

THE
CONSOLIDATED CODE
OF
OPERATING RULES

EDITION OF 1959

No. 4290

Joint Form 1

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**MINNEAPOLIS, ST. PAUL AND
SAULT STE. MARIE RAILROAD
COMPANY**

and is loaned to

Name	Occupation

who hereby agrees to return it to the proper officer when called for, or upon leaving the service.

**Consolidated Code of Operating Rules—
Revised 1959**

The rules herein set forth govern the railroads operated as listed below. They take effect December 1, 1959, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

**CHICAGO, MILWAUKEE, ST. PAUL AND
PACIFIC RAILROAD COMPANY**

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**DAVENPORT, ROCK ISLAND AND NORTH
WESTERN RAILWAY COMPANY**

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SPOKANE INTERNATIONAL RAILROAD
COMPANY

D. F. WENGERT, *General Manager*

SPOKANE, PORTLAND AND SEATTLE
RAILWAY COMPANY
AND AFFILIATED LINES

N. S. WESTERGARD, *General Manager*

UNION PACIFIC RAILROAD COMPANY
OREGON DIVISION

D. F. WENGERT, *General Manager*

GENERAL NOTICE

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

Obedience to the rules is essential to safety.

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

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

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

GENERAL RULES

A. Employes whose duties are prescribed by these rules will be provided with a copy.

Employes whose duties are in any way affected by the time-table must, while on duty, have a copy of the current time-table in their possession.

B. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authority for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must render every assistance in their power in carrying out the rules and special instructions, and must report promptly to the proper authority any violation.

F. Accidents, failure in the supply of water or fuel, defects in tracks, bridges, signals, or any unusual conditions which may affect the movement of trains, must be reported by quickest available means of communication to the proper authority, and must be confirmed by wire or on required form.

G. The use of intoxicants or narcotics is prohibited. Employes must not have intoxicants or narcotics in their possession while on duty.

H. The use of tobacco by employes on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employes on duty must wear the prescribed badge and uniform and be neat in appearance.

K. Employes and others authorized to transact business at stations and on or about trains, must be courteous, orderly and quiet.

L. In case of danger to the Company's property, employes must unite to protect it.

M. Employes must exercise care to prevent injury to themselves or others.

They must observe the condition of equipment and tools which they use in performing their duties and when found defective must, if practicable, put them in safe condition. Defective equipment or tools, which cannot be put in safe condition, must be so marked, and defects reported to the proper authority.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect the movement of trains, engines, cars or other movable equipment at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine, car or other moving equipment for the purpose of boarding the same.

They will be governed by the Safety Instructions of the railroad by which they are employed while working upon the property of any railroad governed by the rules of the Consolidated Code.

DEFINITIONS

Note.—For the purposes of these rules, the following definitions will apply.

ACKNOWLEDGING DEVICE.—A manually operated switch or valve on an engine equipped with automatic cab signal device, by means of which the sounding of the cab warning whistle can be silenced.

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

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

AUTOMATIC CAB SIGNAL SYSTEM. (ACS).—A system which provides for the automatic operation of the cab signal and cab warning whistle.

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

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

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

BLOCK SYSTEM.—A series of consecutive blocks.

BULLETIN.—Advice of conditions affecting the movement or safety of trains and engines.

CAB SIGNAL.—A signal located in engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals

and in conjunction with or in lieu of block signals.

CAB WARNING WHISTLE.—A whistle located in the cab which gives warning of a change of cab signal indication to a more restrictive indication.

CENTRALIZED TRAFFIC CONTROL SYSTEM. (CTC).—A system under which train or engine movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

CONTROL OPERATOR.—An employe assigned to operate a CTC control machine.

CONTROLLED SIDING.—A siding within CTC limits which trains or engines will enter or leave by signal indication.

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

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

DOUBLE TRACK.—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

DUAL CONTROL SWITCH.—A power operated switch that is also equipped for hand operation.

DWARF SIGNAL.—A low home signal.

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

EQUIPPED ENGINE.—An engine equipped with cab signal apparatus including whistle and acknowledging device in operative condition for the direction in which it is to move.

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

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

Passenger extra—for passenger train extra;

Work extra—for work train extra.

FACING POINT LOCK, SPRING SWITCH.—A locking device for a spring switch which automatically locks the points in normal position.

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

Note.—The definition of a "Fixed Signal" covers such signals as switch, train order, block, interlocking, stop signs, yard limit signs, reduce speed and resume speed signs, and other means for displaying indications that govern the movement of a train or engine.

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

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

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

INTERLOCKING SIGNALS.—The fixed signals of an interlocking.

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

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

MANUAL BLOCK SYSTEM.—A series of consecutive blocks, governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.

MEDIUM SPEED.—A speed not exceeding thirty (30) miles per hour.

PILOT.—An employe assigned to a train when the conductor or engineer, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

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

REGULAR TRAIN.—A train authorized by a time-table schedule.

REMOTE CONTROL.—A method of operating outlying signal appliances from a designated point.

RESTRICTED SPEED.—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced.

Where Automatic Block Signal Rules, Interlocking Rules or signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train or engine to be reduced, but a speed of fifteen (15) miles per hour must not be exceeded.

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

SECTION.—One of two or more trains running

on the same schedule displaying signals or for which signals are displayed.

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

SIGNAL ASPECT.—The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train; or the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

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

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

SLOW SPEED.—A speed not exceeding fifteen (15) miles per hour.

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

STATION.—A place designated in the time-table by name.

SUBDIVISION.—A portion of a division designated by time-table.

SUPERIOR TRAIN.—A train having precedence over another train.

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

TRAIN OF SUPERIOR CLASS.—A train given precedence by time-table.

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

TIME-TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with

special instructions relating to the movement of trains.

THREE OR MORE TRACKS.—Three or more main tracks upon any of which the current of traffic may be in either specified direction.

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

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

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 time-table, or by train order, may be made, subject to prescribed signals and rules, or special instructions.

YARD ENGINE.—An engine assigned to yard service.

STANDARD TIME

1. Standard Time obtained from an authorized observatory will be transmitted to all points from designated offices at 11 a.m. Central Time, 10 a.m. Mountain Time, 9 a.m. Pacific Time, daily.

2. Unless otherwise provided, watches that have been examined and certified to by a designated inspector must be used by employees in train, engine and yard service, train dispatchers and other employees as may be designated.

The certificate in prescribed form must be renewed and filed with the watch inspector during the month of August each year.

3. Unless otherwise provided, the watches of conductors, engineers, yardmasters, foremen of yard engines and train dispatchers, must be compared with a standard clock before commencing each day's work. The time when watches are compared must be registered on a prescribed form. The location of standard clocks is shown in the time-table.

When conductors, engineers, yardmasters or foremen of yard engines do not have access to a standard clock, they must compare their watches daily with each other and with a conductor or engineer who has compared time with a standard clock and has registered that comparison, or with the train dispatcher. A record of such comparison must be made on the back of their time slip or other form when prescribed, showing time, place, and with whom comparison was made.

Conductors and foremen of yard engines must, when practicable, compare time with their engineers before starting each trip or day's work. At the first opportunity other mem-

OPERATING RULES

Note.—Rules with a prefix "S" are for single track; those with a prefix "D" are for double or three or more tracks. Rules without a prefix are for single, double and three or more tracks.

The term "subdivision" as used in the rules will also apply to a division where subdivisions are not shown in time-table.

In these rules and in special instructions, when the term conductor is used, it will also apply to the foreman of a yard engine; when the term trainman is used, it will also apply to a switchman or yard helper; when the term engineer is used, it will apply to any employe operating an engine.

bers of the crew must compare time with the conductor or engineer.

3 (A). Employes governed by time service rules must know that their watches are wound, and when found to vary thirty (30) seconds or more from standard time, watches must be set to correct time.

3 (B). Employes must present their watches to officers and supervisors for time comparison upon request.

3 (C). Employes governed by time service rules must not wear wrist watches while on duty.

3 (D). Train order operators must know that the clock or watch used by them indicates correct time.

TIME-TABLES

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision. But when a schedule of the preceding time-table corresponds in

number

class

day of leaving

direction

initial station

terminal station

with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each subdivision date from their initial stations on such subdivision.

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

Note.—Day of leaving under this rule means the day of the week that the schedule authorizes a train to leave its initial station.

4 (A). Notice of new time-table will be bulletined. During a period commencing 24 hours before and continuing for six days after a new time-table takes effect, notice by train order Form T will be issued to conductors, engineers, yardmasters and foremen of yard engines.

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

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

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

Unless otherwise specified, the time applies:

ON SINGLE TRACK, at the switch where an opposing train enters the siding; where there is no siding it applies at the station.

ON DOUBLE OR THREE OR MORE TRACKS, at the station.

6. The following letters when placed before the figures of the schedule indicate:

L —leave;

A —arrive;

s —regular stop;

f —flag stop to receive or discharge traffic.

6 (A). The following letters when placed in the columns provided indicate:

- B —bulletins;
- C —coal;
- D —day operator;
- H —hog drenching;
- I —interlocking;
- J —junction;
- K —standard clock;
- M —railroad crossing protected by signals or gates;
- N —night operator;
- O —oil;
- P —telephone;
- R —train register;
- T —turntable;
- U —railroad crossing not protected by signals or gates;
- V —track connection with foreign railroad;
- W —water;
- X —yard limits;
- Y —wye;
- Z —track scales.

SIGNALS

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

7 (A). Signals must be used strictly in accordance with the rules. Employes in train, engine or yard service and others concerned must keep a constant lookout for signals. Employes giving signals must locate themselves so

as to be plainly seen, and give them so as to be plainly understood.

When practicable, all signals must be given on the engineer's side of track, but they must be respected when received from either side.

The utmost care must be exercised by employes to avoid acting upon signals that may be intended for other trains or engines. Unless employes are positive that signals given are for them, they must not move their train or engine until communication is made by words.

When backing or pushing a train or cars, the disappearance from view of trainmen or light by which signals are given, must be regarded as a stop signal, except when leading car is equipped with a back-up air brake hose or pipe and whistle in charge of a trainman.

7 (B). Crews of trains clear of main track must not give a proceed signal to an approaching train.

7 (C). Where there are close side clearances, or where conditions require, employes will, if practicable, work on the opposite side.

8. Flags or lights of the prescribed color and type must be used as required by the rules by day, and lights of the prescribed color and type must be used by night.

Note.—Flags may be cloth, metal, or other suitable material. Where authorized, reflectorized material of the prescribed color may be used instead of lights by night.

9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

COLOR SIGNALS

10.

COLOR	INDICATION
(a) Red	Stop.
(b) Yellow	Proceed as prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) White	Flag stop (See Rule 28) and for other uses prescribed by the rules.
(e) Blue	As prescribed by Rule 26 and for other uses.
(f) Purple	When used on siding derails— Stop; and for other uses as prescribed by the rules.
(ff) Lunar	For use as prescribed by the rules.

10 (g). When a red flag or a red light is found between the rails of the track, or on the engineer's side of the track, train must stop before passing it and not proceed until proper verbal information is obtained, or written information is found with the red signal, or a proceed signal given with yellow flag or yellow light is received from foreman in charge.

Red signal must be replaced when found between the rails.

10 (h). When a yellow flag or a yellow light is found on the engineer's side of the track, or is displayed by a flagman, train must be pre-

pared to stop at a red signal one and one-half miles from the yellow signal.

In the absence of a red signal at that location, train may proceed at a speed of not more than ten (10) miles per hour unless a different speed is specified by train order or bulletin, until a green flag or green light is found on the engineer's side of the track, indicating that slow track has been passed. Speed must not be increased above that specified until entire train has passed over the slow track. Rear trainman must give proceed signal when rear of train has passed green signal.

If a flagman is at the yellow signal, the signal must be acknowledged, Rule 14 (g).

FUSEES

11. A train or engine finding a fusee burning red on or near its track must stop, and may then proceed at restricted speed for one mile.

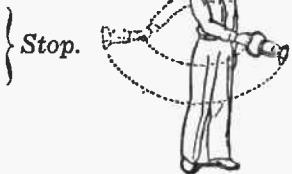
A train or engine finding a fusee burning red beyond the nearest rail of an adjacent main track need not stop, but must proceed at restricted speed for one mile.

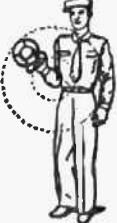
11 (A). Fusees must not be placed where they might set fire to anything, nor on public crossings.

HAND, FLAG AND LANTERN SIGNALS

12.

Note.—The hand, or a flag, moved the same as the lanterns as illustrated in the following diagrams, gives the same indication.

MANNER OF USING	INDICATION
(a) Swung horizontally at right angle to the track.	<p>Stop.</p> 
(b) Moved slowly with arm extended horizontally.	<p>Reduce speed.</p> 
(c) Raised and lowered vertically.	<p>Proceed.</p> 

MANNER OF USING	INDICATION
(d) Swung in a circle at right angle to the track.	<p>Back.</p> 
(f) Swung horizontally above the head.	<p>Apply air brakes.</p> 
(g) Held at arm's length above the head.	<p>Release air brakes.</p> 
(h) Any object waved violently by any person on or near the track must be respected as a signal to stop.	

ENGINE WHISTLE SIGNALS

14. The whistle must be sounded where required by rule or law. In case of whistle failure, speed of train must be reduced and the bell rung continuously when approaching and passing through stations, yards, over public crossings and around curves.

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

The unnecessary use of the whistle is prohibited and it must not be sounded while passing or being passed by a passenger train, except where required by rule or law, or in case of an emergency.

SOUND	INDICATION
(a) —	When standing, air brakes applied.
(b) — —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(d) — — — —	Flagman may return from west or south, as prescribed by Rule 99.
(e) — — — — —	Flagman may return from east or north, as prescribed by Rule 99.

SOUND	INDICATION
(f) o o o —	Protect front of train.
(g) o o	Answer to 14 (k) or any signal not otherwise provided for.
(h) o o o	When standing, back. Answer to 12 (d) and 16 (c). When running, answer to 16 (d).
(j) o o o o	Call for signals.
(k) — o o	SINGLE TRACK —To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed for a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause. DOUBLE OR THREE OR MORE TRACKS —To call attention of engine and train crews of trains of the same class and inferior trains moving

SOUND	INDICATION	SOUND	INDICATION
	<p>in the same direction and yard engines to signals displayed for a following section.</p> <p>Note.—Where single track is in use with portions of double or three or more tracks, this signal will also be given to trains in the opposite direction.</p> <p>EXCEPTION: Rule 14 (k) does not apply in CTC territory.</p>	(m)	Approaching stations, junctions, railroad crossings at grade, drawbridges, and mail cranes located between stations.
(l) — — o —	Approaching public crossings at grade. Standard sign will designate point at which signal must begin, to be prolonged or repeated until crossing is occupied by engine or cars. This signal must also be used frequently to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels and snow sheds, also as alarm for persons or livestock on the track.	(n) — — o	Approaching meeting or waiting points. Answer to 16 (l). See Rule S-90.
		(o) o —	Inspect train for air leak or for brakes sticking.
		(p) Succession of short sounds	When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars, or when necessary to use engine whistle to signal some other movement to stop.
		(q) — o	<p>When running against the current of traffic:</p> <ol style="list-style-type: none"> (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or

TORPEDOES

SOUND	INDICATION
(q) — o	<p>freight trains and when passing freight trains.</p> <p>(3) Preceding the signals prescribed by 14 (d) and 14 (e).</p> <p>Note.—Where there are two main tracks on which movements are made in either direction by signal indications, trains on left track will sound this signal preceding Signal 14 (d) or 14 (e).</p>
(r) — — — — o	Flagman may return from east or north on 3 track or diverging line, as prescribed by Rule 99.
(s) — — — — o	Flagman may return from west or south on 3 track or diverging line, as prescribed by Rule 99.
(t) — — — — o o	Flagman may return from east or north on 4 track, as prescribed by Rule 99.
(u) — — — — o o	Flagman may return from west or south on 4 track, as prescribed by Rule 99.
(z) o — o	Transfer of air brake control.

15. The explosion of two torpedoes is a signal to immediately reduce speed to twenty (20) miles per hour or as much slower as conditions require, keeping a close lookout for train or obstruction. After reducing to twenty (20) miles per hour, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.

The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed not less than 150 feet apart, and not in immediate vicinity of station buildings, or public crossings, or where they may cause injury.

During extremely cold weather or when torpedoes may be covered with snow, a duplicate set must be placed on the opposite rail to explode simultaneously.

COMMUNICATING SIGNALS

16. Each car of a passenger train must be connected with the engine by communicating signal appliance.

If the communicating signal fails, or an engine or car not so equipped is used on a passenger train, arrangements must be made for engineer to receive hand signal before passing stations. On passenger trains so equipped, radio or telephone may be used in place of hand signals.

When practicable, hand signals will be given in addition to 16 (a) and 16 (c).

NUMBER OF SOUNDS	INDICATION
(a) two	When standing—start.
(b) two	When running—stop at once.
(c) three	When standing—back.
(d) three	When running—stop at next passenger station.
(e) four	When standing—apply or release air brakes.
(f) four	When running—reduce speed.
(g) five	When standing—recall flagman.
(h) five	When running—increase speed.
(j) six	Increase train heat.
(k) seven	Shut off train heat.
(l) one long	When running — approaching meeting or waiting points as prescribed by Rule S-90; brakes sticking; look back for hand signals.

HEADLIGHTS

17. The headlight must be displayed burning bright to the front of every train by day and by night.

It must be extinguished when a train has stopped clear of the main track to meet a train, or is standing to meet a train at the end of double or three or more tracks, or at a junction.

At night, when an engine is backing without cars or is backing pulling cars, a white light must be displayed in the direction of movement.

S-17. When a train is to take siding to meet an opposing train, and the headlight of the train which is to take siding fails before train is clear of main track, or if view of headlight is obscured by cars or other obstructions, a member of the crew must be immediately sent ahead on main track to stop opposing train until main track is clear.

Until the headlight of a train turned out to meet another train is extinguished, it is an indication that the main track is obstructed. The opposing train must approach prepared to stop before passing the headlight and if the head end of train is clear of the main track, may proceed only at restricted speed to the point where the main track may be obstructed.

EXCEPTION: Rule S-17 does not apply in CTC territory.

17 (A). When the headlight fails enroute, a white light must be used in its place, the bell rung continuously while moving, the whistle sounded frequently, and the train dispatcher notified at the first opportunity.

17 (B). Except in foggy or stormy weather, or when closely approaching or passing over public crossings at grade, or when other condi-

tions make it inadvisable, headlight must be dimmed under conditions outlined below:

In yards where yard engines are employed and at stations where switching is being done;

When closely moving behind or when standing behind another train;

On double or three or more tracks when approaching train in the opposite direction;

In CTC territory, when meeting train and it is not necessary to stop for opposing train;

While standing on main track awaiting arrival of an approaching train that is to take siding, but not until approaching train dims its headlight as a signal for the standing train to do likewise;

When passing engine or rear of train, to afford identification of moving train;

Approaching stations where train orders or messages are to be handed up by operator;

At other times to permit passing of signals or when the safety of employees or others requires.

17 (C). On engines so equipped, oscillating white headlight must be displayed by night and at any time weather or other conditions impair visibility. It must be extinguished when the headlight is dimmed or extinguished.

Oscillating white light should be used in a stationary position as a substitute headlight in case of failure of the headlight.

17 (D). On engine so equipped, oscillating red headlight must be displayed immediately by day or by night under the following conditions:

When a train is disabled or stopped suddenly by an emergency application of air brakes;

When engineer or conductor finds it necessary to stop train due to some defect which might cause an accident;

When an adjacent track is obstructed or there is a possibility of it being obstructed;

When head end protection is required.

When red headlight is displayed, an opposing train on same or adjacent track must stop before passing headlight, ascertain the cause and be governed by conditions.

The use of oscillating red headlight does not in any way relieve members of the crew from compliance with Rules 99 and 102.

18. Yard engines will display the headlight to the front and rear by night and at any time the view is obscured by storm or fog. The headlight on the end that is coupled to cars may be dimmed or extinguished while so coupled.

At night, when not provided with a headlight, a white light must be displayed.

MARKERS AND REAR END LIGHTS

19. Unless otherwise provided, the following signals must be displayed in the places provided to the rear of every train, as markers, to indicate the rear of the train:

By day, marker lamps lighted or unlighted, or green flags;

By night, marker lamps lighted, displaying green to the front and side and red to the rear, except when train is clear of main track, green must be displayed to front, side and rear.

One marker displayed will indicate the same as two but the display of two is required.

EXCEPTION: That part of this rule requiring markers to display green to rear when clear of main track does not apply in CTC territory.

D-19. By night, when train is turned out against the current of traffic, marker lamps lighted must display green to the front, side and rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and red to the rear on the opposite side.

19 (A). A train not equipped to display the prescribed markers, will display a red flag by day and a red light by night, to indicate the rear of the train, except when clear of main track, a white light instead of a red light will be displayed.

EXCEPTION: The red light will not be replaced with a white light in CTC territory.

19 (B). When the rear of a train is equipped with built-in markers or electric signal lights, they must be lighted by day and by night and the requirement that markers display green to front and side will not apply.

19 (C). Unless otherwise provided, train crews arriving at terminals must continue the display of markers until the train has been delivered to connecting crew or is clear of main track and switch is properly lined.

19 (D). On passenger trains so equipped, red rear end light, when not operated automatically must, unless otherwise provided, be displayed in oscillating position from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. It must also be displayed in oscillating position by day when

the train is moving under circumstances in which it may be overtaken by another train, or other emergency conditions require. Its use does not in any way relieve members of the crew from compliance with Rules 99 and 102.

Red rear end light must be extinguished when train is clear of main track or when train is to be switched from the rear.

19 (E). When markers of a train ahead display red to the rear, or when red rear end light is displayed in oscillating position, a following train on the same or adjacent track must approach prepared to stop short of rear of preceding train. If rear of preceding train is clear of the track being used, the following train must then proceed at restricted speed until it is seen that the entire train ahead is clear of the track being used, except that in CTC territory, the following train will be governed by signal indication.

CLASSIFICATION SIGNALS

Note.—On engines provided with places for display of signals on either end, the classification signals must be displayed on the leading end of the engine in the direction of movement.

20. All sections except the last must display two green lights by day and by night on the front of the engine.

S-20. If both green lights fail enroute, train must stop and notify inferior trains that are met or passed and also trains at train order meeting points.

21. Extra trains must display two white lights by day and by night on the front of the engine.

22. When two or more engines are coupled together, each engine must display the required classification signals. The leading engine only will give and answer signals.

EXCEPTION: In CTC or Rule 251 territory, a helper engine moving over only a portion of a subdivision need not display signals.

23. One light displayed, where in Rules 20 and 21 two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

INDICATORS

24. Trains may be identified by indicators displayed on the engine when so equipped, which must have the train number or engine number properly displayed. When train number is required, train must not leave its initial station without the train number being properly displayed in the indicators.

When number of train is changed, indicators must be changed to correspond. Before making such change, movement of other trains must be safeguarded.

When an engine is cut out of a train, train number must be removed promptly from indicators.

Indicators will be displayed in the manner illustrated:

COMMON STANDARD INDICATORS

2	No. 2
1-2	First 2
X 162	Extra 162
X 7007A	Extra 7007A
7050B	Engine Number
2551	Engine Number
E 47	Engine Number

24 (A). Helper engine, when used on head end of train, must display train number in indicators where required, but unless otherwise provided, train number must not be displayed until helper engine has been coupled to train.

EXCEPTION: In CTC or Rule 251 territory, a helper engine moving over only a part of a subdivision will display its engine number instead of train number in indicators.

When helper engine is not on head end of train, or is moving light to or from helping a train, the engine number only will be displayed in its indicators.

24 (B). When an engine consists of more than one unit and the train number is not used in indicators, the number of one unit only will be illuminated at all times when in service, and will be the identifying number. When practicable the number of the leading unit must be used. The numbers of the other units must not be illuminated.

INSPECTION AND REPAIR PROTECTION

26. A blue signal, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected, it must not be coupled to or moved. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them.

When emergency repair work is to be done under the engine, or under or about cars in a

train, and a blue signal is not available, the engineer must be notified by a member of the crew and protection given those engaged in making the repairs. Train or engine must not be moved, nor air brakes applied or released, until all employes are out from under or from between cars, and the engineer so advised by the same employe.

USE OF SIGNALS

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that can be displayed by that signal, except that when a light is not burning on a signal and the day indication is plainly seen, or if an indication is displayed on a color light signal for the route to be used, it will govern.

Employees using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be promptly reported to the superintendent.

27 (A). Where reflectorized type switch lamps are in use, in case of headlight failure or engine backing without a headlight, trains and engines must approach facing point switches at restricted speed.

28. A white signal must be used to stop a train to receive traffic only at the flag stations indicated on its schedule or in special instructions.

When necessary to stop a train for other purposes or at other stations, a red signal must be used.

29. When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rules 14 (g) or (h).

30. Except where the stop and start, forward or backward, is part of a switching movement, the engine bell must be rung when an engine is about to move; while passing through stations, tunnels and snow sheds; while approaching public crossings at grade, beginning sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching such crossing, and continuing until the engine has passed over the crossing; and where required by special instructions. The unnecessary use of the bell is prohibited.

33. Watchmen stationed at public crossings must use stop signals when necessary to stop trains. They must 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 becomes visible or audible. It is the responsibility of the engineer to know that these requirements are complied with in cab of engine.

SUPERIORITY OF TRAINS

S-71. A train is superior to another train by right, class or direction.

Right is conferred by train order; class and direction by time-table.

Right is superior to class or direction.

Direction is superior as between trains of the same class.

D-71. A train is superior to another train by right or class.

Right is conferred by train order; class by time-table.

Right is superior to class.

72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

S-72. Trains in the direction specified in the time-table are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS

81. A main track must not be fouled or occupied without authority, unless protected as prescribed by Rule 99.

81 (A). When a train, either on main track or siding, is to stop to be met or passed by another train, or is to stop for a signal at the end of a siding, stop should be made not less than 300 feet from the signal or fouling point if length of train will permit.

82. Time-table schedules, unless fulfilled or annulled, are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order, except in CTC territory, further movement will be authorized by the train dispatcher.

S-83. A train must not leave its initial station on any subdivision, or a junction, or pass from double or three or more tracks to single track, or leave CTC territory until it has been ascertained whether all trains due, which are superior, have arrived or left.

S-83 (A). When a train is required to meet, or wait for, an opposing extra train, or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by Form W train order, Examples (5) or (6).

D-83. A train must not leave its initial station on any subdivision or a junction, or leave

CTC or Rule 251 territory, until it has been ascertained whether all trains due, which are superior, have left.

83 (A). Stations at which train registers are located are designated in the time-table.

Unless otherwise provided, conductors of all trains, and engineers of engines without conductors, must register their trains on the train register at points designated in the time-table. Where authorized, register ticket will be accepted by the operator who must register for the conductor and report trains to the train dispatcher from the train register.

Conductors must fill out train register check on the prescribed form and deliver or have it delivered to engineer before leaving register station, unless check of trains is received by train order.

The number of a section of a regular train must be spelled out on train registers and register tickets.

83 (B). Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance, which must include the O.K., the time, and the superintendent's initials.

Operators must not issue a clearance to a train at its initial station on any subdivision without authority from the train dispatcher, except in case of failure of means of communication. In case of failure of means of communication, the words "wire failure" must be shown on the clearance with the time and operator's name instead of the O.K., and the superintendent's initials.

After having been detoured, a train returning to its regular route at other than an initial

station for that schedule, must not resume its schedule unless directed by train order to do so.

83 (C). A regular train must not be created at a station other than the initial station of the schedule except as authorized by train order.

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

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

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

Third class trains may pass or run ahead of second class trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, clearances, signals and numbers with the section to be passed. The change in sections must be reported from the first available point of communication.

When trains are running in sections of a schedule, the responsibility for a following section passing a leading section without proper authority rests with the leading section.

86. Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

87. Necessary identification of trains must be made at meeting points and at passing points.

S-87. An inferior train must clear the time of opposing superior trains not less than five (5)

minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train. An inferior train failing to clear the main track by the time required must be protected as prescribed by Rule 99.

87 (A). Where operator's advancing indicators are in service, when a train is required by rule, train order or instructions to take siding for an opposing or following train at that station, and it is desired to advance them on the main track to train order office to receive train order or instructions permitting them to proceed beyond that station, train dispatcher may instruct operator to display advance indication.

A train approaching a station when advance indication is displayed, must acknowledge with two long sounds of engine whistle and may proceed on main track at restricted speed to train order office and be governed by train orders or instructions received.

When proceeding on an advance indication against an opposing train and stop is made before reaching train order office, front of train must be protected immediately as prescribed by Rule 99.

Operator must not display advance indication unless authorized by train order Form X.

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

S-89. Unless otherwise provided, the inferior train must take siding at meeting points.

The train taking siding must pull in when practicable. If necessary to back in, the movement must first be protected as prescribed by Rule 99.

S-89 (A). At schedule meeting points between trains of the same class, the superior train must stop clear of the switch used by the train taking siding unless switch is properly lined and track is clear.

At train order meeting points, the train holding the main track must stop clear of the switch used by the train taking siding unless the train to be met is clear of the main track and switch is properly lined.

S-90. On trains equipped with communicating signal system, the conductor must give signal 16 (*l*) to the engineer immediately after passing the last station but not less than one mile preceding a schedule meeting point with a train of the same or superior class or a point where by train order it is to meet, or has to wait for, an opposing train. The engineer will immediately reply with signal 14 (*n*). If the engineer fails to answer by signal 14 (*n*), the conductor must take immediate action to stop the train.

On other trains, the engineer will give signal 14 (*n*) at least one mile before reaching a meeting or waiting point.

91. Unless some form of block signals is used, trains in the same direction must keep not less than ten (10) minutes apart, except in closing up at stations.

91 (A). Unless otherwise provided, where no form of block signals is in use, operator on duty must space trains ten (10) minutes apart. Trains must also be spaced ten (10) minutes

apart when moving against the current of traffic unless track is signalled for traffic in both directions.

When train order signal is used to space trains it must be placed to indicate stop immediately after rear of train has passed signal. When clearance is used to space trains, operator must show on clearance the time train may go and train must not leave before that time.

92. A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

Within yard limits the main track may be used without protecting against second and inferior class, extra trains and engines.

Within yard limits second and inferior class, extra trains and engines must move at restricted speed.

Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at restricted speed.

Note.—Approach or proceed automatic block signal indications do not supersede the provisions of Rule 93.

THE ABOVE RULE 93 DOES NOT APPLY ON THE UNION PACIFIC OREGON DIVISION OR ON THE SPOKANE INTERNATIONAL RAILROAD.

**THE FOLLOWING RULES 93 AND 93 (A)
APPLY ONLY ON THE UNION PACIFIC
OREGON DIVISION AND ON THE SPO-
KANE INTERNATIONAL RAILROAD.**

93. Within yard limits, all trains and engines must move prepared to stop within the distance track is seen to be clear.

Within yard limits, where the main track is protected by continuous block signals, protection against other trains is not required. Where not protected by continuous block signals, protection in accordance with Rule 99 must be afforded against first-class trains. In block or non-block signal territory during foggy or stormy weather, protection in accordance with Rule 99 must be afforded against all trains and engines.

EXCEPTION: Unless otherwise authorized, a train or engine must not be moved against the current of traffic within yard limits until provision has been made for the protection of such movement.

93 (A). Second-class, extra trains and engines must avoid delay to first-class trains within yard limits.

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders and clearances of the disabled train, proceed to the first available point of communication, and there report to the train dispatcher. The disabled train will assume the right or schedule and take the train orders and clearances of the last train with which it has exchanged, and will, when able, proceed to and report from the first available point of communication.

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section without train order authority, except as prescribed by Rules 85 and 267.

95 (A). When display of signals is to be discontinued at an intermediate train register station of a schedule, the train which is to continue movement beyond will take down the signals at the place where its train register is located; following sections which are to be discontinued at that station must clear main track at the first switch of the siding, except if siding is beyond train register location they must not occupy main track beyond location of the train register unless further movement is authorized by train order, Rule 93 or under protection as prescribed by Rule 99.

When signals are displayed to the terminal of a schedule on a subdivision, all sections have the same time-table authority as the regular train has when no signals are displayed.

S-96. Signals must not be ordered displayed to, nor taken down at, other than a register station for the train displaying the signals.

97. Unless otherwise provided, extra trains must be authorized by train orders.

D-97. Extra trains, except work extras, may be authorized to run with the current of traffic by a clearance which will include clearance number, engine number and direction, thus "C&E Extra 77 West", and the name of the station to which the extra is authorized to run. Such clearance must be authorized by the train dispatcher and may be cancelled by train order,

and must not be issued by an operator in case of wire failure.

Work extras must be authorized by train orders and unless otherwise provided, must move with the current of traffic.

98. Trains and engines must approach the end of double or three or more tracks, junctions, railroad crossings at grade, and drawbridges, at restricted speed, unless protected by block or interlocking signals.

Where required by rule or law, trains and engines must stop.

98 (A). At a railroad crossing not protected by signals, trains and engines must stop before passing stop sign. When view is obscured so that at least 200 feet of the other railroad on each side of crossing cannot be seen from point where train or engine is stopped, a member of crew must be sent to crossing to give proceed signal when safe to proceed. The train or engine must not proceed until proceed signal has been received.

Where a railroad crossing at grade is protected by a gate, if the gate is set against the route to be used, trains or engines must stop and remain at least fifty feet from the crossing until the gate is secured in proper position against the other route.

Where signals are operated in conjunction with the gate and do not indicate proceed when gate is set against the other track, a member of the crew must proceed to the crossing, ascertain that gate is properly secured and if no conflicting movement is evident will give proceed signal. Train or engine must not proceed until proceed signal has been received. If a train or engine is approaching on a conflicting route,

proceed signal must not be given until conflicting movement has been completed over the crossing or has come to a stop. Proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine stopped on the conflicting route.

When ready to proceed, signal 14 (b) must be sounded.

99. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees.

When recalled and safety to the train will permit, he may return and when the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the forward trainman or other competent employe.

When a passenger train stops, the flagman properly clothed and with necessary flagging equipment, must appear on the ground at the rear of the rear car prepared to provide protection as prescribed by the rules.

Conductors and engineers are responsible for the protection of their trains.

When flagman is left behind, or is incapacitated, another trainman must take his place.

The following signals will be used by flagman:

Day signals—A red flag, not less than ten (10) torpedoes and six (6) red fusees.

Night signals—A white light, not less than ten (10) torpedoes and six (6) red fusees.

THE ABOVE RULE 99 DOES NOT APPLY ON THE UNION PACIFIC OREGON DIVISION OR ON THE SPOKANE INTERNATIONAL RAILROAD.

THE FOLLOWING RULE 99 APPLIES ONLY ON THE UNION PACIFIC OREGON DIVISION AND ON THE SPOKANE INTERNATIONAL RAILROAD.

99. When a train stops, except when clear of the main track, the flagman must go back immediately with flagman's signals, a sufficient distance to insure full protection. One-half mile from the rear of his train he will place two torpedoes on the rail, continuing back one and one-half miles from the rear of his train he will place two torpedoes on the rail. He may then return to the two torpedoes one-half mile from rear of his train where he must remain and flag approaching trains until relieved or recalled by the whistle of his engine.

During foggy or stormy weather and in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance, placing two torpedoes at every one-fourth mile beyond the second set of torpedoes.

The front of the train must be protected in the same way when necessary.

After the flagman has the necessary torpedoes placed and has returned to the two torpedoes one-half mile from his train, when he is recalled by the engine whistle he may return if safety to his train will permit, removing the two torpedoes from rail at that point. When the conditions require he will leave a lighted fusee, and not remove the two torpedoes at that point.

Should a train be seen or heard approaching before the flagman has reached the required distance, he must at once place two torpedoes on the rail, and if it is by night or during foggy or stormy weather, he must at once place two torpedoes on the rail and leave a lighted fusee at that point and continue in the direction of the approaching train and flag it with a lighted fusee.

If the flagman is recalled before reaching the required distance, he will, if necessary, place two torpedoes on the rail; by night, or during foggy or stormy weather, he must display a lighted fusee in addition, to protect his train while returning.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals and take such other action as may be necessary to insure full protection.

When a passenger train stops and rules or conditions do not require that flagman protect his train in accordance with Rule 99, the flagman must take position not less than 60 feet from rear of train, prepared to provide protection if it becomes necessary.

Conductors and engineers are responsible for the protection of their trains.

When flagman is left behind, or is incapacitated, another trainman must take his place.

Flagman's signals:

Day signals—A red flag, not less than ten (10) torpedoes and six (6) red fusees.

Night signals—A white light, not less than ten (10) torpedoes and six (6) red fusees.

99 (A). In CTC territory, protection of train in accordance with Rule 99 is not required when standing on main track between Stop signals of a controlled siding.

In CTC territory, when protection of rear of train is required, Rule 99 must be complied with except that flagman need not go back farther than the last Stop signal governing the direction of his train, calling train dispatcher by telephone at that location.

99 (B). When a train requires flag protection, the engineer must immediately whistle out flagman. If that signal has been sounded before the train has been brought to a stop, it must be repeated immediately after stop has been made. When ready to proceed, he will recall the flagman.

99 (C). When a train has been flagged, flagman must inform the engineer why the train has been flagged and engineer must be governed by conditions.

99 (D). When a flagman is sent out with instructions affecting a train's authority to pro-

ceed, three copies of the instructions must be made, one copy to be given to the flagman who must show his copy to the engineer of the train or trains affected, one copy to the engineer of the train he is sent on (if sent on a train), and the other copy to be retained by the conductor. When a flagman is sent on a train, he will ride on the engine and the engineer must stop and let him off at the first switch at the station to which he is sent.

101. Trains and engines must be fully protected against any known condition which interferes with their safe passage at normal speed.

101 (A). If any defect or condition which might cause an accident is discovered in track, bridges or culverts, a flagman must be left. The radio, telegraph or telephone must not be depended on to notify other trains or engines.

If any member of a train or engine crew has reason to believe that their train or engine has passed over any dangerous defect, stop must be made at once and proper protection provided. A prompt report must be made to the proper authority.

101 (B). During severe storms or when there is indication of high water or any condition which threatens damage, trains must move at restricted speed. If in doubt as to being able to proceed safely, train must be placed on siding. Conductors and engineers must make inquiries at stopping places and, when advisable, extra stops must be made to ascertain extent and severity of storms and to examine bridges, culverts, or other places subject to damage by high water.

If any condition is found that might affect the safety of a train, flag protection must be provided and section forces and train dispatcher promptly notified.

When a train is flagged by a track patrolman in case of storm or high water, patrolman must, if necessary, patrol track ahead of train through the storm area.

101 (C). Trains must run carefully in locations affected by drifting sand or slides and under conditions of dense fog or stormy weather when visibility is restricted.

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

In such cases it must be determined by inspection that the train involved and the track to be used are safe for the train to proceed. Train involved must not proceed, nor flagmen recalled, until engineer has been definitely advised by conductor that it is safe to do so.

A train on an adjacent track must not pass the disabled train unless it is preceded by a flagman or unless definitely assured by the conductor of the disabled train that the track is clear and it is safe to proceed.

102 (A). When there has been a derailment, after equipment has been rerailed it must be known by inspection of track and equipment that it is safe for the train to proceed.

102 (B). When an engine leaves its train or part of its train behind and passes any switch where it would be possible for another train or engine to enter that track between the front and rear portions, the engine must not return to the rear portion unless a flagman is protecting the return movement, or unless the return movement has been authorized by the train dispatcher.

When an engine leaves its train or part of its train behind on the main track, a sufficient number of hand brakes must be set to keep train from moving, torpedoes must be placed a sufficient distance in advance of the detached portion to warn the returning movement. Such movement must be made at restricted speed. In addition, at night or when view is obscured by weather conditions, a light must be placed on the front end of the detached portion of the train. When a light is not available, or when other conditions require, a trainman must protect the returning movement.

103. When cars are pushed by an engine and the conditions require, a trainman must take a conspicuous position on the leading car.

When switching over public crossings at grade or authorized foot crossings not protected by a watchman, by gates, or by crossing signals in operation, a member of the crew must protect the crossing. When protecting crossings a man must be on the ground at the crossing. The man protecting the crossing must not get on the leading car or engine until front of movement has passed over the crossing. Protection must also be provided under the following conditions:

While coupling cars at or near crossings;
While pushing cars over crossings, except

when the leading car is equipped with a back-up air brake hose or pipe and whistle in charge of a trainman.

In general, highway crossing signals are so designed that they will not operate for a train or engine making a reverse movement after having passed over the crossing. Before such reverse movement is made, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made, unless it is known that signals are operating.

When a train is parted to clear a public crossing not protected by a watchman, or is standing near such crossing, a trainman must, when practicable, protect traffic against trains or engines approaching on adjacent tracks.

Unnecessary operation of automatic highway crossing signals due to trains or cars standing in circuit must be avoided.

Where automatic crossing signals are equipped for manual operation, signals may be manually operated for highway traffic. If signals have been manually operated they must be restored to automatic operation.

Note.—Crossing signals in operation means that signals are displaying warning to highway traffic.

103 (A). Unless otherwise provided, cars must not be handled ahead of engine between stations, except in emergency or when necessary to take cars to or from a spur track or in work train service.

Air brakes on such cars must be cut in and operative, and the movement must be for no greater distance than necessary.

104. Conductors are responsible for the position of switches used by them and their train-

men, except where an employe is assigned to handle switches.

Switches must be left in proper position after having been used and must not be left open for another train or engine unless in charge of a member of the crew of such train or engine or an employe assigned to handle switches.

When practicable, engineer must see that the switches and derails near the engine are properly lined.

A train or engine must not foul a main track until switches connected with the movement are properly lined. When waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until the movement is completed or clear of the main track involved.

Trains or engines leaving a main track must pull clear of the main track before stopping for trainman to line the switch.

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.

Note.—Rules 104 and 104 (A) apply to all switches when operated by hand.

104 (A). Unless otherwise provided, the normal position of a main track switch is for the main track and must be lined and locked in that position, except when changed for immediate movement.

For facing point movements, switches equipped with locks must be locked, or if equipped with hooks only must be hooked, for trains moving through them; for trailing point

movements and for other than train movements switches will be secured by placing locks or hooks in hasp. Switches equipped with other types of locks or security devices which do not permit of this must be secured to the extent practicable.

A main track switch must not be left open unless a member of the crew remains near enough to be able to line it upon the approach of a train or engine.

Employes handling switches must know they are properly lined, locked or secured and that switch points fit. Lock must be tested by pulling chain to know that it is secured.

Employes must stand not less than twenty feet from the switch stand and, when practicable, on the opposite side of the track while a train is closely approaching or passing.

When a train or engine is on a siding or other track to be met or passed by a train, the employe who is to attend the switch must not go nearer the switch than the fouling point until the expected train has been met or has passed.

Employes alighting from a moving train to change position of a switch behind such train must, when practicable, get off from rear end of rear car, but when this cannot be done and safety permits, must get off train from side opposite switch stand.

Except when changed to permit movement, derails must be set in derailing position, and where equipped with locks they must be locked.

Switches must be set for the dead rails over track scales when the scales are not in use.

If a switch lock is missing or found defective, another lock must be supplied if practicable, and a report made to train dispatcher.

If a switch is damaged or run through, report must be made to proper authority, and when practicable sectionmen notified. Switch must be spiked unless sectionmen take charge. If it cannot be made safe, protection must be provided.

104 (B). Spring switches are identified by special targets, lights, or both, and permit trailing point movements through the switch without operating the switch by hand. Rule 513 and the third paragraph of Rule 514 (A) apply only when the switch is operated by hand.

A train or engine, stopping on a spring switch while trailing through and actuating the switch points, must not make a reverse movement or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement.

A spring switch must not be operated by hand when wheels are standing on any part of the switch points, or before the points have completed their full movement after being trailed through.

When a train or engine moving in either direction is stopped by a signal governing movement over a spring switch, the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined, locked or secured and that points fit before movement is made.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting train movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not be lined and locked in normal position until after movement has been completed. If switch is not

equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.

104 (C). In automatic block signal territory, at locations where there is no signal governing trailing point movements through a spring switch from a siding or other track to the main track, switch must be operated by hand and Rule 513 and the third paragraph of Rule 514 (A) must be complied with. Switch may be restored to normal position after leading wheels have passed the fouling point. Protection as prescribed by Rule 99 must be provided against following movements on the main track.

Under conditions covered by the exceptions in Rule 513, the spring switch may be trailed through without hand operating the switch.

D-104. When moving against the current of traffic on double or three or more tracks, trains and engines must stop and examine facing points of spring switches unless such switches are protected by signals.

105. Trains and engines using a siding or any track other than a main track must move at restricted speed.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the superintendent or in an emergency under flag protection.

105 (A). When main track is out of service and trains must be run through an adjacent track, switches must be lined, locked and spiked for that track, and train dispatcher notified. Until train order covering the condition is issued to all trains affected, flag protection must

be provided. Flagman must remain until released by the train dispatcher.

106. The conductor and engineer and anyone acting as pilot are equally responsible for the safety of the train and the observance of the rules, and under conditions not provided for by the rules, must take every precaution for protection.

107. Trains or engines must run at restricted speed in passing a train receiving or discharging traffic at a station, except where proper safeguards are provided, or the movement is otherwise protected.

Trains or engines must not pass between train and platform at which traffic is being received or discharged unless the movement is properly protected and proceed signal is received. Movement must then be made at restricted speed.

108. In case of doubt or uncertainty, the safe course must be taken.

109. The locations of bulletin boards or bulletin books are designated in the time-table.

Bulletins will be numbered consecutively beginning with No. 1 January first of each year. They will be issued and cancelled by the superintendent. The time and date posted will be endorsed on the face of each bulletin.

Employes in train, engine and yard service must read bulletins and notices before starting each trip or day's work, and will be held accountable for their observance.

The number of the last bulletin will be recorded by conductors, engineers and foremen of yard engines in the place provided as ac-

knowledgment of all bulletins posted prior to commencing each day's work.

Where crews operate over more than one division and bulletins of each division are posted at the starting point of run, receipt for the last bulletin of each division will be made by showing initials of each division and number of the bulletin.

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

Where three or more main tracks are in service they shall be designated by numbers and their use indicated by special instructions.

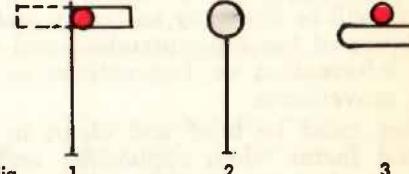
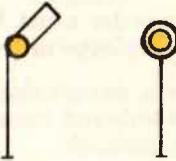
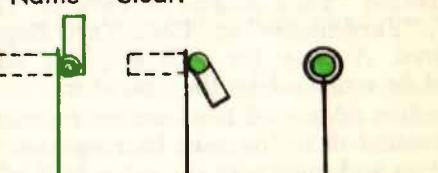
D-152. When a train crosses over to, or obstructs another main track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track.

TRAIN ORDER SIGNAL RULES

200. The following signals will appear where conditions require their use.

The indications are given by the position of the arms, by lights of the prescribed color, or by both. Where authorized by the superintendent lights will not be displayed.

Where the semaphore is used the governing arm is displayed to the right of the signal mast as viewed from an approaching train, and on double or three or more tracks, governs trains moving against the current of traffic the same as if moving with the current of traffic.

Rule 200 A	Name — Stop  Indication — Stop for orders. <i>See Rule 221.</i>
Rule 200 B	Name — 19 order.  Indication — proceed under clearance or train order and clearance. <i>See Rule 221.</i>
Rule 200 C	Name — Clear.  Indication — Proceed. <i>See Rule 221.</i>

RULES FOR MOVEMENT BY TRAIN ORDERS

201. Unless otherwise provided, for movements not provided for by time-table, train orders will be issued by authority and over the signature of the superintendent and only contain information or instructions essential to such movements.

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

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

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

203. Train orders, except slow or cautionary orders, must be numbered consecutively each day, beginning at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineer, and also to anyone who acts as its pilot. Those for a yard engine will be addressed "Yard Engine in care of Yardmaster", "Yardmaster" or "C&E Yard Engines" as desired. A copy for each employe addressed must be supplied by the operator.

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

Train orders and clearances must be read promptly upon receipt by those to whom they

are addressed. Conductors must, when practicable, obtain from engineers an understanding of all train orders before they are acted upon.

Conductors must, when practicable, show train orders and clearances to trainmen. Engineers must show train orders and clearances to members of the crew on the engine.

204 (A). Unless otherwise provided, a copy of all train orders and clearances will be furnished the rear trainman.

When a train has more than one engine in service, or when an engine is added between terminals, a copy of all train orders and clearances affecting their movement must be furnished to each engineer.

205. Each train order must be written in full in a book provided for that purpose in the office of the train dispatcher, and with it recorded:

Time train order signal displayed;
Indication displayed by train order signal;
To what offices the order was transmitted;
When the order was made complete or the "X" response sent at each office;
The names of those who signed the order, when required.

These records must be made at once and never from memory or memoranda. Additions to train orders must not be made after they have been repeated.

206. In train orders and clearances, regular trains will be designated by numbers as "No 10" and sections as "Second 10", adding engine

numbers in train orders if desired. Extra trains will be designated by engine numbers and the direction, as "Extra 798 (east) (west)", or "Psgr Extra 897 (east) (west)". Work extras will be designated by engine numbers, as "Work Extra 798". Engines with a prefix or suffix letter will be designated as: "E 47" or "6504 A".

For the movement of an engine of another company, the initials or the designated name will precede the engine number.

When two or more engines are coupled, the number of the leading engine only will be used in train orders, except when helper engines or other engines are placed on the head end of a train over a portion of a subdivision, the road engine number will be used.

Even hours, as "10 00 a m", must not be used in stating time in train orders.

In transmitting train orders by telegraph, time may be stated in figures only, or duplicated in words.

In transmitting and repeating train orders by telephone, time must be pronounced first, thus: one naught five; then spelled letter by letter, thus: o-n-e n-a-u-g-h-t f-i-v-e, following by pronouncing each figure, thus: 1-0-5. The names of stations, sections, and direction of extras must be pronounced plainly and then spelled letter by letter, thus: Aurora, A-u-r-o-r-a; Second, S-e-c-o-n-d; East, E-a-s-t. Order numbers, train, engine and other numbers must be pronounced first and then followed by pronouncing each figure, thus: One hundred five, 1-0-5; Twenty-seven-fifty-six, 2-7-5-6, except where the number is but one figure, it must be pronounced first, thus: One; then spelled, thus: O-n-e. The letters duplicating names of stations, sections,

direction and numerals will not be written in the train order book nor upon train orders, except time which may be duplicated in words.

When train orders are transmitted by telegraph, the train dispatcher must write the order the first time it is repeated, and must underscore each word and figure each time it is repeated thereafter. When transmitted by telephone he must write the order as he transmits it and must underscore each word and figure each time as it is repeated.

207. To transmit a train order, the train dispatcher must instruct each office addressed the position and direction in which the train order signal is to be displayed and the number of copies to be made, thus: "Stop West copy 5", or "19 East copy 3".

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. When not sent simultaneously to all, the order must be sent first to the superior train.

The several addresses must be in the order of superiority of trains, each office taking its proper address and, when practicable, except in automatic block signal territory, must include the operator at the meeting or waiting point.

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

208 (A). A train order must not be issued for a train at the point where its movement is restricted if it can be avoided. When so sent, except at its initial station, the fact must be

stated in the order. The train being restricted must be brought to a stop before delivery is made, and special precautions must be taken to insure safety.

A train advanced to a station where the opposing train receives the order must approach that station expecting to find the train receiving the order on the main track and, where conditions require, the train advanced must protect against the opposing train as prescribed by Rule 99.

209. Operators receiving train orders must write or typewrite them in manifold during transmission. They must retain a copy of each train order. The "complete", the time, and the signature of the operator must be in his handwriting.

209 (A). If the requisite number of copies of a train order cannot be made at one writing, operators must make additional copies from one previously repeated, and must then repeat to the train dispatcher from the new copies each time additional copies are made. Initials of operator who recopies the order must be shown, but the date of issue, time completed, and name of original receiving operator must not be changed. Operators must retain a copy of each additional writing, showing thereon the time and date it was repeated to the train dispatcher.

The train dispatcher must place notation in train order book of each repetition.

When an error is made in transmitting a train order and before it has been repeated, all copies of that order must be immediately destroyed, the order marked "void" in the train order book, and if reissued given another number.

If an order in which an error has been made has been repeated, that order must be annulled.

When train orders are annulled on other than the date of issue, the date as well as the number of the order annulled, must be designated in the annulment order.

210. When a train order has been transmitted, operators must, unless otherwise directed, repeat it at once in the succession in which the several offices have been addressed. Each operator receiving the order must observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete" and the time, with the initials of the superintendent, will be given by the train dispatcher. The operator receiving this response will then write in the space provided the word "complete", the time, and his last name in full, and deliver a copy to each person addressed, unless the order is annulled by the train dispatcher. When delivery to engineer will take the operator from the immediate vicinity of his office, the engineer's copy will be delivered by conductor or trainman.

211. Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the address, the total number of train orders (if none show "no") and the number of each train order, if any, and transmit to the train dispatcher from the clearance as "Seattle, clear No 17 with 3 orders numbers 1, 2 and 3", or "Seattle, clear No 17, no orders".

The train dispatcher must make the required record in the train order book and check the order numbers and if correct will reply as, "Seattle, clear No 17 with 3 orders numbers

1, 2 and 3" or, "Seattle, clear No 17, no orders", giving OK, the time and the superintendent's initials, which the operator will endorse on the clearance.

Operators must make the required number of copies of Clearance Form A at one writing, sign last name in full and retain a copy. Type-writer must not be used in writing clearance.

Clearance Form A must be delivered together with all train orders. Conductors and engineers must, and when practicable other members of the crew will, see that their train is correctly designated and that the information shown on the clearance corresponds with the train orders received.

In case of failure of communication, if all orders held for a train have been completed, the operator may deliver such orders accompanied by a Clearance Form A bearing notation "wire failure" and the time instead of the OK and superintendent's initials. Such clearance will be acted upon as though OK had been given in the usual way.

When communication is restored, operator will notify the train dispatcher the time each train was cleared and the numbers of the orders delivered, which the train dispatcher will record in the train order book.

212. When so directed by the train dispatcher, a train order, having been transmitted, may be acknowledged before repeating, by the operator responding: "(number of train order) to (train number), X" with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to a train until the

order has been repeated, or the "X" response sent by the operator who receives the order for the train being restricted.

214. When a train order has been repeated, including the signature of the superintendent, or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If communication fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

216. For train orders delivered by the train dispatcher, the requirements as to the record and delivery are the same as at other offices.

216 (A). When the train dispatcher issues a train order that is to be delivered to a train by the train dispatcher, a carbon copy of the body of the order must be made in the train order book at the time the order is written on the train order form, and this copy underscored as it is repeated thereafter.

217. A train order to be delivered to a train at a point not a train order office, or at which the office is closed, must be addressed to "C&E _____ (at) (between) _____ care of _____", and forwarded and delivered with Clearance Form A by the person in whose care it is addressed, and who is responsible for its delivery.

When delivery is to be made by conductor or engineer of another train, the numbers of such orders must be shown in the usual manner on Clearance Form A of the train making the

delivery and both conductor and engineer supplied with copies. If necessary, train must be stopped to effect delivery.

When orders are sent in the manner herein provided, to a train, the superiority of which is thereby restricted, the operator will be directed to make an extra copy of the order, which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signatures of the conductor and engineer addressed. This copy he must deliver to the first operator accessible, who must at once transmit the signatures of the conductor and engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signatures of the conductor and engineer of the train being restricted.

218. When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and copies of the order must be delivered to each section.

219. An operator must not repeat or give the "X" response to a train order restricting the movement of a train which has received Clearance Form A at that station, or after the engine has passed his train order signal displaying proceed indication (Rule 200 C) until he has obtained the signatures of the conductor and engineer to the order.

When a restricting train order is issued to a train after Clearance Form A has been delivered, operator must take up and destroy all clearances that have been delivered to that train at that station and a new clearance must

be issued showing the numbers of all orders delivered that train at that station.

When a train order that does not restrict the train is issued after clearance has been delivered, if it is not practicable to take up clearance, the train dispatcher will authorize the operator to issue an additional clearance which must include the numbers of all orders delivered to that train at that station.

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

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

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

220 (A). Train orders annulling a schedule or a section and slow or cautionary orders issued to a conductor or engineer continue in effect to them on continuous trip or tour of duty, although the schedule or section number or the running order of their train be changed.

221. Unless otherwise provided, a fixed signal must be used at each train order office.

Where a two indication color light type or Swift type, or two position semaphore type train

order signal is used, signal will indicate "stop" when trains are to be stopped for train orders, except when a yellow flag by day or a yellow light by night is displayed below the stop indication it will indicate "19 order" and the name and indication will be the same as shown in Rule 200 B.

Where a three indication color light type or three position semaphore type train order signal is used, signal will indicate "stop" when trains are to be stopped for train orders and will indicate "19 order" when trains are to receive train orders without stopping.

Train order signal must indicate "stop" when the order is addressed to the operator at the meeting or waiting point, or when an order restricting the superiority of a train is issued at the point where its movement is restricted.

Unless otherwise provided, when there are no train orders, signal must indicate "proceed".

While "stop" or "19 order" indication is displayed, trains must not proceed without a Clearance Form A.

Operators must have the proper appliances for hand signalling ready for immediate use and will use these hand signals should the fixed signal fail to operate properly, or when other conditions require.

THE ABOVE RULE 221 DOES NOT APPLY ON THE MINNEAPOLIS AND ST. LOUIS RAILWAY COMPANY.

THE FOLLOWING RULE 221 APPLIES ONLY ON THE MINNEAPOLIS AND ST. LOUIS RAILWAY COMPANY.

221. Unless otherwise provided, a fixed signal must be used at each train order office.

Where a two indication color light type, or Swift type, or two position semaphore type train order signal is used, signal will indicate STOP when trains are to be stopped for train orders or when train orders are to be delivered to them.

Where three indication color light type or three position semaphore type train order signals are used, they will display indications as follows:

RED LIGHT OR ARM IN HORIZONTAL POSITION	STOP, unless clearance received.
YELLOW LIGHT OR ARM DIAGONALLY UPWARD OR DOWNWARD	RESTRICTED SPEED (advance indication, See Rule 87), advance on main track at restricted speed to train order signal.
GREEN LIGHT OR ARM IN VERTICAL POSITION	PROCEED, no orders.

RESTRICTED SPEED indication will be used for train orders affecting movement of train beyond the station at which this indication is displayed. Train will use main track at restricted speed to train order signal.

RESTRICTED SPEED indication will also be used to advance a train beyond a station where it is restricted for a train or trains; when so restricted and **RESTRICTED SPEED** indication is displayed, train will use main track at restricted speed to train order signal.

Trains must acknowledge **RESTRICTED SPEED** indication of train order signal by two long sounds of engine whistle, signal 14(b). When engineer sounds whistle signal 14(b), operator will then display train order signal at **STOP** indication.

Clearance Form A or train order and **Clearance Form A** must be delivered with train order signal displaying **STOP** indication.

Train order signal must indicate **STOP** when order is addressed to operator at the meeting or waiting point or when an order restricting the superiority of a train is issued at the point where its movement is restricted.

A Clearance Form A is required on a **STOP** indication of the train order signal.

A train must not leave a station while train order signal is displaying **RESTRICTED SPEED** indication.

Operators must have the proper appliances for hand signalling ready for immediate use and will use these hand signals should the fixed signal fail to operate properly, or when other conditions require.

221 (A). When an operator receives the signal "stop" or "19" followed by the direction, he must immediately display the proper indication for the direction indicated and then reply "SD" or "19D", adding the direction, and until the order has been delivered or annulled the position of the signal must not be restored to "proceed".

At a train order office where there is no train order signal the operator will respond "NS" instead of "SD" or "19D".

222. Unless relieved of that duty, operators must promptly record and report to the train dispatcher the time of arrival, departure or passing of all trains and the direction of extra trains.

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

223. The following signals and abbreviations may be used:

Initials for signature of the superintendent;
Such office and other signals as designated by
the superintendent;

Names of months: Jan, Feb, Mar, Apr, Aug,
Sept, Oct, Nov, Dec;

ABS —Automatic Block Signal System;

ACS —Automatic Cab Signal System;

C&E —Conductor and Engineer;

Com —Complete;

Condr —Conductor;

CTC —Centralized Traffic Control System;

Dispr —Train Dispatcher;

Div —Division;

Eng —Engine;

Engr	—Engineer;
Frt	—Freight;
Jct	—Junction;
Mins	—Minutes;
MPH	—Miles per hour;
MP	—Mile Post;
ND	—Not displayed;
No	—Number;
NS	—No train order signal;
OK	—Correct;
Opr	—Operator;
Orig	—Originating;
OS	—Train report;
Psgn	—Passenger;
SD	—“Stop” displayed;
19D	—“19 order” displayed;
Str	—Streamline;
Subdiv	—Subdivision;
Supt	—Superintendent;
X	—Train will be held until train order is made complete;
YM	—Yardmaster.

224. To relay a train order, the train dispatcher must transmit it to the relaying operator, who must then transmit it to destination. The employee receiving it at destination must, after obtaining the signatures of conductor and engineer when required, repeat it to the relaying operator. The relaying operator must, on the copy he retains, underscore each word and figure as it is repeated to him, and then repeat it to the train dispatcher. If correct, “complete” will be given by train dispatcher and relayed to destination.

FORMS OF TRAIN ORDERS

S-A.

FIXING MEETING POINTS FOR OPPOSING TRAINS

- (1) No 1 meet No 2 at B
No 3 meet Second 4 at B
No 5 meet Extra 95 east at B
Psgn Extra 652 east meet Extra 231 west and
Extra 235 west at B

- (2) No 2 and Second 4 meet No 1 and No 3 at F
and Extra 95 west at D (and so on)
No 1 meet No 2 at B Second 4 at C and Extra
95 east at D

Examples (1) and (2) may be modified by adding “_____take siding” or “_____gets this order at _____”.

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

B.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN

- (1) No 1 pass No 3 at K

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

- (2) Extra 594 west pass No 3 at K

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point.

Under Examples (1) and (2), unless otherwise provided, the train to be passed will take siding.

Under Examples (1) and (2), if No 3, after being passed, should overtake the other train, No 3 should be permitted to pass.

(3) *Extra 594 east run ahead of No 6 M to B*

The first-named train will, unless delayed, run ahead of the second-named train between the designated points.

If a train is delayed after receiving an order to run ahead of a superior train, the first-named train may allow the second-named train to pass, and the train order must then be considered fulfilled.

The train dispatcher will be notified at once by the inferior train, when practicable, and by the superior train at first open office.

(4) *Extra 95 west run ahead of No 3 B until overtaken*

The first-named train will run ahead of the second-named train from the designated point, but if overtaken at that point or at any station beyond will arrange to let the second-named train pass promptly.

C.

GIVING RIGHT OVER ANOTHER TRAIN IN THE SAME DIRECTION

(1) *No 1 has right over No 3 A to Z*

(2) *Extra 21 west has right over Extra 25 west A to Z and wait at A until 1250 pm*

C	110 pm
E	120 pm

(3) *No 401 (a second class train) has right over Extra 25 west A to Z and wait at A until 1250 pm*

C	110 pm
E	120 pm

These orders give right to the train first-named over the other train between the points named. The second-named train must keep clear of the other as required by Rule 86.

Under Examples (2) and (3) the first-named train must not pass the designated points before the times given.

S-C.

GIVING RIGHT OVER AN OPPOSING TRAIN

(1) *No 1 has right over No 2 G to X*

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

(2) *Extra 37 east has right over No 3 F to A*

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

(3) *Extra 38 east has right over Extra 37 west X to G*

(4) *Extra 77 west has right over Extra 78 east B to G*

Neither train shall go beyond the point last named until the other train has arrived, unless directed by train order to do so.

Examples (1), (2), (3) and (4) may be modified by adding, "and at _____. This confers right to the first-named train to occupy the main track between the switches of the siding at the point last named. If the trains meet at

the point last named the second-named train must take siding.

Example (3) of Form E or Example (1) of Form S-E may be used in combination with these examples as shown in Examples (5) and (6).

(5) Extra 38 east has right over Extra 37 west X to G and wait at M until 959 am

L	1030 am
J	1055 am

The first-named train must not pass the designated waiting points before the times given. Trains receiving this order must clear the time specified at the designated waiting points or any intermediate station not less than five minutes.

(6) Extra 38 east has right over Extra 37 west X to G and wait at M until 959 am

L	1030 am
J	1055 am

for Extra 37 west

The first-named train must not pass the designated waiting points before the times given unless the second-named train has arrived. The second-named train must clear the time specified at the designated waiting points or any intermediate station not less than five minutes.

In Examples (5) and (6), the first-named train must not go beyond G until the other train has arrived, unless directed by train order to do so.

When it is desired to authorize the first-named train to leave the second-named point and there is no conflicting movement involved between the two trains beyond that point, Ex-

amples (3), (4), (5) or (6) may be modified by adding:

(7) Extra _____ (east) (west) will not wait at G for Extra _____ (west) (east)

Examples (1), (2), (3), (4), (5) and (6) of Form S-C give right to the first-named train over the specified train between the points named.

If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

If the trains meet between the designated points, the second-named train must take the siding unless otherwise directed by train order.

When right is given to the end of double or three or more tracks, or to the beginning of CTC territory, the first-named train may proceed with the current of traffic or under CTC Rules, but must not leave double or three or more tracks, or CTC territory to enter single track until the second-named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing train as required by rule.

E.

TIME ORDERS

(1) No 1 run 50 mins late A to G

(2) No 1 run 50 mins late A to G and 20 mins late G to K

Examples (1) and (2) make the schedule time of the train named, between the stations designated, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the reg-

ular schedule time. The time in the order must be such as can be easily added to the schedule time.

(3) No 1 and No 3 wait at N until 959 am

P	1030 am
R	1055 am

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

S-E.

TIME ORDERS

(1) No 1 wait at H until 959 am

J	1020 am
---	---------

for No 2

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

F.

FOR SECTIONS

(1) Eng 20 display signals and run as First 1 A to Z

To be used when the number of the engine for which signals are displayed is unknown,

and is to be followed by (2), both being single-order examples.

(2) Eng 25 run as Second 1 A to Z

(3) Second 1 display signals B to Z for Eng 99

(4) Engs 20 25 and 99 run as First Second and Third
1 A to Z

To add an intermediate section, (5) will be used.

(5) Eng 85 display signals and run as Second 1 A to Z

Following sections change numbers accordingly

The engine named will display signals and run as directed, and following sections will take the next higher number.

To drop an intermediate section, (6) will be used.

(6) Eng 85 is withdrawn as Second 1 at H

Following sections change numbers accordingly

The engine named will drop out at H, and following sections will take the next lower number.

To substitute one engine for another on a section, (7) will be used.

(7) Eng 18 instead of Eng 85 display signals and run as Second 1 R to Z

The second-named engine will drop out at R, and be replaced by the first-named engine.

Following sections need not be addressed.

If the second-named engine is the last section, the words "display signals and" will be omitted.

To discontinue the display of signals, (8) will be used.

(8) Second 1 take down signals at D

The train named will take down signals as directed, and a following section must not proceed beyond the designated point.

To pass one section by another, (9) will be used.

(9) Engs 99 and 25 reverse positions as Second and Third 1 H to Z

Conductors and engineers of the trains addressed will exchange orders, clearances and signals. Following sections, if any, need not be addressed.

Each section affected by these orders must have copies and must arrange signals accordingly.

To annul a section for which signals have been displayed over a subdivision, or any part thereof, when no train is to follow the signals, Form K must be used.

When sections are run to an intermediate point of a schedule, the train order must specify which engine or engines shall assume the schedule beyond such point.

G.

EXTRA TRAINS

(1) Eng 99 run extra A to F

(2) Eng 99 run psgr extra A to F

This gives the extra no right to occupy the main track between the switches of the siding at A or F.

(3) Eng 99 run extra A to F and return to C

The extra must go to F before returning to C. This gives the extra no right to occupy the

main track between the switches of the siding at A or F, or at C on the return trip.

(4) Eng 77 run extra leaving A on Thursday Feb 17 as follows with right over all trains

Leave A 1130 pm

C 1225 am

E 147 am

Arrive F 222 am

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have right.

An extra authorized by this form of train order must not pass the designated points before the times given and must move within yard limits the same as any other extra train.

Trains over which the extra is thus given right must clear the extra the same as an inferior class train is required to clear a first class train.

Examples of Form E and S-E may be used in connection with an extra train created by this example.

(5) Eng 99 run extra A to F

This order is annulled at 710 pm

The extra authorized by this form of order must be clear of the main track at the time specified or protected in both directions, as prescribed by Rule 99.

(6) On Feb 17 after 645 am Eng 99 run extra A to F

The extra authorized by this form of order must not leave the first-named station before the time specified.

- (7) After Extra 55 west has arrived at (or passed)
F Eng 66 run extra F to A

This form to be used only when or where it is impracticable to give a meet with the first-named train. The extra authorized by this form of order must not leave F until the first-named train has arrived at (or passed) F.

Examples (4), (5), (6) or (7) do not give the extra authorized by these orders right to occupy the main track between the switches of the siding at A or F.

S-H.

WORK EXTRAS

- (1) Eng 292 works extra 645 am until 545 pm between D and E

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:

- (2) Not protecting against eastward extra trains

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

- (3) 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 order to not protect against extra trains, and afterward, it is desired to have it clear the

track for, or protect itself after a certain hour against a designated extra, an order must be given in the following form:

- (4) Work Extra 292 clears (or protects against)
Extra 76 east between D and E after 210 pm

Extra 76 east must not enter the working limits before 210 pm, and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form must be used:

- (5) Work Extra 292 protects against No 55 (or
class trains) between D and E

The work extra may work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains. 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, the following form must be used:

- (6) Work Extra 292 has right over all trains between
D and E 715 pm until 115 am

This gives the work extra the exclusive right between the points designated between the times named.

- (7) On Feb 17 Eng 292 works extra 645 am until
545 pm between D and E

This form to be used to authorize in advance a work extra, and may be modified by specifying two or more dates.

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 work 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.

Examples (1) and (7) confer no right to the work extra to occupy the main track between the switches of the siding at either of the points named.

D-H.
WORK EXTRAS

(1) Eng 292 works extra on _____ track (or _____ tracks) 645 am until 545 pm between D and E

The work extra must, whether standing or moving, protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.

This confers no right to the work extra to occupy the main track between the switches of the siding at either of the points named.

This form may be modified by adding:

(2) *Not protecting against eastward extra trains*

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

be cleared. The work extra may move against the current of traffic on the eastward track.

(3) Not protecting against extra trains

Protection against extra trains is not required. The time of regular trains must be cleared. The work extra may move against the current of traffic.

When a work extra has been instructed by order to not protect against extra trains, and afterward, it is desired to have it clear the track for, or protect itself after a certain hour against a designated extra, an order must be given in the following form:

(4) *Work Extra 292 clears (or protects against) Extra 76 east between D and E after 210 pm*

Extra 76 east must not enter the working limits before 210 pm, and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require.

To enable a work extra to work upon the time of a regular train, the following form must be used:

(5) *Work Extra 292 protects against No 55 (or _____ class trains) between D and E*

The work extra may work upon the time of the train or trains mentioned in the order and must protect itself against such train or trains.

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

When it is desired to move a train against the current of traffic over the working limits,

provision must be made for the protection of such movement.

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

- (6) *Work Extra 292 has right over all trains on _____ track (or _____ tracks) between G and H 701 pm until 101 am*

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.

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 work order instruct a work extra to not protect against extra trains, 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.

J.

HOLDING ORDER

- (1) *Hold No 2*
(2) *Hold all (or eastward) trains*

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

No 2 may go

These orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to conductors and engineers of all trains affected.

Form J will be used only when necessary to hold trains until orders can be given, or in case of emergency.

K.

ANNULLING A SCHEDULE OR A SECTION

- (1) *No 1 due to leave A Feb 29 is annulled A to Z*
(2) *Second 5 due to leave E Feb 29 is annulled E to G*
(3) *No 401 due to leave E Feb 29 is annulled E to Z*
(4) *No 401 due to leave A Feb 29 has arrived at E and is annulled E to Z*

The schedule or section annulled becomes void between the points designated and cannot be restored.

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

L.

ANNULLING AN ORDER

- (1) *Order No 10 is annulled*

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No _____

An order which has been annulled must not be reissued under its original number.

M.

ANNULLING PART OF AN ORDER

- (1) *That part of order No 10 reading No 1 meet No 2 at S is annulled*

- (2) That part of order No 12 reading No 3 pass No 1 at S is annulled

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

P.

SUPERSEDING AN ORDER OR PART OF AN ORDER

This order will be given by adding to prescribed forms the words "instead of _____"

- (1) No 1 meet No 2 at C instead of B

- (2) No 1 pass No 3 at C instead of B

An order which has been superseded must not be reissued under its original number.

When a train is directed by train order to take siding for another train, such instructions apply only at the point designated in that order, and do not apply to the superseding order unless so specified.

D-R.

PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

- (1) No 1 has right over opposing trains on _____ track C to F

The designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives.

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

This order may be modified as follows:

- (2) After No 4 has arrived at C No 1 has right over opposing trains on _____ track C to F

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

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

D-S.

PROVIDING FOR THE USE OF A SECTION OF DOUBLE OR THREE OR MORE TRACKS AS SINGLE TRACK

- (1) _____ track will be used as single track between F and G

If it is desired to limit the time for such use, this order may be modified as follows:

- (2) _____ track will be used as single track between F and G 101 pm until 301 pm

All trains must use the track specified between the stations named and will be governed by rules for single track.

Trains moving against the current of traffic on the track named must be clear of the track at the expiration of the time named, or protected in both directions, as prescribed by Rule 99.

T.

NOTICE OF NEW TIME-TABLE AND RECEIPT

Time-table receipt to be used in accordance with Rule 4 (A).

- (1) Acceptance of this order is acknowledgment of receipt of time table No _____ effective _____ m 19 _____

Trains and engines must not occupy main track after effective time and date of new time-table until copies of the new time-table have been received.

U.

ADVANCE AUTHORITY TO PROCEED FROM AN AUTOMATIC BLOCK STOP SIGNAL

Advance authority for a train to proceed from an automatic block stop signal displaying Stop indication when the train dispatcher knows there is no opposing train movement.

- (1) After stopping pass signal _____

This order permits a train to proceed from an automatic block stop signal indicating stop and to proceed at restricted speed to the next block signal.

This may be modified by adding to the order:

"This order is annulled if signal indicates proceed"

V.

CHECK OF TRAINS

These forms to be used when it is desired to give a train the information as required:

- (1) All (regular) (_____
class) trains due at C
at or before 650 am (have passed) (have
arrived) (have left)

This may be modified by adding:

"except _____".

- (2) No 1 and No 2 (have passed) (have arrived)
(have left) G

When it is desired to inform a train of the arrival or departure of an extra train, the following form must be used:

- (3) Extra 99 east (has arrived) (has left) A on order
No _____

W.

CHANGE IN CLEARANCE OR REGISTER REQUIREMENTS

- (1) _____ will not (register) or (require a clear-
ance) at C

- (2) _____ will not require a clearance at C
if train order signal indicates proceed

- (3) _____ will register at C by register ticket
(4) Extra 37 west register at C on order No _____
(5) Extra 38 east may check register at C against
Extra 37 west on order No _____
(6) No 2 may check register at C against Extra 37
west on order No _____

Examples (1), (2) and (3) must be used when it is desired to modify register or clearance requirements.

When Example (3) is used, a copy of the order must be addressed to the operator at the station specified.

Examples (4), (5) and (6) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Rule S-83 (A).

When Example (4) is used, number and date of the order specified must be inserted in column of train register captioned "Signals".

X.

ADVANCING ORDER

When it is desired to advance a train to the train order office as prescribed by Rule 87 (A), the following form must be used:

- (1) Advance Extra 38 east on main track until
1101 am

This form, addressed to the operator, may be used only after proper orders or instructions have been issued at that station which provide authority and time necessary for the train named to hold main track and advance at least to the next station ahead of, or against, all trains for which they are restricted. The train dispatcher must specify a time limit which will safely allow the train named to move on the main track to the next station at normal speed.

The operator receiving this order must display advance indication in Operator's Advancing Indicator. If train has not acknowledged this indication by the specified time, the advance indication must be extinguished and train dispatcher notified.

Z.

RELIEF OF FLAG PROTECTION

This form of order must be used to relieve a train from protecting against following extra trains:

- (1) *Eastward extra trains between H and B except Extra 77 east wait at H until 410 pm*

Extra trains named except Extra 77 east must not pass the designated point before the time specified in the order.

Extra 77 east is relieved from protecting against following extra trains between H and B until the time specified in the order.

When a regular train is to be relieved from protecting against following extra trains, the words, "except Extra 77 east" will be omitted.

GENERAL DESCRIPTION OF SIGNALS

Aspects of fixed signals are shown by the position of semaphore arms, color of lights, flashing of lights, position of lights, or any combination thereof. They may be qualified by number plate, letter plate, marker, shape and color of semaphore arms, or any combination thereof.

Block and interlocking signals, as far as practicable, are located to the right of, and adjacent to, or directly over the track which they govern.

When it is not practicable to locate signals to the right of, or directly above the track which they govern, two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.

When a track intervenes to the right between a signal and the track governed, a stub post with the prescribed marker will be placed to the right of the signal.

When a track intervenes to the left between a signal and the track governed, a stub post with the prescribed marker will be placed to the left of the signal.

Fixed signals of the semaphore type display their indications by arm, or arms, to the right of the signal mast and in addition, by night, display lights of the prescribed color as viewed from an approaching train.

Fixed signals of the color light type display their indications by lights of prescribed color or flashing of such lights as viewed from an approaching train.

Fixed signals of the position-light type display their indication by lights arranged in the prescribed position.

Stop signals have no number plates. Stop-and-proceed signals are designated by number plates.

Block signal numbers indicate their location approximately in miles and tenths according to mile posts.

SIGNALS ON BRACKET MASTS

FIG. 1

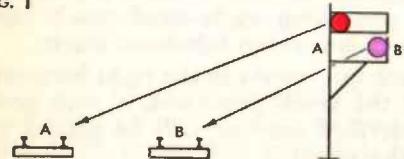


FIG. 2

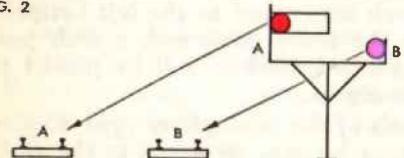


FIG. 3

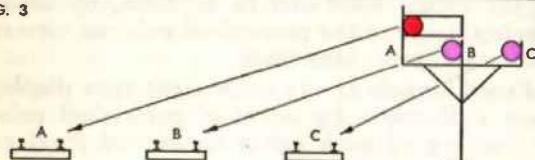


FIG. 4

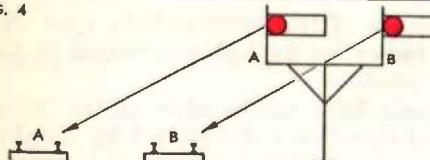
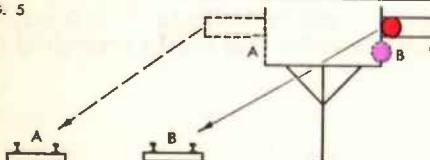


FIG. 5



SIGNALS ON BRACKET, CANTILEVER MAST AND BRIDGE

FIG. 1

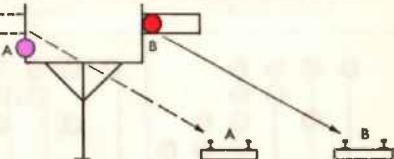


FIG. 2

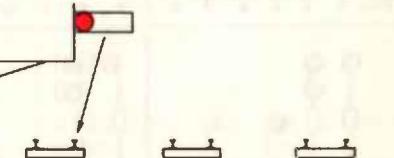
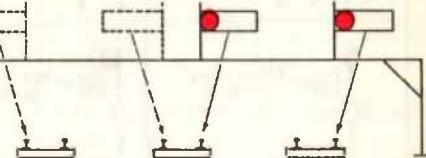


FIG. 3



SMASHBOARDS

FIG. 1

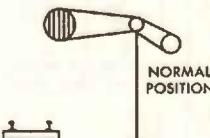
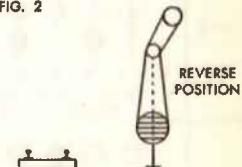


FIG. 2



NOTE:
SMASHBOARD IN REVERSE POSITION
DOES NOT SUPERSede SIGNAL
INDICATION.

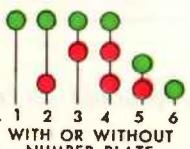
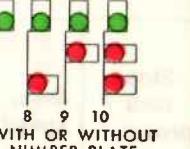
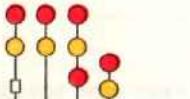
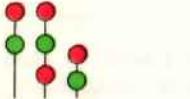
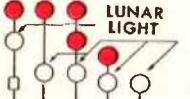
**C. M. ST. P. & P. R. R.
BLOCK & INTERLOCKING**

RULE	ASPECTS											
	COLOR LIGHT				SEMAPHORE							
240-A	 FIG. 1 2 3 4 5 6						 7 8 9 10 11					
240-B	 FIG. 1 2 3						 4 5					
240-C	 FIG. 1						 2					
240-D	 FIG. 1 2 3 4 5 6 WITH OR WITHOUT NUMBER PLATE						 7 8 9 10 WITH OR WITHOUT NUMBER PLATE					
240-E	 FIG. 1 2 3 4 5 6 WITH OR WITHOUT NUMBER PLATE						 7					
	 NUMBER PLATE						 FLASHING					

**C. M. ST. P. & P. R. R.
SIGNAL INDICATIONS**

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop; then proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.
Approach	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Approach diverging route	Approach next signal prepared to proceed on diverging route.

C. M. ST. P. & P. R. R.
BLOCK AND INTERLOCKING

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-F	FIG. 1 	2 
240-G	FIG. 1 2 3 4 5 6 WITH OR WITHOUT NUMBER PLATE 	7 8 9 10 WITH OR WITHOUT NUMBER PLATE 
240-H	FIG. 1 2 3 4 	5 6 
240-J	FIG. 1 2 3 WITH OR WITHOUT NUMBER PLATE 	4 5 WITH OR WITHOUT NUMBER PLATE 
240-K	FIG. 1 2 3 4 5  LUNAR LIGHT 	6 7 8  LUNAR LIGHT 

C. M. ST. P. & P. R. R.
SIGNAL INDICATIONS

NAME	INDICATION
Advance approach	Proceed prepared to pass next signal not exceeding medium speed.
Clear	Proceed.
Diverging approach	Proceed on diverging route prepared to stop at next signal.
Diverging clear	Proceed on diverging route.
Restricting	Proceed at restricted speed.

**C. M. ST. P. & P. R. R.
BLOCK AND INTERLOCKING**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-L	 FIG. 1 2 3 4 5	 6 7 8
240-M		
NUMBER PLATE		

**C. M. ST. P. & P. R. R.
SIGNAL INDICATIONS**

NAME	INDICATION
Operate switch	When letter "S" is illuminated, operate switch and take siding; or operate switch to enter main track.
Dragging equipment & hot box detector	When letter "D" is illuminated, stop and inspect train for dragging equipment or hot box.

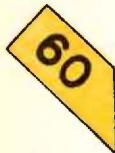
C. M. ST. P. & P. R. R.
REDUCE SPEED AND RESUME SPEED SIGNS



Rule 240-W



Inside figures apply to passenger trains.
Outside figures apply to freight trains.



Applies to all trains.



Applies to all trains.

C. M. ST. P. & P. R. R.
REDUCE SPEED AND RESUME SPEED SIGN
INDICATIONS

Rule 240-W

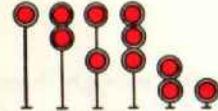
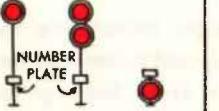
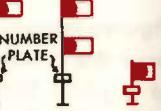
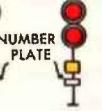
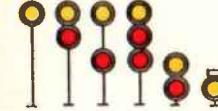
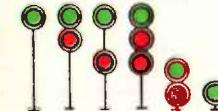
Speed control signs located on right hand or left hand side of the track in advance of the restriction.

Figures shown on sign indicate in miles per hour the maximum speed permitted beginning at a point 3000 feet from the sign and continuing until another Reduce Speed or a Resume Speed sign is encountered.

These signs do not apply to trains that are restricted to a slower speed by train order, time-table or other instruction.

Normal speed may be resumed.

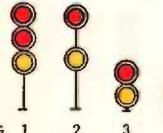
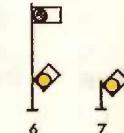
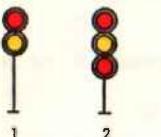
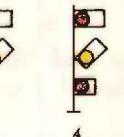
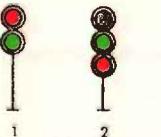
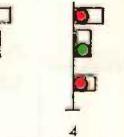
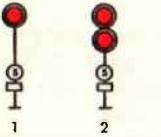
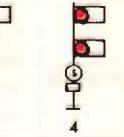
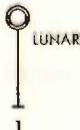
GREAT NORTHERN RY. AUTOMATIC BLOCK

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-A	 FIG. 1 2 3 4 5 6	 7 8 9 10 11
240-B	 FIG. 1 2 3	 4 5 6
240-D	 FIG. 1 2	 3 4
240-E	 FIG. 1 2 3 4 5 6	 7 8 9 10 11
240-G	 FIG. 1 2 3 4 5 6	 7 8 9 10 11

AND INTERLOCKING SIGNAL INDICATIONS

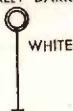
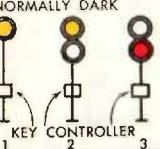
NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop, then proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.
Approach	Proceed on main route prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Clear	Proceed on main route.

GREAT NORTHERN RY. AUTOMATIC BLOCK

RULE	ASPECTS		
	COLOR LIGHT	SEMAPHORE	
240-H	 FIG. 1 2 3 4	 5 6 7	
240-J	 FIG. 1 2	 3 4	
240-K	 FIG. 1 2	 3 4	
240-N	 FIG. 1 2	 3 4	
240-Q	 FIG. 1		LUNAR

AND INTERLOCKING SIGNAL INDICATIONS

NAME	INDICATION
Restricting	Proceed at restricted speed.
Diverging approach	Proceed on diverging route prepared to stop at next signal.
Diverging clear	Proceed on diverging route.
Take siding	When letter "S" is illuminated take siding.
Spring switch	Spring switch in normal operating condition. If automatic block signal governing movement over a spring switch indicates "proceed" and lunar light at that switch is dark, it will not be regarded as an imperfectly displayed signal. This does not modify Rule D-104.

RULE	ASPECTS	NAME
240-S	 NORMALLY DARK	DRAGGING EQUIPMENT DETECTOR INDICATOR
FIG.	1	
240-T	 NORMALLY DARK	SWITCH INDICATOR
FIG.	1 2 3 KEY CONTROLLER	

240-T Switch indicators with switch key controller, where used, are located near the clearance point of the switch and must be operated by a member of the crew who, together with the engineer, must observe and be governed by the aspect displayed before operating the switch or fouling the main track. This also applies to a train or engine movement from the siding to the main track through a spring switch, unless the movement is made immediately after an opposing train is met and before the opposing train passes the next block signal in the direction of its movement, and the automatic block signal governing movement indicates "Proceed."

(Continued on next page)

RULE	INDICATION
240-S	<p>240-S This signal may be located on a signal or other mast. When white light is displayed train must stop and inspection made for dragging equipment.</p> <p>(Continued from Page 116)</p> <p>If switch indicator displays a yellow light when switch key controller is operated, train or engine to main track may be made immediately in accordance with train rights and operating rules.</p> <p>If switch indicator remains dark or displays a red light when switch key controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating switch by hand; waiting three minutes and taking every precaution to provide proper protection.</p> <p>To operate switch indicator, insert switch key in controller and turn clockwise towards "R," hold a few seconds and remove key. If yellow light is displayed and intended movement to main track is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal and avoid delays to trains on main track.</p>

GREAT NORTHERN RY. SPEED SIGNS

240-W

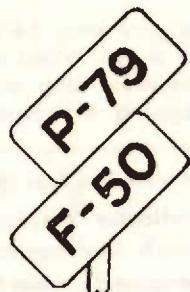


FIG-1



FIG-2



FIG.3

The permissible speed of trains is designated by reflectorized roadway signs as illustrated. In figure 1, the numerals preceded with the letter P apply to passenger trains. The numerals preceded with the letter F apply to freight trains, mixed trains and to passenger trains handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines. Where the sign is displayed as shown in figure 2, it applies to all trains.

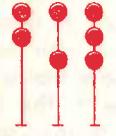
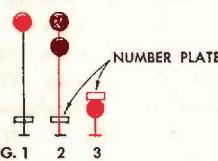
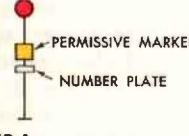
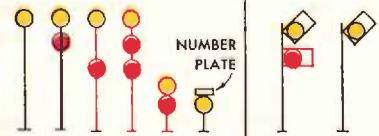
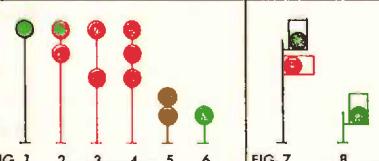
240 (W)

When speed is to be reduced, speed sign designating the lower speed is located one mile before reaching the restricting sign figure 3. The lower speed is effective at the restricting sign and the lower speed governs until the entire train passes a speed sign designating a higher speed.

When speed is to be increased, speed sign is located at the point where the higher speed is effective.

In double track or two main track territory, these signs will be located on the outside of the tracks affected.

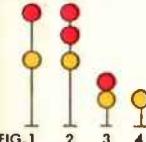
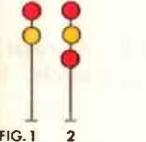
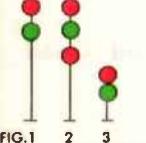
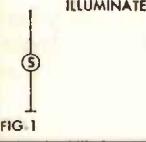
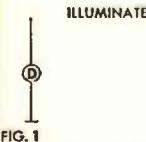
M. ST. L. RY.

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-A	 FIG. 1 2 3 4 5	 FIG. 6 7
240-B	 FIG. 1 2 3	
240-D	 FIG. 1	
240-E	 FIG. 1 2 3 4 5 6	 FIG. 7 8
240-G	 FIG. 1 2 3 4 5 6	 FIG. 7 8

BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop, then proceed at restricted speed. If at spring switch, hand operate switch.
Permissive	Proceed at restricted speed without stopping.
Approach	Proceed on main route prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Clear	Proceed on main route.

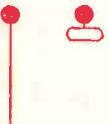
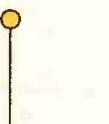
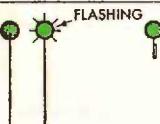
M. ST. L. RY.

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-H	 FIG. 1 2 3 4	 FIG. 5
240-J	 FIG. 1 2	
240-K	 FIG. 1 2 3	
240-P	<p style="text-align: center;">ILLUMINATED</p>  FIG. 1	<p style="text-align: center;">THIS ASPECT USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULES 240A & 240B.</p>
240-R	<p style="text-align: center;">ILLUMINATED</p>  FIG. 1	<p style="text-align: center;">THIS ASPECT USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULES 240A, 240B OR 240E.</p>

BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Restricting	Proceed at restricted speed.
Diverging approach	Proceed on diverging route prepared to stop at next signal.
Diverging clear	Proceed on diverging route.
Operate switch	Hand operate switch to enter or leave main track.
Dragging equipment	Equipment is dragging, stop train and inspect.

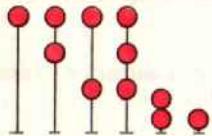
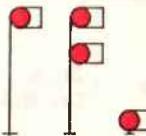
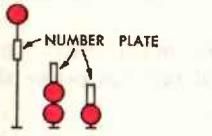
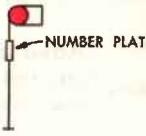
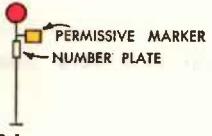
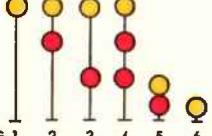
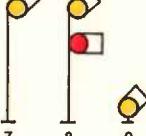
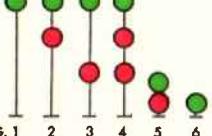
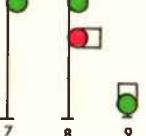
M. ST. L. RY.

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
200-A		
	FIG. 1	2
200-B		
	FIG. 1	
200-C		
	FIG. 1	2
		3

TRAIN ORDER SIGNAL RULES

NAME	INDICATION
Stop	Stop, unless clearance received. See Rule 221.
Permissive	Advance on main track at restricted speed to train order signal. See rule 221.
Clear	Proceed, no train orders. See rule 221.

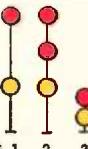
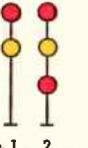
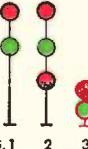
SOO LINE, DSS&A and MN&S RAILROAD

RULE	ASPECTS					
	COLOR LIGHT			SEMAPHORE		
240-A	 FIG.1	 FIG.7				
240-B	 FIG.1			 FIG.4		
240-D	 FIG.1					
240-E	 FIG.1	 FIG.7				
240-G	 FIG.1	 FIG.7				

BLOCK AND INTERLOCKING SIGNAL INDICATIONS

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop, then proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.
Approach	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Clear	Proceed.

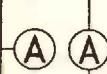
SOO LINE, DSS&A and MN&S RAILROAD

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-H	 FIG. 1 2 3	
240-J	 FIG. 1 2	 FIG. 3
240-K	 FIG. 1 2 3	
240-P	 FIG. 1 2	TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED.
240-Q	 FIG. 1 2	

BLOCK AND INTERLOCKING SIGNAL INDICATIONS

NAME	INDICATION
Restricting	Proceed at restricted speed.
Diverging approach	Proceed on diverging route prepared to stop at next signal.
Diverging clear	Proceed on diverging route.
Operate switch	Hand operate switch to enter or leave main track.
Spring switch	Spring switch in normal operating condition.

SOO LINE, DSS&A and MN&S RAILROAD

RULE	ASPECT
240-R	 ILLUMINATED <p>FIG. 1 2 NAME-ADVANCE INDICATOR</p>

SPEED ZONE SIGNS

RULE	DESCRIPTION
240-W	 WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS. SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-SPEED SIGN.
	 WHERE TWO SPEEDS ARE SHOWN THE TOP SIGN APPLIES TO PASSENGER TRAINS AND THE BOTTOM SIGN APPLIES TO ALL OTHER TRAINS. SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-SPEED SIGN.
	 SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-RESTRICTING SIGN.
	 SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-RESUME SPEED SIGN.

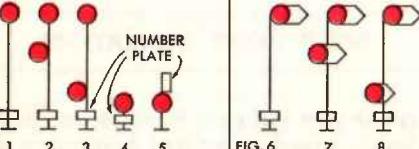
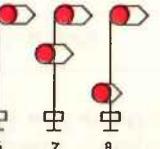
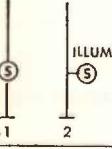
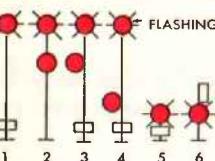
SOO LINE, DSS&A and MN&S RAILROAD

INDICATION
<p>Proceed on main track at restricted speed to train order signal, then be governed by train orders or instructions received. See Rule 87 (A).</p>

SPEED ZONE INDICATION

<p>Figures shown indicate in miles per hour the maximum speed permitted beginning at restricting sign one mile beyond.</p>
<p>Figures shown indicate in miles per hour the maximum speed permitted beginning at restricting sign one mile beyond.</p>
<p>Indicates beginning of speed restriction.</p>
<p>Indicates where normal speed may be resumed when entire train has passed resume speed sign.</p>

**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
501-A1	 FIG. 1	 FIG. 2
501-A2	 FIG. 1 2 3 4 5  FIG. 6 7 8	
501-A3	 FIG. 1 PERMISSIVE MARKER	THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULE 501-A2.
501-A4	 FIG. 1 2 ILLUMINATED	THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULES 501-A1, 501-A2 OR 501-B1.
501-A5	 FIG. 1 2 3 4 5 6 FLASHING	

**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop; then proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.
Operate switch	Hand operate switch to enter or leave main track. When flashing, communicate with operator.
Flashing stop and proceed	Stop; then proceed at restricted speed expecting block to be occupied by on-track equipment.

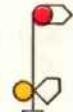
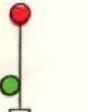
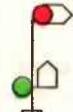
**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

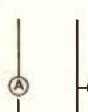
RULE	ASPECTS										
	COLOR LIGHT					SEMAPHORE					
501-B1		FIG. 1	2	3	4	5	6	7	8	9	10
501-B2		FIG. 1									
501-C		FIG. 1	2	3	4	5	6	7	8	9	10
501-D1		FIG. 1							FIG. 2		
501-D2		FIG. 1	2	3							

**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

NAME	INDICATION
Approach	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Approach slow	Proceed; approach next signal at slow speed.
Clear	Proceed.
Approach medium	Proceed approaching next signal at medium speed.
Flashing approach medium	Proceed; approach next signal at medium speed.

**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
501-E	 FIG. 1	 FIG. 2
501-F	 FIG. 1	 FIG. 2

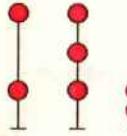
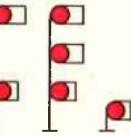
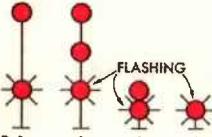
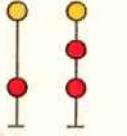
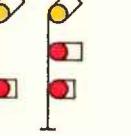
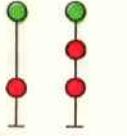
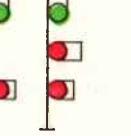
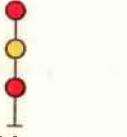
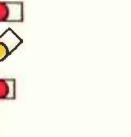
RULE	INDICATORS	
501-G	 FIG. 1	ILLUMINATED THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN THE RULES 501-A1, 501-A2 OR 501-B1.
501-H	 FIG. 1	ILLUMINATED THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN THE RULES.

**N. P. RY. and S. P. & S. RY.
AUTOMATIC BLOCK SIGNAL RULES**

NAME	INDICATION
Restricting	Proceed at restricted speed.
Slow clear	Proceed at slow speed.

NAME	INDICATION
Dragging equipment	Equipment is dragging. Stop train and inspect.
Train order advance	Proceed on main track at restricted speed and stop at train order signal, then be governed by train orders or instructions. See Rule 87 (A).

**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
601-A1	 FIG. 1 2 3 4	 FIG. 5 6 7
601-A2	 FIG. 1 2 3 4	
601-B	 FIG. 1 2	 FIG. 3 4
601-C	 FIG. 1 2	 FIG. 3 4
601-D	 FIG. 1	 FIG. 2

**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

NAME	INDICATION
Stop	Stop.
Flashing stop and proceed	Stop. Block occupied. Proceed at restricted speed.
Approach	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Clear	Proceed.
Medium approach	Proceed at medium speed prepared to stop at next signal.

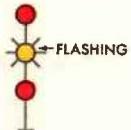
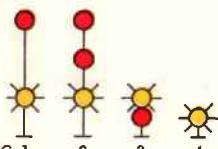
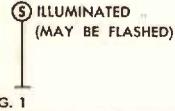
**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
601-E	 FIG. 1	 FIG. 2
601-F	 FIG. 1 2 3 4	 FIG. 5 6 7
601-G	 FIG. 1 2 3 4	 FIG. 5 6 7
601-H	 FIG. 1	
601-I	 FIG. 1 2	

**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

NAME	INDICATION
Medium clear	Proceed; medium speed within interlocking limits.
Restricting	Proceed at restricted speed.
Slow clear	Proceed; slow speed within interlocking limits.
Slow approach	Proceed at slow speed prepared to stop at next signal.
Flashing approach medium	Proceed; approach next signal at medium speed.

**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

RULE	ASPECTS			
	COLOR LIGHT	SEMAPHORE		
601-J				
	FIG. 1			
601-K				
	FIG. 1	2	3	4
601-L		THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULE 601-A1.		
	FIG. 1	2		
601-M		THIS INDICATION USED ONLY IN COMBINATION WITH SIGNALS SHOWN IN RULE 601-A1.		
	FIG. 1	2		
601-N		(MAY BE FLASHED)		
	FIG. 1			

**N. P. RY. and S. P. & S. RY.
INTERLOCKING SIGNAL RULES**

NAME	INDICATION
Flashing medium-clear, approach medium	Proceed; medium speed within interlocking limits. Approach next signal at medium speed.
Flashing slow-clear, approach medium	Proceed; slow speed within interlocking limits. Approach next signal at medium speed.
Operate switch	Hand operate switch to enter or leave main track. When flashing, communicate with control operator.
Dragging equipment	Equipment is dragging, stop train and inspect.
Starting indicator	Proceed in manner prescribed. When flashing, communicate with control operator.

NORTHERN PACIFIC RAILWAY SPEED SIGNS



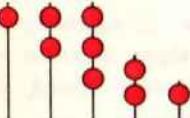
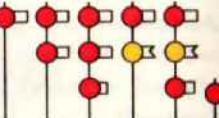
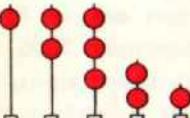
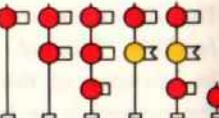
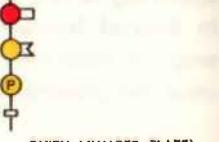
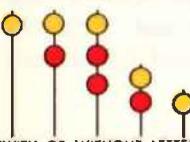
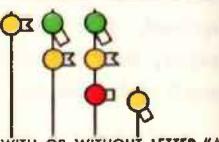
Reduce speed limits are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, as far as feasible, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign.

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed in Special Instructions for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in Special Instructions for each subdivision.

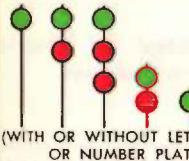
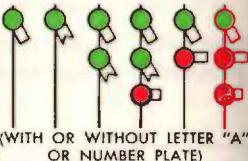
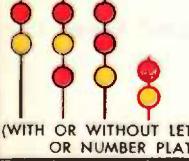
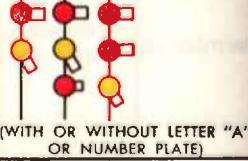
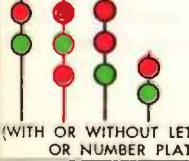
**UNION PACIFIC
BLOCK AND INTERLOCKING**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-A	 <p>(WITH OR WITHOUT LETTER "A" PLATE)</p>	 <p>(WITH OR WITHOUT LETTER "A" PLATE)</p>
240-B	 <p>(WITH NUMBER PLATE)</p>	 <p>(WITH NUMBER PLATE)</p>
240-C	 <p>FLASHING RED LIGHT ON ANY SIGNAL</p>	
240-D	 <p>(WITH NUMBER PLATE)</p>	 <p>(WITH NUMBER PLATE)</p>
240-E	 <p>(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)</p>	 <p>(WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)</p>

**UNION PACIFIC
SIGNAL INDICATIONS**

NAME	INDICATION
Stop	Stop.
Stop and proceed	Stop; then proceed at restricted speed to next home signal.
Flashing stop and proceed	Stop; then proceed at restricted speed to next signal keeping close lookout for track car.
Permissive	Proceed at restricted speed to next home signal.
Approach	Proceed prepared to stop at next signal. Train exceeding 30 miles per hour must immediately reduce to that speed.

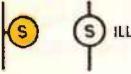
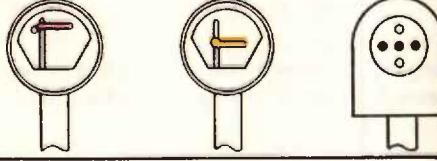
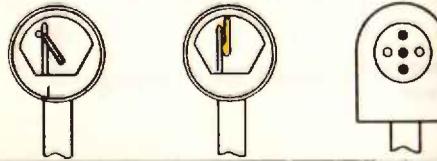
**UNION PACIFIC
BLOCK AND INTERLOCKING**

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-F	 FLASHER YELLOWS ON ANY SIGNAL	
240-G	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)
240-H	 LUNAR LIGHT ON ANY SIGNAL	
240-J	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)
240-K	 (WITH OR WITHOUT LETTER "A" OR NUMBER PLATE)	

**UNION PACIFIC
SIGNAL INDICATIONS**

NAME	INDICATION
Advance approach	Proceed on route indicated prepared to pass next signal at not exceeding 40 miles per hour.
Clear	Proceed on main route.
Restricting	Proceed on route indicated at restricted speed.
Diverging approach	Proceed on diverging route prepared to stop at next signal.
Diverging clear	Proceed on diverging route.

UNION PACIFIC INDICATORS

RULE	ASPECTS
240-L	SIDING INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)  ILLUMINATED
240-M	HOLD INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)  ILLUMINATED
240-N	OPERATOR'S ADVANCING INDICATOR (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)  ILLUMINATED
240-P	TRACK OCCUPANCY INDICATOR 
240-Q	TRACK OCCUPANCY INDICATOR 

UNION PACIFIC INDICATORS

NAME	INDICATION
Operate switch	Hand operate switch to enter or leave main track.
Hold	Communicate with operator or dispatcher before proceeding.
Advance	Proceed on main track to train order signal at restricted speed, then be governed by train orders or instructions received. See Rule 87 (A).
Occupied	Track occupied. (Governs main track unless otherwise designated) See Rule 512.
Un-occupied	Track unoccupied. (Governs main track unless otherwise designated) See Rule 512.

GENERAL SIGNAL RULES

243. When stopping at a signal displaying a Stop indication, or a Stop-and-proceed indication, no part of the train or engine shall pass the signal, and when ready to proceed, signal 14 (b) must be sounded.

244. In foggy or stormy weather trains and engines must approach all signals with great care, prepared to respect the indication given. If necessary, stop must be made to determine the indication.

245. 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 or to a point where track is seen to be clear to the next signal.

246. After train or engine has passed a signal displaying a proceed indication, the indication of the next signal may change to Stop, and members of the crew must be on the alert to observe it.

247. Sand must not be used nor water allowed to run over the movable parts of an interlocking, power operated switch or spring switch.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

251. On portions of the railroad, and on designated tracks so specified in the time-table, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

251 (A). The movement of trains will be supervised by the train dispatcher. Oral and message instructions issued by him must be complied with. When necessary to provide single track operation on double track, or to move trains against the current of traffic, or for operation of work trains, train order authority must be obtained.

253. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

254. Except as affected by Rules 251 and 251 (A), all Block Signal Rules and Operating Rules remain in effect.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

261. On portions of the railroad, and on designated tracks so specified in the time-table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

263. The train dispatcher must be advised in advance of any known condition that will

delay the train or prevent it from making usual speed.

264. Except as affected by Rule 261, all Block Signal Rules and Operating Rules remain in effect.

CENTRALIZED TRAFFIC CONTROL SYSTEM RULES

Note.—Centralized Traffic Control System Rules will be used only in CTC territory specified in the time-table or in Special Instructions.

265. Rules 261 to 264, inclusive, apply in CTC territory and, except as affected by Rules 261 to 273, inclusive, all other Block Signal Rules, Interlocking Rules and Operating Rules remain in effect.

266. Movement of trains and engines will be supervised by the train dispatcher, who may also operate the CTC control machine.

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

267. When movement is entirely within CTC limits, sections and extra trains may be authorized by clearance instead of by train order. For example, clearance designating a section must read, "First 3 Green Signals", "Second 3 No Signals", and clearance designating an extra train must read, "Extra 436 west".

Trains or engines must not enter CTC territory unless the governing signal displays a proceed indication or authority is obtained from the control operator.

268. Trains or engines must not foul or enter the main track or a controlled siding at hand

operated switches not equipped with electric locks without first obtaining authority from the control operator.

269. When a train or engine has been stopped by a Stop indication, if no conflicting movement is evident, a member of the crew must immediately communicate with the control operator, identify himself, his train and location, and be governed by instructions received. The instructions must be repeated by the employe receiving them to insure correct understanding. Before proceeding, Rule 275 must be complied with.

When the train dispatcher knows there is no opposing train or engine movement involved, he may authorize the train or engine to proceed in the following form: "You may proceed at restricted speed to the next signal". If the train dispatcher does not positively know there is no opposing train or engine movement involved, he may authorize the train or engine to proceed in the following form: "You may proceed under flag protection to the next clear or approach signal". When flagging from a Stop signal, train must wait ten (10) minutes after flagman has started.

269 (A). When stopped by a Stop indication and communication has failed, train or engine must not proceed, except when not standing between Stop signals at a station, train or engine must move forward under flag protection to a point where they will be between Stop signals at a station, clearing main track when practicable, complying with Rule 275. Further movement must not be made except on signal indication or until authority is received from control operator.

270. If any part of a train or engine overruns a Stop indication, front of train or engine must be protected immediately as prescribed by Rule 99 and member of crew must communicate with control operator and be governed by his instructions.

271. Within CTC limits, trains or engines may occupy a track or tracks within specified limits and between specified times to perform switching or other work when authorized to do so by the control operator in the following form: "(train or engine) may use (track or tracks) between _____ and _____ (or at _____) m until _____ m".

When requesting track and time limits, conductor will give his name, location, train or engine number, and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be repeated to the control operator. No movement may be made under this rule until the engineer has received and understands the track and time limits granted.

After the train or engine has entered the specified limits, the control operator must block all signal and switch levers controlling movements into the specified limits and must not permit any other train or engine to enter the limits during the period track and time limits are in effect. Blocks must not be removed until track and time limits have expired unless conductor reports the train or engine clear of the track or tracks specified or work completed.

During the period track and time limits are authorized, the track or tracks specified may be used in either direction without flag protection. This does not modify requirements for proper observance of signal indications.

Trains and engines must be clear of the track or tracks specified or work completed, switches restored to normal position before expiration of the time specified, and control operator so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99. If additional time is required, authority must be secured from control operator before previously authorized time expires.

When two or more trains or engines are given the same or overlapping track and time limits, the control operator must inform the conductor of each train or engine of the fact and such trains or engines must protect against each other and move at restricted speed within such limits.

272. When an employe's call light is illuminated, any employe observing it, except those on moving trains, must immediately communicate with the control operator.

273. When CTC operation is interrupted or suspended, trains and engines must be governed by instructions from the control operator or proper officer.

DUAL CONTROL SWITCHES

275. When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher or operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to insure correct understanding.

When authorized to proceed, or when unable to communicate with the train dispatcher or operator, movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever may be restored to "power" position and locked as soon as leading wheels of engine or car have moved onto the switch points.

275 (A). When necessary to perform switching over dual control switch, the switch may be operated manually by a member of the crew after authority to do so has been obtained from the train dispatcher or operator. The period of time the switch may be used must be clearly stated and understood.

Selector lever must be placed in "hand" position and left in that position until all movements over the switch have been completed. Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever. Indications of stop signals governing movements over the switch may be considered suspended while selector lever is in "hand" position, but movements must be made at restricted speed.

After final movement has been made over the switch, selector lever must be restored to "power" position, locked and train dispatcher or operator notified.

ELECTRIC LOCKED SWITCHES

280. Instructions for operation of electric locks are posted at or near electric lock and must be complied with.

281. When indication is received showing lock has released, lock and switch may be operated and train or engine may proceed without waiting three minutes as required by Rule 513.

282. Authority to use an electric locked switch which is under control of the control operator, must be given verbally to member of crew by control operator. The period of time the switch and track may be used and designated limits must be clearly stated and understood.

283. Seal on emergency release of electric lock must not be broken, or emergency release operated, without authority from the train dispatcher or control operator, except when communication has failed.

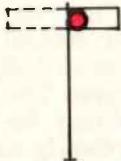
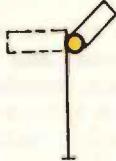
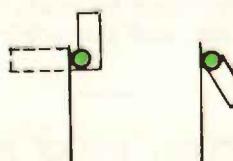
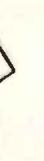
When necessary to release electric lock by use of emergency release, and movement is to be made to a main track, member of crew must wait three (3) minutes after release has been operated before changing main track switch. Train or engine may then proceed being governed by signal indication, or where there is no signal, when preceded by a flagman to the next Clear or Approach signal.

Train or engine must wait ten (10) minutes after flagman has started.

When release seal is broken, or found broken or missing, report must be made promptly to the superintendent, and the control operator.

THE FOLLOWING RULES 300 (A) TO
373 (A) INCLUSIVE APPLY ONLY ON THE
C. M. St. P. & P. RAILROAD.

Train order signals are also used as block signals.

Rule	Name — Stop signal.
300 A	 
Rule	Indication — Stop.
300 B	Name — 19 order signal.  
Rule	Indication — Proceed under clearance or train order and clearance.
300 C	Name — Clear signal.   
	Indication — Proceed.

MANUAL BLOCK SYSTEM. RULES AND FORMS

(To be used as designated in the time-table).

305. 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.

306. When a block station is open at an irregular hour, trains must be notified, when possible, by train order.

307. A train having entered a block on other than a proceed indication or Clearance Form A showing block "clear" must not accept a proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

308. When Clearance Form A is used information will be shown as to condition of block "clear" or "occupied". If block is occupied, train will proceed prepared to stop short of train ahead.

OPERATORS

311. Signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

312. 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.

313. Operators must observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers.

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

Any defects in the appliances must be promptly reported to the superintendent.

315. A block record must be kept at each block station on the prescribed form, beginning at 12:01 a.m. daily, showing the time all trains enter and clear the block, communicating code signals, and the time they are given and received.

316. COMMUNICATING CODE

- 1.—Keep block signal in stop position for opposing train.
- 13.—I understand.
- 2.—Block clear.
- 5.—Block not clear of train other than passenger.
- 56.—Block not clear of passenger train.
- 38.—Opening block station. Answer by 2, 5 or 56.
- 39.—Closing block station, followed by 2. If the block is clear, to be answered by 13, followed by 2. If the block is not clear, to be answered by 5 or 56.

When two or more tracks are used in the same direction, operators in using the communicating code must also specify the track.

Note.— When telephone is used, the code will be used without the numerals.

317. On single track, to admit a train to a block, the operator must examine the block

record, and if the block is clear of opposing trains and preceding passenger trains, give "1 for ____" to the next block station in advance. If it is proper for the train to be admitted, the operator in advance will reply "2 for ____" or "5 of ____". The operator at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rule 333 or by train order. A train may be permitted to follow a train other than a passenger train into a block under Clearance Form A, when so directed by train dispatcher.

317 (A). To admit a train to a block to meet opposing trains at a closed block station or a siding between two open block stations, by train order, the operator must examine the block record, and if the block is clear of all but the train or trains to be met, give "1 for _____ except _____", to the next block station in advance.

The operator receiving this signal, if there is no train in the block except the train or trains to be met, must display Stop indication or 19 order indication and then reply "13 for _____ except ____". The operator at the entrance of the block must then display Stop indication or 19 order indication.

The approaching train will then be admitted to the block with a Clearance Form A reading, "Block clear except _____ Stop indication or 19 order indication is displayed for _____ to meet _____ as per order number ____".

The authority of an operator for the issuance of such clearance will be the receipt of a copy

of the order to be repeated and signed by him and completed by the train dispatcher.

317 (B). To admit a train awaiting the arrival of an opposing train or trains to a block, the operator must examine the block record and if the block is clear of all but the expected train or trains, give "1 for _____ except _____" to the next block station in advance.

The operator receiving this signal, if the block is clear of all but the train or trains to be met, must display Stop indication and then reply "13 for _____ except _____". The operator at the entrance of the block must then display the proper signal indication.

The train must be brought to a stop and may then be given Clearance Form A reading, "Block clear except _____ Stop indication is displayed for _____ to meet _____. A train receiving such clearance must not leave until the opposing train has arrived.

317 (C). In case a train has left an open block station expecting to reach the next open block station for an opposing superior train and fails to do so, and there are one or more closed block stations or sidings between the two open block stations, the train dispatcher, after holding the superior train five (5) minutes or more beyond its schedule leaving time or train order waiting time, may authorize the release of the superior train with a train order in the following form:

"_____ left _____ at _____ and has not arrived at _____. Operator _____ will release No _____".

Clearance Form A will then be issued reading: "Block clear except _____ Stop indication is displayed for Order No _____".

318. On double or three or more tracks to admit a train to a block, the operator must examine the block record, and display proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 333 or by train order.

A train may be permitted to follow a train other than a passenger train into a block under Clearance Form A when so directed by the train dispatcher.

319. When a train enters a block, the operator must give train number and time to the next block station in advance. When the rear of the train has passed 250 feet beyond the block signal, he must give the record of the train to the next block station in the rear. This information must be entered on the block records.

319 (A). When a train, other than a passenger or a mixed train, is inside the outer switches at certain block stations indicated by time-table or special instructions, it may be reported as arrived provided the operator has seen the markers or is notified by the conductor that all of his train is inside the switches. Following trains may be given a proceed indication or a Clearance Form A showing block "clear", except that if a first class train is to enter the block it must have a train order and a Clearance Form A showing block "occupied". Trains, other than first class trains accepting and moving under proceed indication or Clearance Form A showing block "clear", must approach the designated station at restricted speed.

320. Unless otherwise provided, operators must not ask for the block until they have re-

ceived a report of the train from the next block station in the rear.

321. Operators must, as far as practicable, observe all passing trains and note whether they are complete and in order, and the markers properly displayed.

322. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the operator must immediately notify the operator at the next block station in advance, and each must display Stop indications to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

325. An operator informed of any obstruction in a block must immediately notify the operator at the other end of the block and each must display Stop indications to all trains that may be affected and must not permit any train to proceed until it is known that its track is not obstructed.

326. When a train or engine takes siding or otherwise clears the main track the operator must know that it is clear of the block before giving "2" or displaying a Clear indication for that block.

The operator must obtain control of the block before permitting a train or engine to re-enter the block.

327. To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another, the operator must examine the block record, and if all the blocks affected are clear of approaching trains he must

provide or arrange for block protection before permission is given, and until movement is completed and the block clear, trains will not be admitted to the block except under Clearance Form A.

All cross-over movements must be entered on the block record.

328. When coupled trains are separated, as prescribed by Rule 364, the operator must regard each portion as an independent train.

329. When necessary to stop a train for which other than a Stop indication has been displayed and accepted, the operator must give hand signals in addition to displaying the Stop indication.

333. When, from any cause, an operator is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Form A, provided ten (10) minutes have elapsed since the passage of the last preceding train.

334. Hand signals must not be used when the proper indication can be displayed by the block signals, except as prescribed by Rule 329 or 343. When hand signals are necessary they must be given from such a place and in such a way that there can be no misunderstanding as to the signals, or as to the train or engine for which they are intended.

Note.—Hand signaling includes the use of flag, light, torpedo and fusee signals.

335. Block signals for a track apply only to trains moving with the current of traffic on that track. Operators will use train order or home

signal for blocking trains moving against the current of traffic.

336. Operators are responsible for the care of the block station, lamps and supplies; and, unless otherwise provided, of the signal apparatus.

337. Lights in block stations must be so placed that they cannot be seen from approaching trains.

339. If a Stop indication is disregarded, the fact must be reported to the next block station in advance and then to train dispatcher.

340. To open a block station, the operator must give "38" to the next block station in each direction and record the trains that are in the extended block.

When trains, which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

341. A block station must not be closed except upon authority of train dispatcher.

342. Unless otherwise provided, a block station must not be closed until the block in each direction is clear of all trains.

To close a block station, the operator must give "39" followed by "2" to the next block station in each direction and when he receives "13" followed by "2" enter it on his block record, with the time it is received from each block station.

The block signals must then be secured in the proceed position, all lights extinguished, and

the block wires and, when necessary, circuits arranged to work through the closed block station.

343. When a block station is open at an irregular hour, operators must use hand signals, in addition to block signals, to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

343 (A). When weather conditions obscure the view, operators will promptly report to the train dispatcher, who will decide if an absolute block of all trains must be maintained.

344. Operators must not permit unauthorized persons to enter the block station.

ENGINE AND TRAIN CREWS

361. Block signals for a track apply only to trains moving with the current of traffic on that track.

Train order or home signal will be used for blocking trains moving against the current of traffic.

362. Trains must not pass a Stop indication or 19 order indication without receiving Clearance Form A.

362 (A). Where train order signal is also used as block signal, a train may pass such signal at Stop indication or 19 order indication to make a station stop, to take fuel or water, or to enter the siding in advance of the signal, provided the track is known to be clear, and under protection as prescribed by Rule 99.

363. Trains must not proceed on hand signals as against block signals.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the operator notified.

365. When a train or engine takes siding or otherwise clears the main track, unless the switch involved is operated by the operator, conductor or engineer must so report to the operator. A train or engine must not enter a block or foul the main track, or cross from one main track to another, without permission of the operator.

A train or engine having passed beyond the limits of a block must not back into that block without permission of the operator.

365 (A). Trains must not go to a closed block station or a siding between two open block stations to meet a train or trains without a train order, and in addition will receive Clearance Form A at the nearest open block station reading, "Block clear except _____ Stop indication or 19 order indication is displayed for _____ to meet _____ as per Order No _____."

365 (B). Trains must not go to a closed block station or a siding between two open block stations to be passed by other trains without a train order.

365 (C). To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, the following form of train order must be used:

"No _____ may enter the block at _____ ahead of No _____. The trains receiving this order will run according to the rules.

365 (D). When a train is passed by another train at a closed block station or a siding between two open block stations, it may, after waiting ten (10) minutes, proceed on its right or schedule, prepared to stop short of train ahead.

370. When there is an obstruction between block stations, notice must be given to the nearest operator.

371. When a train is stopped by a home or block signal, the conductor or engineer must, when practicable, immediately ascertain the cause.

372. Conductors must report to superintendent any unusual detention at block stations.

373. A block station must not be considered as closed, except as provided for by time-table or special instructions.

373 (A). When a train receives a Clearance Form A filled out as shown in Rule 317 (B), it must not leave that station before the opposing train mentioned in the clearance has arrived.

RAILROAD RADIO RULES

General

The following rules and requirements cover use of railroad radio systems, and govern employees using such systems.

400 (A). DEFINITION: A Railroad Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

400 (B). Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employees are governed by the Commission's Operating Rules. Violation is a Federal offense for which severe penalties are provided.

400 (C). In order to operate a radio transmitting set, a railroad employee must read and study the following rules and pass an examination thereon. Such examinations will be given by railroad examiners.

Operating Rules

401. All employees, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. Employees so authorized must carry their FCC operating license or verification card when on duty. If it appears that a radio transmitter is not operating properly, its use shall be discontinued and the superintendent notified as soon as possible.

402. No employee shall knowingly transmit any false distress communication, any unneces-

sary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.

403. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication, (distress communications excluded), except to the person for whom the communication is intended, or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

404. Before transmitting, any employe operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

405. 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, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

406. The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within three days from receipt of

notice, and any employe receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

407. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

408. Employes, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example:

"ABC (Railroad) caboose train 92 calling engine";

"XYZ (Railroad) caboose train 92 calling engine train 89";

"Main (Railroad) engine 547 calling caboose 1402".

408 (A). Employes in yard operation shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example:

"ABC (Railroad) Yardmaster calling ABC (Railroad) engine 547";

"ABC (Railroad) engine 492 calling ABC (Railroad) Yardmaster Dover (Station)";

"ABC (Railroad) engine 492 calling ABC (Railroad) engine 547"; etc.

409. In certain cases at crossings, junctions, or paralleling tracks, some interference may develop with another railroad. In such cases, especial care in making identification shall be used, and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

410. If any communication from a station other than another railroad radio station interferes with railroad radio service, the railroad employe shall endeavor to ascertain the identity of such station, and report the occurrence as soon as possible through authorized channels, to the superintendent, giving the exact time, nature of the communication and identity of the station, if possible.

Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message, and the word "SECURITY" a safety message. Railroad employes may hear such messages sent by aircraft, or, in coastal areas, by boats. Railroad employes hearing such messages must report them immediately through authorized channels to the superintendent, in addition to taking such appropriate action to relieve the distress as may be possible.

411. When hand signals cannot be given and radio is used in connection with switching movements, specific instructions as to movement must be given. For example: "Engine 547 back up 5 car lengths" rather than "Back up". In case of radio failure, or if radio contact is interrupted, movement must be stopped at once. Further movement must not be made until communication is made by words, or radio contact is restored.

412. Information that a train to be met or passed is in clear on siding must not be transmitted from head to rear end of train unless positive identification of the train to be met or passed has been made.

413. Train orders must not be transmitted by radio between head and rear end of train.

Note.—Conversation between head and rear end of train relative to fulfillment of train orders in their possession is permitted.

414. Information must not be passed between head and rear end of train as to indication of train order signals. Employes on trains must not ask and employes at stations must not advise the indication of any train order signal or other fixed signal, nor the contents of any train orders affecting their train or any other train.

415. Except in emergency, or where specifically authorized, radio must not be used by the train dispatcher in the transmission of train orders. When so used, the rules covering train orders transmitted by telephone must be complied with.

416. Railroad radio must not be used for transmitting when located less than 250 feet from the scene of blasting operations, account hazard of detonating dynamite charge where electric caps are used.

The train dispatcher will, upon advice from the foreman in charge, notify all trains operating in that territory the location of such blasting operations.

417. When using railroad radio there may be times when employes are not able to contact, or get response from another train or wayside station. If necessary to transmit important information, it should be transmitted regardless of whether or not an acknowledgment is received. When such information is transmitted, and no acknowledgment is received, necessary action must be taken based on the belief that the information was not received.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

Note.—Automatic Block Signal System is in use on portions of the railroad and on designated tracks specified in the time-table or in special instructions.

505. Automatic block signals, cab signals, or both, govern the use of 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.

On any track signaled for traffic in both directions, block signals apply to trains in the direction of their movement.

On any track signaled for traffic in one direction, block signals apply only to trains moving with the current of traffic.

509. When a train is stopped by a Stop indication, if the indication of the signal does not change it must stay until authorized by the train dispatcher to proceed, and will then proceed at restricted speed.

In case of failure of communication or when no means of communication is provided, train may proceed at restricted speed when preceded by a flagman to the next Clear or Approach signal.

When the train dispatcher knows there is no opposing train or engine movement involved, he may verbally authorize the train to proceed in the following form, "You may proceed at restricted speed to the next signal".

If the train dispatcher does not positively know there is no opposing train or engine movement involved, he may verbally authorize the train to proceed in the following form, "You

may proceed under flag protection to the next Clear or Approach signal".

When flagging from a Stop signal, train must wait ten (10) minutes after flagman has started.

If the track ahead is seen to be clear through to the next Clear or Approach signal, train may proceed at restricted speed from the Stop signal without sending a flagman ahead.

When a flagman has been sent ahead, he must be on the lookout for train, obstruction, switch not properly lined, broken rail, slide warning device plug pulled out, or anything that may affect the movement of the train.

Flagman may be picked up, if a point is reached from which track ahead can be seen to be clear through to the next Clear or Approach signal. After flagman has been picked up, train must proceed at restricted speed to the next signal.

S-509. When a train or engine without a brakeman, or other specifically designated train, is stopped by a Stop indication under conditions requiring a flagman be sent ahead to comply with Rule 509, it may proceed at restricted speed to the next Clear or Approach signal without sending a flagman ahead. Train or engine must be moved forward until leading wheels are one car length past Stop signal, then wait ten (10) minutes before proceeding.

509 (A). At meeting or passing points, when a train is stopped under conditions requiring a flagman be sent ahead, if the engineer is verbally informed by a trainman of a train on siding that his train has more cars than the siding will hold, the train holding main track may proceed at restricted speed without sending a flagman ahead.

S-509 (B). When a train is stopped by a Stop-and-proceed indication at the leaving end of a siding, such indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and the track ahead must be taken before proceeding.

509 (C). When block signal rules require movement at restricted speed, this speed must not be increased until after the rear of the train has passed through the block.

510. When a train or engine is stopped by a block signal which is evidently out of order, unless otherwise provided, the fact must be reported to the train dispatcher at the first stop or first open office.

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

512. Where switch indicators are used, the indications displayed do not relieve members of a crew from protecting their train as required by the rules.

513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at any hand operated switch, including dual control and spring switches when hand operated, it must wait three (3) minutes after all switches and derails connected with the movement have been operated.

EXCEPTIONS: Movement may be made to main track without waiting three (3) minutes, under the following conditions, but employes

are not relieved from the duty of promptly and properly protecting the movement:

- (a) On single track if the switches and derails have been changed before the rear of an opposing train has passed the next signal in the direction of its movement.
- (b) In CTC territory, when movement to main track is authorized by the control operator.
- (c) At points where switches are in charge of an employe assigned to handle switches, when proceed signal is received from such employe, who must not give proceed signal until three (3) minutes after switches have been properly lined.
- (d) When signal governing movement to main track displays Clear or Approach indication.

514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal.

514 (A). A train or engine or cars on siding or other tracks must stand clear of insulated joints at the clearance point.

When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks to the main track, must remain clear of the insulated joints at the clearance point on such tracks until the main track switch has been opened.

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

516. A train or engine which is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond an automatic block signal, displaying Stop or Stop-and-proceed indication, may pass such signal at restricted speed, without stopping, provided the switch is properly lined, and the track is seen to be clear.

518. Light weight motor trains of three cars or less, an engine without cars, or cuts of less than four cars, must not stand on sanded rails on main track.

519. Unless otherwise provided, when a train or engine has been stopped by a signal governing movement through or over a spring switch, and signal continues to display Stop indication, or Stop-and-proceed indication, in addition to complying with rules governing movement from Stop indication, or Stop-and-proceed indication, Rule 104 (B) must be complied with before proceeding.

INTERLOCKING RULES

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

606. Unless otherwise provided, interlocking signals located in automatic block signal territory are a part of the automatic block signal system.

607. EMERGENCY SIGNALS

(Whistle or Horn)

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

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

OPERATORS

611. Unless otherwise provided, interlocking signals must be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

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.

613. When the route is set, the signals must be operated sufficiently in advance of approaching trains to avoid delay.

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

616. The lever operating a switch, derail, movable 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 movable point frog.

617. Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs or when a track is obstructed.

618. At mechanical interlockings, during cold weather, the levers must be moved as often as may be necessary to keep connections from freezing.

619. If the force whose duty it is to keep switches clear when snow or sand is drifting is not on hand when required, the fact must be reported to the superintendent.

620. If a signal fails to work properly, its operation must be discontinued and until repaired the signal secured so as to display its most restrictive indication.

621. Operators must observe, as far as practicable, whether the indications of the signals correspond with the position of the levers.

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 superintendent.

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 movement permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in a safe condition.

624. When necessary to disconnect a switch, movable point frog, derail, facing point lock or electric locking circuits, before any train or engine is permitted to pass over them, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position and the levers blocked or marked in such a manner that they cannot be operated.

625. When switches, movable point frogs, derails or signals are undergoing repairs, Stop indication must be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repairman that the switches, movable point frogs and derails are properly lined for such movement.

626. Operators must, as far as practicable, observe all passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, the operator must take such measures for the protection of trains as may be practicable.

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

629. If necessary to authorize a train or engine to pass an interlocking signal indicating Stop, hand signal or permission may be given by the operator. Such occurrence must be reported to the superintendent.

Hand signals must not be given until the route has been examined, is known to be safe for the passage of trains, and until after the train comes to a stop at the home signal. Operator will then give hand signal from the center of the track on which the train movement is to be made, using a yellow flag by day or yellow light by night.

When more than one train is in sight and confusion may result, hand signal must be given from a point where it cannot be misunderstood.

629 (A). At interlockings where distances make it impracticable for operator to examine

routes and give hand signals, trainman must be governed by instructions from operator, examine route and operate switches by hand as required, before proceeding.

630. Operators are responsible for the care of the interlocking station, lamps and supplies.

631. Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

633. If a train or engine over-runs a Stop indication, the fact must be reported to the superintendent.

634. Operators must not permit unauthorized persons to enter the interlocking station.

635. During a stated period, an interlocking station may be closed upon authority of the superintendent.

When so closed, switches and switch levers must be secured for routes that do not conflict, and signal levers placed in position so that signals will display the proper indication.

The interlocking station must be securely locked.

637. When it is safe to do so, switches and signals may be operated on the request of sectionmen, signalmen, maintainers or inspectors.

ENGINE AND TRAIN CREWS

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

663. After stopping, train or engine may pass an interlocking signal indicating Stop, after receiving a hand signal from the operator given with a yellow flag by day or a yellow light by night, from the center of the track on which the movement is to be made.

At interlockings where distances make it impracticable for operator to examine routes and give hand signals, trainman must be governed by instructions from operator, and must examine route and operate switches by hand as required, before proceeding.

Movement on hand signal or permission of the operator must be made at restricted speed.

In automatic block signal territory, when the interlocking signal governs the block beyond the interlocking limits, movement must be made at restricted speed through the entire block.

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 the proper interlocking signal indication or permission from the operator.

671. While an interlocking station is closed, should a signal for an open route indicate Stop, movements through the interlocking must be preceded by a flagman. Before proceeding, the engineer and trainmen must know the route is properly lined.

In addition, if the interlocking governs movement over a drawbridge, engineer or trainmen

must ascertain if bridge is in proper position for passage of a train.

The facts must be reported to the superintendent from the first available point of communication.

672. When a train or engine is stopped by the Stop indication 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 at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing home signal.

If a train or engine is standing between the home signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Where smash-boards are in use, instructions for hand operation are posted in release box.

ADDITIONAL GENERAL RULES

700. Carelessness of a person's own safety or that of others is prohibited.

Employees will not be retained in the service who are careless of the safety of themselves or others, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, or who do not conduct themselves in such a manner that the railroad will not be subjected to criticism and loss of good will, or who do not meet their personal obligations.

701. Courteous conduct is required of all employes in their dealings with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

Playing practical jokes, scuffling, wrestling or fighting while on duty or on company property, as well as throwing of tools or material, is prohibited.

Employees must not enter into altercation with any person, regardless of provocation, but will make note of the facts and report such incident in writing to their immediate superior.

702. Employees must be alert and devote themselves exclusively to the company's service, attend to their duties during the hours prescribed, reside where required by the management, and comply with the instructions from the proper authority in matters pertaining to their respective branches of the service. They must not absent themselves from duty, exchange duties with or substitute others in their place, nor engage in other business without proper authority.

An employe subject to call must not absent

himself from his usual calling place without notice to those required to call him.

The reading of newspapers, books or periodicals, or the playing of games while on duty is prohibited.

702 (A). Each employe governed by Hours of Service Law must notify the proper officer of the time the law requires him to be off duty early enough so that he may be relieved, if necessary, before exceeding the hours of service permitted by law.

703. Employes must not disclose information regarding the affairs of the railroad to any person except to authorized officers or to persons authorized by law to receive it. They must not permit unauthorized persons to have access to books, waybills or other statistics in their charge.

704. Employes must exercise care and economy in the use of railroad property, and when leaving the service, or upon demand by proper authority, must return property entrusted to their care.

705. Unless specially authorized, employes must not use the railroad's credit and must neither receive nor pay out money on the railroad account. Property of the railroad must not be sold nor in any way disposed of without proper authority. All articles of value found on railroad property must be cared for and promptly reported.

706. The telegraph or telephone must not be used when mail will answer the purpose. Messages must be briefly worded and confined to railroad business.

Letters of a personal nature must not be sent by railroad mail.

707. Railroad premises must be kept in a safe, clean and orderly condition.

708. Employes are prohibited from altering, nullifying, changing design of, or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property without proper authority except in case of emergency, in which case wire report must be made to proper officer.

708 (A). Employes are prohibited from having loaded or unloaded firearms in their possession while on duty except those employes authorized to do so in the performance of their duties or those given special permission by the superintendent.

709. No persons, except employes in discharge of their duties, or officers in line of duty, will be permitted to ride on an engine or in a baggage, mail or express car, or on a track car, without a written order from the proper authority.

709 (A). When necessary for trainmen to ride in cab of trailing unit, they must not tamper with any of the switches or valves nor place feet on dashboard or windshield.

710. Passengers will not be carried on freight trains except as authorized by timetable or special instructions, or as otherwise authorized. Trainmen must warn passengers about the hazard of injury in starting and stopping and request they remain seated while train is moving.

711. Before stopping for meals, the conductor or engineer must notify the train dispatcher sufficiently in advance to avoid delay to their train or other trains.

712. Employees must observe rules for other classes of employees that relate in any way to the proper discharge of their own duties or the safety of operation.

713. Employees must observe trains closely and if anything unusual or defective is noted, such as hot journal, brakes sticking, dragging brake rigging, sliding wheels, indications of fire, lading shifted over side or end of car, protruding objects, swinging car door, or any other dangerous condition, they must make every effort to call the attention of the crew on the train to such conditions. If train is moving, stop signal must be given. Train dispatcher must be notified at once if unable to stop train.

When meeting or passing other trains, and when passing stations and points where trackmen or other employees are working, members of the crew on moving trains must be on the lookout for signals and take immediate action when necessary.

713 (A). When a train is stopped to be met or passed by another train, crew of standing train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or conductor must inspect the passing train from side nearest his own train.

713 (B). Unless directed otherwise by the train dispatcher, agent or operator must be on station platform to inspect passing trains and must have fusee in his possession to give stop

signals if necessary. At night a white light must be used in exchanging signals with crews of such trains.

713 (C). In departing from stations, and at every opportunity on the road, members of the crew must carefully inspect their train, especially while rounding curves, to observe train for defects. If train is moving when defect is discovered, train must be stopped. If possible, defects should be remedied, but if this cannot be done and if car is unsafe to run, it must be set out and the train dispatcher notified.

When car is set out account hot box, packing must be removed and fire extinguished. In addition, it must be ascertained that there is no fire on car body, and that dust guard is not burning nor smouldering, taking whatever action is necessary before car is left, to eliminate the possibility of fire.

In starting freight trains, the speed for the first train length must be such as will permit full inspection by the train crew, and permit them to safely board the train.

When practicable, while train is moving, frequent inspection must be made of track from rear of train.

714. Employes on a train must be alert to prevent being struck by objects which may protrude or fall from their train, or trains or cars on adjacent tracks; also wayside signals and mail cranes, and be on lookout for other impaired clearances.

715. When trains or engines are passing, employes must not remain near the track where they are liable to be struck by coal, stone, car

doors or other objects which may protrude or fall from engines or cars.

716. Turntables not under immediate supervision of an employe must be kept locked.

717. When persons who are evidently intoxicated, ill or in any other condition making them unfit to care for themselves, are seen in a position of danger in the vicinity of tracks or stations, they should be guarded from approaching trains and engines, and when unable to remove them to a place of safety, the proper authorities must be notified.

ACCIDENTS AND INJURIES

718. In an emergency, or in case of obstruction by accident or other cause, the employe upon whom the responsibility most naturally falls must assume authority until the arrival of an officer, and must at once report conditions and make suggestions as to forces, material and equipment required.

In case of damage to trains or structures wherein the security of company property or freight is involved, watchmen must be immediately stationed and arrangements made promptly for the protection of such property against theft, or loss from other causes.

719. Whenever passengers or employes are injured, everything possible must be done to care for them properly. If they are able to be moved, they must be taken for treatment to the nearest place at which the company has a surgeon. If the case is urgent and the company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to

administer first aid and care for the patient until the company surgeon can take charge of the case.

719 (A). In case of serious accident to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured.

Bedding and linen may be taken from sleepers for this purpose, the conductor arranging with sleeping car employes to keep account of all material so taken. When necessary, injured persons may be put in the sleepers.

Quick action is especially imperative in cases of serious injury and particularly so in connection with accidents to passenger trains wherein any passengers thereon are injured.

When a number of persons are injured, the services of competent surgeons, preferably company surgeons in the vicinity, should be secured at once.

719 (B). In case of injuries to trespassers or others, injured person or persons must be taken to nearest station, when possible, and either placed in the care of relatives or friends, or in the charge of the local county, city or village authorities. Necessary medical attention should be arranged with the distinct understanding that no expense, other than necessary first aid, will be assumed by the company without specific authority from either the superintendent or general claim department.

720. In case of death on a train, the body should be taken to the next station where services of an undertaker are available, and superintendent notified immediately.

In case of death on company property, or when a corpse is found thereon, after exact position of body and surrounding conditions have been carefully noted, body should be moved to give clear passage for trains. An employe or other responsible person must be left in charge until coroner or undertaker arrives and superintendent notified immediately.

In all cases, the proper public officer must be notified promptly and a wire report must be made to superintendent.

721. Conductors in charge of trains carrying passengers must have supply of prescribed forms for taking names of passengers on trains involved in an accident. One of these forms should be completely filled out for each passenger on train, whether or not passenger claims injury, and passenger then requested to sign the form. If conductor's duties immediately following the accident are such as to prevent his obtaining these, he should delegate a trainman or some other available employe on train to procure them. These should be turned over to the claim agent, as soon as he boards train, or to the superintendent at destination, if not picked up by the claim agent.

721 (A). In case of personal injury, loss of life, or damage to property in which a train or any of its passengers is involved, the conductor must immediately secure the names, addresses and occupations of all persons involved, including all persons at the scene when the accident occurred and those arriving soon thereafter, regardless of whether these persons admit knowing anything about the accident. License numbers of automobiles nearby must be obtained. This information obtained with the as-

sistance of other employes when necessary, should be included in reports made covering such occurrences.

Where signalling devices are provided, or crossing watchmen or flagmen are on duty, a special effort should be made to determine who, among the witnesses, can testify whether the signalling devices were functioning properly or if the crossing watchman or flagman was properly performing his duty. Names of witnesses who can testify relative to bell and whistle signals must be obtained when possible to do so.

722. In cases where persons or vehicles are struck and injured or damaged by trains or engines on crossings in the vicinity of stations, the person in charge at point where accident occurred will immediately, with the assistance, if possible, of one or two disinterested persons not connected with the company, locate on a rough sketch and show by actual measurement the position of all cars standing on tracks at or near the crossing, and send report to the superintendent, describing the cars, giving the initials and number of each and their location with reference to the crossing where the accident occurred.

723. All accidents resulting in injuries to employees when on duty, and off-duty accidents where they occur on railway premises, and all accidents to persons other than employees occurring on railway property, regardless of the extent of injuries, and all accidents resulting in property damage must be promptly reported to the superintendent.

724. All equipment such as cars, engines, machinery or tools, etc., also premises involved

in accidents resulting in personal injuries, should be promptly inspected by the foreman or other person in charge of the work or by other competent inspectors, to ascertain the condition of same. A report of such inspection, stating the conditions found and name or names of the persons making the inspection, should be promptly forwarded to the superior officer of the person making the inspection.

When tools, machinery or other types of equipment or appliances are involved in an accident resulting in personal injury, they should, if at all possible, be marked for identification and placed in custody of some responsible officer or employe and held subject to the order of the general claim department or the superintendent, regardless of whether or not inspection reveals any defect therein.

725. When engines, cars or other rolling stock are involved in an accident resulting in personal injury, such inspection as can be made should be made before such equipment leaves the place of accident. A further inspection should be made at the first terminal by at least two competent employes, preferably by car inspector, car foreman or master mechanic. Report of the result of this inspection should be promptly forwarded through the proper channels to the superintendent and by him transmitted to the general claim department.

FIRE AND EXPLOSIVES

726. Every precaution must be taken to prevent loss and damage by fire. The rules and instructions governing fire prevention and fire protection must be fully complied with.

The cause of a fire must be ascertained, if possible, and promptly reported by wire to the superintendent.

Buildings and structures must be kept free of refuse. Oily clothing or waste must not be stored in lockers. Stove pipe and flues must be kept in safe condition. Matches must be kept in proper receptacles.

726 (A). Employes must report at first opportunity the presence of fires on or near right of way, unless fire is being controlled by other employes. In case of danger of fire spreading to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

The conductor must promptly notify his engineer of fires which may have been started by their engine and require an inspection of the fire prevention appliances. Anything that might cause a fire, except lighted fusees, must not be dropped or thrown from an engine or train.

726 (B). In case of fire in a car containing passengers, caretakers or employes, the train must be stopped at once. Occupants that may be in danger must immediately be removed from such car or cars and prevented from re-entering such car. Every effort must be made to extinguish the fire. After all occupants have been removed to safety, if it is then found to be impossible to extinguish the fire at the point where train is stopped, the conductor, if advisable and if it can be done with safety, will have train, car or cars moved to the nearest available point where assistance is obtainable.

In case of fire in or between airconditioned passenger cars, immediate action must be taken to shut off airconditioning blower fans on such cars.

727. Employes must familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and flammables and be governed thereby.

Gunpowder, dynamite, nitroglycerine or other explosives must not be transported in any car attached to a passenger train except that carload shipments of explosives may be made by express and handled in passenger trains when in sealed express cars properly placarded. Such explosives may also be handled in an express peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Motion picture film must not be carried in any car in which passengers are carried, except when being transported as baggage or express in accordance with the provisions of Interstate Commerce Commission, Bureau of Safety regulations, or as United States Mail, as provided for in Postal laws and regulations.

Cars placarded "explosives" must be handled with care and as little as possible. They must not be cut off while in motion and permitted to strike another car nor may other cars be cut off and permitted to strike them. They must be removed from all danger of fire and must not be placed in or adjacent to passenger sheds or stations or under bridges. When it can be avoided, engines on adjacent tracks must not be permitted to stand opposite or near such cars.

When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

TRAIN AND YARD SERVICE

800. The general direction and government of a train is in charge of the conductor and all persons employed on the train are subject to his instructions.

Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineer and shall be equally responsible with him for the safety and proper handling of the train, and for such use of signals and other precautions as the case may require. He must be vigilant and cautious and must comply with instructions issued by proper authority.

801. When there is no conductor, or when the conductor is disabled, the engineer will, unless otherwise directed, have charge of the train and will be governed by the rules prescribed for conductors. When the train has more than one engine, the senior engineer in the service will assume these duties.

802. Where yardmasters are employed, employes in yard, train and engine service must comply with instructions of yardmasters. Where no yardmaster is employed, they will be governed by instructions of agents in doing work at stations.

803. Members of train and engine crews must observe the indication displayed by train order signals, be prepared to and pick up any train orders or messages, keep a sharp lookout for signals displayed by other trains, and keep in mind the requirements of time-table, train orders, special instructions, bulletins and messages affecting the movement of their train, and must call attention to or take necessary action

in event of any oversight or mistake. Other members of the crew in cab of engine must give instant notice to the engineer of any signals or indication of danger or obstruction, or if there is any reason to believe their train may strike a person or object on the track.

When conditions or signals require that the train be stopped or speed of train be reduced and the engineer or conductor fails to take proper action to do so, or should the engineer become incapacitated, other members of the crew must take immediate action to stop train.

There must be no failure to keep a careful lookout ahead, especially while passing through cities, towns and yards.

804. Pile drivers, cranes, derricks or other track or off-track equipment must not be operated to foul a track while trains or other movements are passing. Before blocking or fouling any track, protection in both directions must be provided. Care must be used to avoid contact with overhead wires.

When trains are seen or known to be closely approaching, trains unloading ballast or other track material, or operating dozers, spreaders, snow machinery or similar equipment must stop and be sure adjacent track is clear and booms or other projecting parts of pile drivers, cranes, derricks or other similar track or off-track equipment must be secured to clear adjacent track, and operation stopped.

Derricks or similar machines must not be turned or swung while traveling, either under their own power or when being handled by an engine, except where necessary in short moves of less than 100 feet or in closely continuous travel and work operation.

Before moving a work train, the engine whistle signal 14 (b) or 14 (h) must be sounded for protection of men working about the train, and the operators of cranes, ditchers or similar machines must be notified.

Cars used in transporting men to and from work should be pulled when practicable.

805. When pile drivers, cranes, derricks, steam shovels or similar equipment of the swinging or pivoting type are being moved on their own wheels or on cars, conductor must know that cars are in proper place in train, with booms properly secured and, when practicable, booms trailing, and engineer notified. Before such equipment is moved, it must be inspected and must receive frequent inspection enroute.

When such equipment is loaded on cars, it must be loaded and secured in strict accordance with A.A.R. loading rules and must be inspected by competent inspector before being moved and must receive frequent inspection enroute.

Spreaders and dozers being moved in trains must, when practicable, be headed in direction train is moving. In all cases wings must be properly secured.

806. Before coupling to or moving occupied outfit cars, notice must first be given all occupants, and all ladders and other equipment cleared before moving.

Occupied outfit cars should be handled immediately ahead of caboose when practicable. Women or children will not be permitted to ride in such cars unless authorized by the superintendent.

When occupied outfit cars are set out or taken into yards in trains, the train dispatcher and the yardmaster must be promptly notified. When practicable, occupied outfit cars should not be placed adjacent to or in buildings or structures.

Tracks upon which occupied outfit cars are located should not be used for meeting or passing trains, if it can be avoided.

806 (A). Open-top or flat cars loaded with pipe, lumber, poles or other lading which has a tendency to shift, must not be handled in train next to engine, caboose, occupied outfit cars or passenger cars.

807. A crossing with another railroad at grade must not be blocked by trains, engines or cars when it can be avoided.

Public crossings must not be blocked longer than necessary and in no case longer than authorized by instructions or by law.

Cars on any track must be left clear of crossings and so as to not actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings, they must, if practicable, be left a sufficient distance from road, sidewalk or street line to afford a clear view of approaching trains.

808. When it can be avoided, engines must not stand within 100 feet of a public crossing, under bridges or viaducts, or in the vicinity of waiting rooms, telegraph offices, or near cars which are occupied by passengers.

809. Except in emergency, cars must not be left on sidings without authority. The train dis-

patcher must be immediately notified when cars are left on sidings.

809 (A). Stored cars, except those of all steel construction, must be fire-spaced in cuts of ten cars each, 100 feet apart.

810. Before coupling to or moving cars or engines in a street, or on station or yard tracks, it must be known that cars are properly secured and that they can be moved with safety.

Before coupling to or moving cars on tracks where cars are being loaded or unloaded, gang-planks, conveyors, tank couplings, elevator spouts and similar loading or unloading devices, must be removed and clear for the movement. All persons in or about the cars must be notified and cars must not be moved unless movement can be made without endangering anyone. When such cars are moved, they must be returned to their former location unless otherwise directed.

810 (A). Care and good judgment must be used in switching cars to avoid damage to contents and equipment, and it must be known that necessary couplings are made and that sufficient hand brakes are set.

When switching at stations or in yards where engines may be working at both ends of the track, movements must be made carefully and an understanding had with other crews involved.

Cars containing livestock must not be switched unnecessarily or cut off and allowed to strike other cars.

Passenger equipment or occupied outfit cars must not be switched without having the air brakes cut in and operative.

810 (B). When switching or placing car, they must be left where they will fully clear passing cars on adjacent tracks and where they will not cause injury to employes riding on the side of cars.

Cars must not be shoved blind or out to foul other tracks unless the movement is properly protected.

811. Running switches must not be made when practicable to avoid doing so.

Before making a running switch, all members of the crew must understand the movement to be made. It must be known that switches and brakes are in working order. The engine must be run on straight track when practicable.

Running switches must not be made under the following conditions:

With cars containing explosives, flammables or poison gas;

When they involve danger to employes, equipment or contents of cars;

Over or through spring switches or interlockings;

Over or through remote control or dual control switches when the power is on.

812. Caution and good judgment must be exercised in starting and stopping trains to avoid sudden movements which might cause discomfort or injury to persons or damage to property.

Conductors should call the attention of engineers to any rough handling as soon as the information can be given, and will make prompt report to the superintendent of any improper handling of trains.

813. When cars are left on any track, sufficient hand brakes must be set to prevent cars moving; if the track is on a grade and hand brakes are not sufficient, wheels must also be blocked or chained and, when practicable, cars must be coupled together. In setting brakes on cars on a grade, brakes must be set on low end of the cut of cars and slack must be bunched to know cars will stand when engine is cut off.

When necessary to hold or stop cars by the use of hand brakes, it must be known that brakes are in good order before cutting off cars.

813 (A). Roller bearing equipment must not be left standing alone on any track unless properly secured. When left standing coupled to other equipment, sufficient hand brakes must be applied to prevent them from moving.

814. When doing work at stations where the grade is such that cars will start if brakes are released, a trainman must be left in charge of the train while work is being done unless slack is bunched and train secured by hand brakes.

Before an engine is detached from a train on a grade, a sufficient number of hand brakes must be applied on the low end of train to hold train; the air brakes must be released and the slack bunched against cars on which the hand brakes are applied.

When engine is recoupled to train, hand brakes must not be released until air brake system is fully recharged.

When shoving train on descending grade, sufficient hand brakes must be set on low end of train to control slack.

Train must not be left standing unattended on a grade, unless air brakes are released, slack

is bunched and train properly secured by hand brakes.

815. When an engine is stopped in a tunnel under conditions preventing prompt movement, diesel engines and steam generators must be shut down promptly.

When such engines are shut down, air brakes must be fully applied and, in addition, hand brakes must be applied on each unit, and sufficient hand brakes applied throughout the train to prevent movement should air brakes leak off.

816. A running test of brakes on a passenger train must be made, when practicable, two miles from meeting points, junctions, railroad crossings, drawbridges, and other points where failure of the brakes to operate properly would result in hazard.

817. Should the air brakes on a train become ineffective, the train must be stopped and engineer must notify the conductor at once.

If the air brakes are so ineffective as to interfere with the safe handling of the train, superintendent must be notified. Further movement must be authorized by the superintendent.

818. Passenger trains must not be backed without suitable back-up hose or its equivalent, and the conductor or other competent employee at the rear, and when such back-up hose is to be used, the brakes must be tested as prescribed by the air brake rules.

819. Trainmen must know by speed of train, grade or caboose air gauge that train is being handled safely and under control, and, when

necessary, take immediate action to get train under safe control.

820. Except as otherwise provided, employees will be governed by instructions contained in the current air brake instruction book issued by their company, covering operation and maintenance of air brake and air signal apparatus.

840. Where a yardmaster is employed, the general direction and government of the yard is in his charge. He is responsible for the proper makeup and movement of trains through the yard, the careful, prompt and proper handling of cars, compliance with requirements as to the diversion, refrigeration, ventilation and heating of cars, and for the proper position and security of all yard switches.

850. Trainmen must report for duty at the appointed time, and, by personal attention, insure departure of their train at the required time.

They must see that their trains are provided with proper supplies, tools and equipment at all times and know that the brakes are in proper working order.

Conductors must expedite the handling of trains and performance of station work. If necessary to avoid serious delay, the operator must be called.

851. Conductors must know that their trainmen are familiar with and perform their duties, and that they properly understand and comply with the rules and special instructions, particularly those relating to protection of trains. They must instruct them if necessary and caution them as to the risks involved. Inefficiency and

insubordination must be reported to the proper authority.

852. When not engaged elsewhere as specifically provided by the rules, trainmen must occupy the place assigned to them.

On freight trains, unless otherwise provided, the forward trainman must ride in control cab of engine at front of train.

The flagman must be on the rear car of the train except on a passenger train when rear car is a business, dining or observation car, he will ride in car next ahead, and should get on and off at first opening ahead of such cars.

853. Conductors whose duties require it must be familiar with and respect current tariffs, rules and instructions of the traffic department and the requirements of the accounting department.

854. Trainmen must attend to the needs of those in charge of livestock and other freight, see that cars occupied by them are given proper attention as to heat and water, and information given as to stops for meals or change of cars. Attendants and other passengers authorized to ride on freight trains should only be permitted to get on or off when train is stopped.

PASSENGER SERVICE

870. Train employees must give proper attention to the convenience and comfort of passengers, and give particular assistance to children who are unattended, and to persons who are ill, infirm, inexperienced, or otherwise unable to care for themselves.

870 (A). Conductor or forward trainman must patrol train frequently. Train employes must inform conductor promptly of all irregularities or improper conduct on the train.

871. Train crews must see that hand baggage is safely stowed. Hand baggage, packages and other parcels may be placed in overhead racks provided for that purpose when it can be done with safety. Otherwise, such articles must be placed on floor of car but not in aisle.

872. Conductors must not permit intoxicated or disorderly persons to get on their trains; nor persons mentally incompetent, unless accompanied by an attendant. They must not permit obscene or profane language, nor interference with or annoyance to other passengers, or other misconduct.

873. Train employes must be on the lookout for confidence men and swindlers; have them watched, personally warn passengers, and if any attempt be made to defraud them, must prevent it and report the case by wire to the superintendent. They must not permit beggars or unauthorized peddlers to practice their vocations on the train, nor allow advertising matter to be distributed.

874. No person will be allowed to ride without proper transportation, and conductors must collect fare from all persons traveling without it.

If there is doubt as to the right of a passenger to continue on transportation presented, or as to the proper course to be pursued, the facts in the case must be reported by wire to the superintendent.

875. When examining transportation held by passengers destined to stations reached by connecting trains, conductors must inform passengers where they are to change cars or trains; also where connecting trains will be found at stations where they transfer and the approximate leaving time.

Approaching and before leaving stations, junctions, lunchrooms and terminals, proper announcement necessary for the information and guidance of passengers must be made by trainmen. Before departure, when visitors are permitted on trains, announcement must be made, "Visitors off, please".

Conductors will see that employes of sleeping and parlor cars give their passengers sufficient notice as to leaving train.

876. As far as possible, conductors must see that passengers are provided with seats and that no one is allowed to occupy more than a single seat to the exclusion of others. When there are not seats enough in the coaches and there are vacant seats in any parlor or sleeping car (except chartered cars), passengers may be seated therein and train conductors will arrange with parlor or sleeping car conductors accordingly. Such seats must be surrendered as soon as there is room in the coaches or whenever they are wanted for regular use. Seats in sleeping cars must not be so assigned or occupied at night after the regular passengers have retired.

877. Train employes must not occupy seats with passengers, nor enter into conversation with them or other employes further than is required in the discharge of their duty.

878. If necessary to eject a passenger from a train, discretion must be used. Local rules, state laws and the conditions shall govern. Conductors will call upon local peace officers or upon railroad police for assistance when necessary.

If a passenger is ejected from a train, the names and addresses of all witnesses and their statements in writing, if possible, should be obtained. Passengers must not be ejected except where shelter and food may be obtained.

879. Articles found in trains must be labeled with train number, car number and name of finder, and upon arrival at terminal or junction station must be turned over to agent or baggage agent and receipt secured.

880. When a conductor delivers a train to another conductor, he must inform him of any facts necessary for the relieving conductor to know. Care must be exercised to properly transfer transportation. Except as otherwise arranged, passenger trainmen will remain at their trains at terminals in uniform to answer inquiries and assist passengers until the train is vacated, or until they are relieved.

881. Conductors will see that all telegrams entrusted to their care are promptly delivered. If for any reason they cannot be delivered, conductors will write this fact upon the envelope and leave it at the next open office where train stops.

882. Train employes must familiarize themselves with the instructions governing heating, lighting, ventilation and airconditioning of cars and see that the instructions are complied with, and that cars are properly supplied with water or ice and are kept clean.

When a passenger car cannot be properly heated or airconditioned, conductor must make wire report to designated officers.

883. Toilets in passenger cars must be locked before cars are placed at terminal stations, on approaching terminals, and during prolonged stops at intermediate stations.

884. Steam valves on rear of passenger trains must not be opened until it is known no one will be injured thereby.

885. When necessary to uncouple passenger equipment, the vestibule curtains must be disconnected and electrical connectors taken down.

886. If a passenger train makes an improper station stop or it is necessary to move engine after making stop for water or fuel, engineer must give signal 14 (b) or 14 (h) and receive proper signal from conductor before moving train.

887. Side doors and trap doors of vestibules must be kept closed on other than suburban trains when trains are moving except when necessary to check signals or inspect train or immediately before stop is made to handle passengers.

When a train is standing to meet or to be passed by another train at a point where no passengers are to be received or discharged, the vestibule doors must be kept closed on the side on which the approaching train is to move, unless a trainman is in position to prevent passengers from alighting.

888. When occupied passenger equipment is being switched, or while standing uncoupled,

end gates, bars or chains must be in position to protect open ends of cars. Such protection must also be provided the rear car of all trains.

When not equipped with gates, bars or chains, rear door of last car must be kept locked, otherwise all doors on ends of occupied passenger cars must be kept unlocked at all times when train is moving.

The vestibule curtains must be drawn across the diaphragms on passenger equipment while being handled in passenger, mail or express trains.

Account buffers not being protected by curtains, gate at front end of car next to baggage or mail cars must be closed at all times to prevent personal injury.

889. Unnecessary noise in or about sleeping cars at night should be prevented so far as possible, and special care taken when switching or coupling these cars.

890. Train employees should not pass through dining, sleeping or private cars except when necessary in the performance of duty, and when passing through dining cars during meal hours, or through private cars, train employees other than conductors when lifting tickets, must remove their caps.

Marker lamps must not be carried through business, dining, sleeping, observation or private cars, when it can be avoided.

891. During extremely cold weather, engine must not be detached from passenger train if it can be avoided. If it is necessary to do so, or if train is separated, steam line must be drained and steam connections between cars disconnected when necessary to prevent freezing.

Engine or detached portions of train must be recoupled and steam line connected as quickly as possible to avoid discomfort to passengers.

892. Dangerous gases present in exhausts from various types of engines, steam generators, or engines of the Waukesha or similar type may cause incapacitation or fatalities if in sufficient concentration as might result when a train is stopped in a tunnel.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

In the event a passenger train, regardless of the type of power being used, is stopped in a tunnel, cars within the tunnel must have air circulating systems, including airconditioning systems, ice machines and engine generators shut off, fresh air intake shutters closed, and blower fans shut off.

The same action must be taken when a passenger train is stopped in snow of sufficient depth to prevent dissipation of exhaust gases. Certain gases are not readily detected by odors and this action must be taken immediately and time not wasted in determining when train may be started. Take safe course and act at once.

Train dispatcher should be notified immediately so that proper arrangements can be made for protection of persons and equipment.

893. Trains must not leave a station at which they are scheduled to receive United States Mail until the loading has been completed. Trainmen will decline to accept pouches containing mail matter unless the pouches are

properly locked. When trains are diverted from their regular tracks on which they usually pick up mail, arrangements must be made for getting that mail.

FREIGHT SERVICE

900. Conductors are responsible for the security of all freight in their trains while in their charge, and for its delivery, with the necessary waybills or manifests, at its destination or at terminals.

The instructions relative to the sealing of cars and ventilation of perishable commodities must be carefully observed.

900 (A). The doors of empty cars in trains must be kept closed. The doors of loaded cars must be kept closed and properly secured unless left open for ventilation.

901. Trainmen must give proper attention to caretakers and attendants and to the handling of livestock and perishable freight, and be governed by special instructions relating thereto. Particular attention must be given to livestock unaccompanied by attendants. Trainmen must conform to Federal and State laws governing the handling of livestock. Any unusual condition must be reported promptly to the proper authority.

902. When necessary to set out bad order cars, a wire report must be made promptly to the superintendent, showing:

initial and car number;
contents and waybill reference;
station and track where car set out;
nature of defect;
disposition of waybill.

Waybill will be left with agent, or if no agent at point where car is set out, waybill must be taken to next terminal, with proper endorsement showing why and where car was set out.

When cars with any defects are picked up, the same information should be given, and if received from another railroad, this information should be shown.

When a car is unsafe to run because of defects in car or insecure or improper loading, it must not be taken from a station, in which case a report must be made promptly to the superintendent.

When repairs are made to foreign cars, a report on prescribed form must be made.

If cars containing valuable equipment or freight liable to be stolen are set out short of destination at a point where there is no agent, the superintendent must be notified by wire.

903. Unless otherwise instructed, all freight handled in trains must be covered by station or card waybills. Waybills must be examined and all instructions thereon complied with.

904. Unless otherwise directed, when conductors are notified that loaded cars are ready for their trains at locations which are reached before the billing station for such locations, the cars may be taken to the billing station, where the proper waybills must be procured or the cars set out. When the billing station is reached first, the waybills for cars that are expected to be ready to go forward from such location may be taken; but if the cars are found not ready to go, the waybills must be promptly returned by mail to the billing agent with a statement showing why the cars were not taken. The superintendent must also be notified by wire.

905. If there is no agent where freight is left, conductors must check upon the waybill all freight so left, making the proper record on the face of the waybill of all freight over, short or damaged, and must deliver waybill and any freight that is over to the agent at billing station for such locations, unless otherwise instructed.

906. When taking freight from a station where there is no agent, conductors must carefully check the freight, see that it is properly marked and accompanied by a shipping order, and that such orders are delivered to the billing agent for such station, who will furnish the proper billing.

907. Conductors must check all freight loaded by them with the waybills, making the proper record on face of waybill of anything over, short or damaged.

908. When freight is transferred from one car to another, proper record must be entered on face of the waybill, including the date, point of transfer, initials and number of car to which transfer is made, and exceptions as to over, short or damaged freight.

909. After loading, unloading or transferring, freight remaining in cars must be properly stowed.

910. When cars in trains have been pilfered or broken into, conductors will wire the superintendent and railroad police from the first available point, giving car number, seal numbers and as much information as practicable.

911. Conductors must see that their cabooses are kept in a clean and neat condition.

ENGINE SERVICE

920. Employes in engine service must report for duty at the appointed time. Except as otherwise provided, they must know that their engine is in good working order and is furnished with fuel, water, tools, sand and other supplies, including flagging equipment and signal appliances. They should make every effort to see that the train for which they are called departs on time.

921. An engine must not be moved, or any of its machinery operated, unless it can be done without injury to anyone.

922. The engineer is responsible for the safe and efficient operation of the engine in his charge and all persons employed thereon must obey his instructions.

Engineers must not permit any unauthorized person to handle the engine.

923. At locations where engines are serviced, fuel, water and sand connections must not be made while engine is in motion. Engine must not be moved until all servicing equipment has been disconnected, and attendants clear of engine.

924. Care must be used when backing to train or coupling to cars, and when approaching switches and derails which are to be lined.

925. Care must be used to avoid striking stock. When stock is observed inside of right-of-way fence, the train dispatcher must be notified and, if practicable, the sectionmen also notified. If livestock is killed or injured, a report must be made on the prescribed form.

When a train strikes livestock, train must be stopped and inspection made to ascertain if any damage to equipment. If livestock is struck by trains near switches, the switches must be examined.

926. Any defective condition of the engine must be promptly reported to the proper authority, and at the end of each trip a record made on the prescribed form of the repairs required.

927. Diesel engines must not be towed, or operated under own power, through water over three inches above the rail. When towed, or operated under own power, through water above rails, a speed of three (3) miles per hour must not be exceeded.

STATION AGENTS AND OPERATORS

951. Agents have charge of employes at stations, and must see that they properly perform their duties and are courteous and considerate in their dealings with the public.

They must not be absent from their stations, grant leaves of absence to their subordinates, or make any change in their forces without permission. They are responsible for the railroad's property and other property entrusted to the railroad in the transaction of its business. They must not permit unauthorized persons to frequent offices.

952. Agents and operators must see that stations have the necessary signal equipment ready for immediate use. Should anything endanger the safety of trains, proper signals must be immediately displayed.

953. Preferred attention must be given to train order service. Operators must assist in clerical or other station service when called upon, but must be within hearing of their instruments when possible.

In offices where several operators are on duty at the same time, only one operator on each shift will be permitted to handle train orders and clear trains, except when service requires more than one train order operator and then the work must be arranged so that not more than one operator on a shift will handle train orders and clearances for the same territory.

954. Agents and operators must keep train dispatchers informed as to weather conditions, particularly in regard to fog, heavy wind, rain or snow. Indications of abnormal weather conditions not in immediate vicinity of station but which may affect track or bridges must also be promptly reported.

When there are indications of heavy winds, cloudbursts or abnormal weather conditions, agents and operators must see at once that cars at their stations are secured so that they will not move.

955. Agents and operators must not make public the fact or particulars of accidents, or communicate them to any person, except to the proper officers of the railroad. Messages of a personal nature must be held strictly confidential. Messages for persons on trains must be enclosed in envelopes and sealed.

956. Agents and operators will be held responsible for the prompt acceptance, transmission and delivery of messages. If the person to whom the message is addressed cannot be

located, they must notify the office at which it originated, without delay.

All messages filed must show filing time and all proper sending notations. Messages telephoned must show date, time, to whom and by whom telephoned.

957. Agents and operators must understand how to test and patch wires in switchboard, and prompt and careful attention must be given this work. They must keep wire chiefs fully advised of the condition of wires.

When closing an office for the day or night where a peg type switchboard is used, the instruments must be cut out.

Switchboards must be examined frequently to see that plugs are in proper place and tightly set. Care must be taken to keep instruments in proper adjustment at all times. Before opening key, the relay must be adjusted carefully to see that the wire is not in use.

Wires must not be grounded in switchboard except when necessary in case of wire trouble or when ordered by the wire chief.

958. Operators going off duty must make a written transfer on the prescribed form of all undelivered train orders and messages, instructions, including CTC instructions, unfinished business, condition of wires, position of train order signal and overdue trains.

The operator going on duty must not handle the train order signal, train orders, or CTC control machine until the transfer has been completed. Each operator must personally sign the transfer. When shifts are not continuous, the transfer will be made in the same manner.

959. At stations not open continuously, agents and operators must post their addresses and telephone numbers on the inside of the cover of the waybill box.

960. Agents must see that the station buildings and grounds connected therewith are kept neat and clean and in proper condition for the accommodation of passengers and the handling of freight.

961. Agents must make frequent inspection of yards, platforms, offices, buildings and surroundings; see that the station platforms and walks are properly cleared of snow, ice or dirt, and that rubbish is not allowed to accumulate.

Flammable articles, typewriter covers and rubbish of all kinds must be kept away from switchboard, wires and instruments.

962. Agents must acquaint themselves with the business interests of the people among whom they are situated, use all proper means to secure traffic and act with the view of accommodating the public, and promoting the best interests of the railroad, notifying the proper officer of anything affecting his department, detrimental thereto or conducive to its good, present or prospective.

963. Agents shall report promptly to the superintendent any information of possible action by Federal, State, County, Township, Municipal or other authority, corporation or individual coming to their notice which will in any way affect the railroad.

964. All cases of robbery or attempted robbery, theft of property belonging to or in charge of the railroad, damage to property by fire or

storm, personal injury or other unusual occurrences at or in the vicinity of station, must be promptly reported by wire to the superintendent.

965. Notices to the public must be neatly posted in conspicuous places in the station; other advertising matter must not be posted on the premises except when properly authorized, and then only at places designated for that purpose. Train bulletin boards must be kept in a neat condition and must bear such current information regarding trains as is required by instructions or by law.

966. Agents must familiarize themselves with the boundaries of the railroad property at their stations, and must 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 superintendent, and then only after release on prescribed form has been executed by the owner.

967. Agents must preserve order in and about the station, and must not permit intoxicated or disorderly persons or loungers to interfere with the comfort or convenience of patrons nor with train or station employes' duties. Agents must not permit beggars, peddlers and unauthorized solicitors to operate on railroad premises.

968. Agents will indicate the locations where taxis, trucks and other vehicles are permitted to stand at the station, prohibiting them from occupying or driving on station platform.

They must not permit bicycle or other such riding on station platform.

969. When their duties are in any way connected with the transportation or handling of United States Mail, agents and operators must be familiar with and be governed by the instructions relative thereto.

970. Agents must give prompt attention to correspondence; keep the records and accounts promptly and neatly compiled in the manner prescribed by the departments to which they relate, and submit them to the travelling auditor or other authorized officer for examination as may be required. Tariffs must be properly filed.

971. Except where conditions require, agents must not permit material or cars to be placed near public crossings in such position as to prevent a clear view of approaching trains.

As far as practicable, they must see that brakes are set on cars at their station, and when cars are standing on a grade or brakes are defective, that wheels are securely blocked.

972. When unloading of cars is delayed by refusal of consignee to accept freight, or from any other cause, agents must report the matter to the proper officer and obtain disposition therefor. If company material is not unloaded promptly, the superintendent must be notified.

973. Agents must make every effort to see that cars are moved promptly and notify superintendent when they are unduly delayed. Conductors must be furnished necessary switch list.

974. When cars are set out short of destination, agent must wire the superintendent the contents, destination and why and where set out. The date and train in which such cars are forwarded must also be reported. Prompt report must be made of the completion of repairs to bad order cars.

975. Agents must see that all freight loaded is safely and properly stowed and, when necessary, see that it is securely fastened to prevent loss or damage by falling, shifting, chafing, breaking or by contact with any contaminating substance.

976. The required cards or placards must be applied to cars as indicated by the special instructions relating thereto and all old cards, except home route and defect or repair cards, must be removed before cars are forwarded.

977. Less-than-carload freight to be loaded or unloaded must be checked and anything irregular noted on the waybill.

All freight which requires shelter must be promptly placed in freight house or in cars.

978. Offices, freight and baggage rooms must be locked, and cars containing freight which can be closed must be sealed or locked at all times, except when the agent or other authorized person is in immediate charge thereof. Seals must be kept in a secure place and the required seal records made.

979. Freight, baggage, mail or express must not be left between main tracks, nor within six feet of the edge of main track platforms.

980. Skids, trucks and scales, when not in use, should be placed in baggage room or ware-

house. If necessary to leave them on platforms, they should be lined up at the end or in the rear of station building. When left on platforms, trucks must have wheels chained or otherwise secured and handles hooked up.

981. Women, children or persons incompetent to take care of livestock or other freight must not be permitted by agents to act as attendants.

TRAIN DISPATCHERS

990. Train dispatchers will issue train orders and must transmit and record them as prescribed by the rules. They must make the various records required and must comply with special instructions, including "Train Dispatchers Manual", where provided.

991. Train dispatchers must report immediately to the chief train dispatcher any irregularity relating to the movement of trains or the handling and execution of train orders.

992. Train dispatchers must guard against dangerous conditions in train movements and must not issue improper or unsafe combinations in train orders.

When a train order is not understood or if there is any doubt as to there being a common understanding, the train order must be annulled and another order issued.

LEGAL PROCEEDINGS AND ACCIDENTS

M.ST.P.&S.S.M. R.R.

D.S.S.&A. R.R.

M.&ST.L. R.Y.

1251. Whenever it shall come to the knowledge of any official or employe of the company by published notice or otherwise, that work or improvement is proposed by the county, township, municipal or other authority which in any way affects this company, all information upon the subject must be sent at once to the division superintendent together with the notice, if any, served in such matter. It is important that the earliest information should be had of any intended improvements, etc., in order that the company's interests may be fully protected.

1252. Whenever service of summons or any legal paper is made on an officer, agent or employe with reference to the business of the railway, he must at once telegraph the general counsel at Minneapolis, and notify the superintendent. Telegraphic report should state name of plaintiff, and when possible, what the case grows out of. Date of service must always be given. The paper or papers served should be sent by first mail to the general counsel.

1253. If, by process of law, freight or baggage is seized, check must be surrendered, all charges must be collected, and a receipt for the property obtained before delivery is made to an officer of the law. Full report, with enclosure of papers, must follow as directed in Rule 1252.

1254. Whenever garnishment or attachment is served on an officer or agent, he must at once telegraph the general counsel, treasurer and superintendent, giving names of parties, also occupation and location of defendant, and forward papers served, as directed in Rule 1252. Fees fixed by law must be demanded and forwarded to the treasurer.

1255. In all cases of doubt as to proper action, officers and agents will wire the general counsel particulars, and obtain his advice before acting.

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