit Form TC, Line O.
- 417a.** When main tracks are temporarily unsafe for trains to pass except at reduced speed, Rule 28b will apply.
- 417b.** When track car or equipment foul or create a condition affecting the safe movement of trains moving on adjacent tracks, such tracks will not be fouled without permission of the train dispatcher. This will not relieve Engineering Department crews from protecting all tracks affected as prescribed by Rule 99a unless protected as prescribed by Rule 405.
- 418.** When train is approaching on adjacent track, track car will stop and occupants will leave car on side away from approaching train except in locations where it is impossible for men to clear; the car may proceed slowly to a point where stop can be safely made if train is still passing. Occupants will stand clear of track car, away from direction of movement of train. When practicable, occupants will observe both sides of train for defects in accordance with Rule 419.
- 419.** Foreman and assistant foreman must provide themselves with a whistle for warning the men of approaching trains and must see that their men move out of the way promptly, taking their tools to a safe distance from the track. Men must stand clear of all main tracks with the foreman while trains are passing, except that the foreman should designate a reliable man to clear track on the opposite side from the remainder of the crew to provide as far as possible complete inspection of passing trains. If any serious defect is noted, a stop signal must be given to the engineman and train crew. The only signal to be given to enginemen or train crew of passing trains is a stop signal and then only when it is necessary to stop train to ensure its safety.

420.



White Letters

Red Reflectorized Background

NAME: Work Limit Sign

INDICATION: Begin Work Limits (See Rule 403 Paragraph (a))

- 421.** Maximum Speeds, Unless otherwise specified.

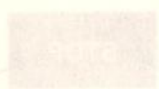
Highway-Rail-Car

Passenger Type—forward . . . . .	40 MPH
—backward . . . . .	10 MPH

Truck Type	—forward . . . . .	20 MPH
	—backward . . . . .	10 MPH
Not otherwise specified		
	—forward . . . . .	20 MPH
	—backward . . . . .	10 MPH
Track Car . . . . .		20 MPH
When hauling track cars or trailers . . . . .		15 MPH
When pushing track car or trailers . . . . .		10 MPH
Through self guarding frogs . . . . .		5 MPH
When diverging over spring frog STOP then proceed at 1 MPH.		

418. When approaching on adjacent track, track crew will stop and occupants will leave car on side away from approaching train except in locations where it is impossible for men to clear, the car may be pushed slowly to a point where stop can be safely made if train is still passing. Occupants will stand clear of track car, away from direction of movement of train. When practicable, occupants will observe both sides of train for details in accordance with Rule 419.

419. Foreman and assistant foreman must provide themselves with a whistle for warning the men of approaching trains and must see that their men move out of the way promptly taking their tools to safe distance from the track. Men must stand clear of all main tracks with the foreman while trains are passing, except that the foreman should designate a reliable man to clear track on the opposite side from the remainder of the crew to provide as far as possible complete inspection of passing trains. If any serious defect is noted, a stop signal must be given to the engineer and train crew. The only signal to be given to engineer or train crew of passing trains is a stop signal and then only when it is necessary to stop train to ensure its safety.



NAME: Work Limit Sign  
 INDICATION: Begin Work Limits (See Rule 403 Paragraph (a))  
 421. Maximum Speeds, Unless otherwise specified:

Highway Rail-Car	40 MPH
Passenger Type—forward . . . . .	10 MPH
—backward . . . . .	

**BOSTON AND MAINE CORPORATION**  
**FORM TC**

Permit No. \_\_\_\_\_ DATE \_\_\_\_\_ 19\_\_\_\_

To Track Car Foreman \_\_\_\_\_

At \_\_\_\_\_

**LINE R**

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

To \_\_\_\_\_ on \_\_\_\_\_ Track Until \_\_\_\_\_ hrs.

**LINE W**

Track Car No. \_\_\_\_\_ Work Between \_\_\_\_\_

and \_\_\_\_\_ on \_\_\_\_\_ track

until \_\_\_\_\_.

**LINE O**

\_\_\_\_\_ Track Between \_\_\_\_\_

and \_\_\_\_\_ Out of Service.

**LINE C**

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

To \_\_\_\_\_ on \_\_\_\_\_ Track Until \_\_\_\_\_ hrs.

**OTHER INFORMATION**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Made Complete at \_\_\_\_\_ hours by \_\_\_\_\_ Dispatcher

Received by \_\_\_\_\_ Opr. or Foreman

When station names are used on single track, limit of permit will apply at station sign.

## BOSTON AND MAINE CORPORATION

FORM TC

Payable for \_\_\_\_\_ DATE \_\_\_\_\_ W \_\_\_\_\_

to Jack G. Bowman \_\_\_\_\_

At \_\_\_\_\_

LINE R

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

to \_\_\_\_\_ on \_\_\_\_\_ Jack Unit \_\_\_\_\_ hrs \_\_\_\_\_

LINE W

Track Car No. \_\_\_\_\_ Why Between \_\_\_\_\_

and \_\_\_\_\_ on \_\_\_\_\_ track \_\_\_\_\_

LINE O

Track Between \_\_\_\_\_

and \_\_\_\_\_ Out of Service \_\_\_\_\_

LINE C

Track Car No. \_\_\_\_\_ Run \_\_\_\_\_

to \_\_\_\_\_ on \_\_\_\_\_ Jack Unit \_\_\_\_\_ hrs \_\_\_\_\_

OTHER INFORMATION

Main Corporation \_\_\_\_\_ Insured by \_\_\_\_\_

Responsible \_\_\_\_\_ Otr or Bowman \_\_\_\_\_

When other forms are read on single track, limit of power will apply to this form.

## AUTOMATIC BLOCK SIGNAL SYSTEM RULES

- 503.** Trains or engines finding signal indicating "Stop" (Rule 292) after receiving an indication less restrictive than "Approach" (Rule 285), "Medium Approach" (Rule 286), or "Slow Approach" (Rule 288) on preceding signal, must stop as quickly as possible consistent with safety. Such occurrence must be reported to the Superintendent-Operations.
- 505.** Block signals govern the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains, nor dispense with the use or the observance of other signals whenever and wherever they may be required.
- 509.** When a train is stopped by an automatic block signal displaying "Stop and Proceed" (Rule 291):
- (1) In single track territory it must wait five minutes and proceed at yard speed to the next signal except:
    - a.) When the train dispatcher knows that there are no opposing trains within the territory the train or engine may be authorized to proceed at once at restricted speed, except within yard limits where Rule 93 will apply.
    - b.) When an engine is returning to its train it may proceed at once.
  - (2) In double track territory it may proceed at once at restricted speed to the next signal.
  - (3) In CTC territory, it may proceed at once at restricted speed to the next signal.
- 509a.** When a train is stopped by a block signal displaying "Stop" indication (Rule 292), Rule 629 will apply.
- 509b.** A train or engine entering the main track between block signals must proceed at restricted speed to the next signal.
- 510.** When a train or engine is stopped by a block signal which is evidently out of order, the fact must be reported to the Superintendent-Operations.
- 511.** Where trains or engines are required to be reported clear of main track such report must not be made until switch has been secured in its normal position.
- 513.** Before a train or engine enters on or fouls a main track, or crosses from one main track to another, it must, unless otherwise provided, wait five minutes

after all main track switches, and siding switches or derails at clearance point, involved in the move have been opened, and the move must be protected as necessary in compliance with Rule 99a, 99b and 893.

This rule will not apply at meeting points on single track when the train to be met has just passed the switch, is occupying main track, and switch is opened immediately after its passage. It will not apply within interlocking limits or when switching on main track under flag protection.

Extra trains or engines with or without cars, before entering the main track or crossing over between main tracks under the provisions of this rule, must first obtain permission from train dispatcher or operator as the case may be. Permission granted does in no way affect full compliance of this rule.

At spring switches, except when governed by interlocking signals, the switch must be reversed by hand, the provisions of this rule complied with, leading engine or car then proceed to put lead wheels through frog, then restore switch to normal position, and proceed.

The term "interlocking signal" as used in this rule does not include "Other Interlocking Signals, which convey permissive indication as listed in timetable.

### **513a. Semi-Automatic Signals Governing Movements On or From Sidings.**

#### **Movement to Main Track:**

For movement to main track, signal will clear immediately after crossover or turnout has been reversed provided block is clear and no train is approaching on main track. In case of a spring switch, push the signal button in lieu of reversing the switch. If a train is on the approach circuit, signal will clear after a predetermined clearing time, as shown in timetable, provided train has not passed into the block.

Trains or engines may accept permissive indication as authority to enter main track if train order or time-table rights permit.

Trains or engines entering main track with Signal displaying a "Stop and proceed" Indication (Rule 291) may do so only after reversing switch or pushing button and waiting clearing time as shown in time-table and only in full compliance with Rules 509 and 513.

NOTE: Rule 513a does not apply to any type of Interlocking Signals.

- 514.** Trains or engines entering automatic block signal territory from non-automatic block signal territory must approach first automatic block signal prepared to stop unless signal can be clearly seen to give an indication permitting train to proceed without stopping.
- 515.** When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal.
- 516.** A train or engine having passed beyond the limits of a block must not back into that block except under protection as prescribed by Rule 99a or by train order.

### OTHER TYPE SIGNALS

- 520.** At locations so designated in timetable, a color light dwarf signal will be located ahead of points of spring switch and will govern movements against normal current of traffic over spring switch ONLY. This signal confers no rights to operate against the current of traffic. If signal indicates "Stop", train must not pass over spring switch until it has been examined and found to be in full normal or full reverse position. Signal will be designated as a "Spring Switch Signal" and will not display a number. (See Rules 296a and 296b.)

Trains or engines must approach "Spring Switch Signals" prepared to stop unless signal can be clearly seen to give an indication permitting train to proceed without stopping.

214. When a signal is being automatic block signal  
 display, the automatic block signal display  
 must display that automatic block signal  
 and a stop signal can be clearly seen to  
 give an instruction pointing train to proceed  
 and display.

215. When a train or signal has passed a stop signal  
 light is extinguished and a display is made  
 to show a restricted speed to the next signal.

216. A stop signal which is passed beyond the limits of  
 a block must not take into that block except under  
 protection as provided by Rule 216 or its  
 order.

## OTHER TYPE SIGNALS

217. Whenever an instruction is made, a color light  
 display signal will be shown ahead of point of danger  
 and will govern movements against danger  
 signal of other type signal. This signal  
 will indicate an order to proceed against the danger  
 signal. The signal order is "Stop", but must not  
 pass over danger signal when it has been extinguished  
 and must not be in full compliance full reverse position  
 signal will be extinguished as a danger signal  
 and will not display a number. See Rules 217  
 and 218.

218. In cases that require "Light Signal"  
 signal, provided a stop unless signal can be  
 clearly seen to give an instruction pointing train to  
 proceed without stopping.



**REVISIONS TO  
BOSTON AND MAINE CORPORATION  
RULEBOOK**

As of April 27, 1980

Page	Revision date	Page	Revision date
2	4-27-80		
8	4-27-80		
14	4-27-80		
19	4-27-80		
22	4-27-80		
30	4-27-80		
44	4-27-80		
53	4-27-80		
64	4-27-80		
65	4-27-80		
68	4-27-80		
73	4-27-80		
74	4-27-80		
79	4-27-80		
83	4-27-80		
86	4-27-80		
87	4-27-80		
88	4-27-80		
89	4-27-80		
90	4-27-80		

REVISIONS TO  
BOSTON AND MAINE CORPORATION  
RULEBOOK  
As of April 22, 1980

Page	Revision date	Page	Revision date
2	4-27-80		
6	4-27-80		
14	4-27-80		
19	4-27-80		
22	4-27-80		
30	4-27-80		
41	4-27-80		
53	4-27-80		
64	4-27-80		
66	4-27-80		
68	4-27-80		
73	4-27-80		
74	4-27-80		
79	4-27-80		
83	4-27-80		
86	4-27-80		
87	4-27-80		
88	4-27-80		
89	4-27-80		
90	4-27-80		

