

\$1.50

*Canadian Railways*



**UNIFORM**

**CODE**

**OF**

**OPERATING**

**RULES**



**UPPER CANADA RAILWAY SOCIETY**

**BOX 122**

**TERMINA**

**TORONTO**

# UNIFORM CODE OF OPERATING RULES

REVISION OF 1962

The rules herein govern the operation of the following railways, and supersede all previous rules and instructions inconsistent therewith.

The Algoma Central and Hudson Bay Railway Company

L. C. WAUGH,  
President and General Manager

Canadian National Railways  
(including Lines in United States)

Central Vermont Railway Inc.

Duluth, Winnipeg and Pacific Railway Company

N. J. MacMILLAN,  
Executive Vice-President

Canadian Pacific Railway Company

R. A. EMERSON,  
Vice-President

The Chesapeake and Ohio Railway Company

M. I. DUNN,  
Vice-President

Essex Terminal Railway

M. A. KEAYS,  
General Manager

Napierville Junction Railway Company

J. P. HILTZ, Jr.,  
Vice-President

The New York Central Railroad Company

J. F. NASH,  
Vice-President—Operation

Northern Alberta Railways Company

J. F. COOPER,  
General Manager

Ontario Northland Railway

A. JARDINE,  
General Manager

Quebec North Shore and Labrador Railway Company

J. A. LITTLE,  
General Manager

Sydney and Louisburg Railway Company

M. A. KEAYS,  
General Manager

The Toronto, Hamilton and Buffalo Railway Company

P. W. HANKINSON,  
General Manager

Approved and prescribed by the  
Board of Transport Commissioners for Canada  
by General Order No. 873, dated the 15th day  
of November, 1961.

EFFECTIVE OCTOBER 28th, 1962

## GENERAL NOTICE

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

Obedience to the rules is essential to safety.

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

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

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

## GENERAL RULES

A. Employees whose duties are prescribed by these rules must have a copy of them accessible when on duty.

Employees whose duties are in any way affected by the time table must have a copy of the current time table, and supplements thereto if any, with them while on duty.

B. Employees 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.

NOTE: Special instructions may be issued by proper authority and will be found in the current time tables and in bulletins.

C. Employees must pass the required examinations.

D. Employees in any service connected with the movement of trains are subject to the rules and special instructions.

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

F. Accidents, failure in the supply of water or fuel, defects in track, bridges, signals, block indicators, or any unusual condition which may affect the movement of trains, must be promptly reported by the quickest available means of communication to the proper authority. In case of injury to persons the names and addresses of as many witnesses as possible must be obtained.

G. The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited.

H. The use of tobacco by employees on duty in or about passenger stations or in cars carrying passengers is prohibited.

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

K. To avoid annoyance to the public, employees and others authorized to transact business at stations and on or about trains must be courteous, orderly and quiet.

L. Employees must always be vigilant to protect, and must promptly report anything detrimental to the Company's interest, and in case of danger to the Company's property must unite to protect it.

M. Employees must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must not ride on top or sides of cars or engines passing structures or obstructions at any point at which there is restricted overhead or side clearance and must inform themselves respecting the location of such.

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

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

They must be familiar with and be governed by the Company's safety rules and instructions.

Upper Canada Railway Society



BOX 122, TERMINAL "A"  
TORONTO, CANADA

## DEFINITIONS

**NOTE:** For the purposes of these rules, the following definitions apply.

**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.

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

**BLOCK INDICATOR**—A device located at hand operated or spring switches to indicate track occupancy in the block or blocks to which it refers.

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

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

**NOTE:** Special instructions will be used to govern the operation of cab signals where in use.

**CENTRALIZED TRAFFIC CONTROL (CTC)**—A system in ABS territory 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.

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

**DIVISION (or AREA)**—That portion of a railway assigned to the supervision of a Superintendent or other designated officer.

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

**DWARF SIGNAL**—A low signal used as a block or interlocking signal.

**ELECTRIC SWITCH LOCK**—An electric lock connected with a hand operated switch to prevent its operation until the lock is released.

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

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

**EXTRA TRAIN**—A train not authorized by a time table schedule.

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

**GRADE SIGNAL**—A stop and proceed signal equipped with a marker displaying the letter "G".

**INITIAL STATION**—The station at which a schedule is first timed on any subdivision is the initial station for that schedule, and for an extra train it is the station at which such train is created.

**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 extreme or outer opposing interlocking signals of an interlocking.

**INTERLOCKING SIGNAL**—A fixed signal at the entrance to or within interlocking limits to govern the use of the routes.

**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, interlocking signals, or other method of control.

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

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

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

**ROUTE**—The tracks a train or engine may use in passing from one point to another.

**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 time table schedule displaying signals or for which signals are displayed.

**SIDING**—A track auxiliary to the main track for meeting or passing trains. Sidings and their capacities will be designated in the time table or special instructions.

**SIGNAL INDICATION**—The information conveyed by a fixed signal or cab signal.

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

## SPEEDS:

**Restricted Speed**—A speed that will permit stopping within one-half the range of vision.

Where ABS rules, interlocking rules or signal indications require movement at restricted speed, such movement must be made at a speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding SLOW SPEED;

**Slow Speed**—A speed not exceeding fifteen miles per hour;

**Medium Speed**—A speed not exceeding thirty miles per hour;

**Limited Speed**—A speed not exceeding forty-five miles per hour.

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

**STATION PROTECTION SIGNAL**—A stop and proceed signal equipped with a marker displaying the letters "SPS", used to protect trains or engines occupying the main track in yards or at stations in the block protected by the signal.

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

**SUBDIVISION**—A portion of a division or area designated by time table.

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

**TERMINATING STATION**—The station at which a schedule is last timed on any subdivision is the terminating station for that schedule, and for an extra train (except work extras) it is the station to which such train is authorized.

**TIME TABLE**—The authority for the movement of regular trains subject to the rules. It contains classified schedules, also special instructions relating to the movement of trains and engines.

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

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

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

**TRAIN ORDER SIGNAL**—A fixed signal provided at train order offices used in connection with the delivery of train orders and as prescribed by Rule 91A.

**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.

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

**NOTE:** Where two main tracks are in service, each of which is signalled for traffic in both directions, these tracks will be designated as "North Track" and "South Track" where time table directions are Eastward and Westward, respectively, and "East Track" and "West Track" where time table directions are Northward and Southward, respectively. Where tracks are so designated, there is no specified current of traffic.

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

**YARD ENGINE**—An engine assigned to yard service.

**YARD LIMITS**—That portion of the main track or main tracks within limits defined by yard limit signs.

## OPERATING RULES

NOTE: Unless otherwise specified, these rules are applicable without respect to the number of tracks.

Wherever the word "flagman" appears herein it applies to the employee required to perform such duties.

Wherever the word "Superintendent" appears herein it applies to the officer in charge of a Division (or Area).

Wherever the word "radio" appears herein it refers to "Railway Radio Communication System" and employees using such equipment must be conversant with the instructions relating thereto.

### STANDARD TIME

NOTE: Either the 12-hour or 24-hour system, as indicated by the time shown in current time tables, will be used for all purposes in connection with the movement of trains. All times shown herein are on the 12-hour system.

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

Standard clocks will be maintained at stations designated by time table.

Employees charged with the duty of receiving time signals must record on prescribed form and on indicator cards any variation from standard time.

2. Each conductor, engineman, trainman, fireman, yard foreman, yardman, and such other employees as the Company may direct, must carry, while on duty, a reliable railway grade watch approved by the proper authority and for which there must be a prescribed certificate on file with the designated railway officer.

3. Employees required to use railway grade watches must, unless otherwise directed, submit them to a designated watch inspector for examination and record at intervals not exceeding ninety days.

If watches reflect a variation of more than thirty seconds when compared with correct time, they must be set to reflect a variation of less than thirty seconds. Employees must not regulate their watches.

Watches of conductors, enginemen and yard foremen must be compared with a designated standard clock, where provided, before commencing each day's work. The time when watch is compared with standard clock, and the result of such comparison must be recorded on prescribed form. If watch is set the word "set" must also be recorded with the variation.

If a designated standard clock is not accessible, standard time must be obtained from the train dispatcher, or by comparing with a conductor, engineman or yard foreman who has had access to a standard clock and has registered.

Conductors, enginemen, yard foremen, pilots and snow plow foremen, shall, when practicable, compare time with each other before starting on each trip or before commencing work and with other members of their crew as soon as practicable.

Cards supplied by watch inspectors showing record of the rating of watches must be carried while on duty by employees required to use railway grade watches.

### 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 and  
TERMINATING STATIONS,

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" is the day of the week the schedule authorizes a train to leave its initial station on the subdivision.

4A. Notice of new time table or supplement will be bulletined at least seventy-two hours prior to the time it takes effect. Notice will also be given by train order issued to trains at least twenty-four hours prior to and, unless otherwise directed, for six days after it takes effect.

Agents, or yardmasters and locomotive foremen, where employed, must take receipt on prescribed form for new time tables and supplements. They must know that yard foremen and yard enginemen are provided with copies before commencing work.

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

Unless otherwise specified by special instructions, time applies:

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

ON TWO OR MORE TRACKS — at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving times of a train are in full-faced type when both are meeting or passing times or when one or more trains are to meet or pass it between those times.

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

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by small figures showing the numbers of trains to be met or to pass.

6. The following symbols when used in the time table indicate:

- \* See footnote.
- B Bulletins and train register.
- C Fuel.
- F Flag stop to receive or discharge traffic.
- K Standard clock, bulletins and train register.
- P Telephone.
- R Train register.
- S Regular stop.
- V Station protection signal. On both sides of station name indicates signals on both sides of station; when preceding station name, signal is east or south of that station; when following station name, signal is west or north of that station.
- W Water.
- X Crossover between main tracks.
- Y Wye.
- Z Yard limits.

Train order offices will be indicated by office signals.

The location of Interlockings, Limits of Two or More Tracks, Automatic Block Signal Systems, Electric Staff Block Systems, Manual Block Systems, Centralized Traffic Control or Movement by Signal Indication will be indicated in the time table and when practicable, shown within brackets on either side of the station column.

### SIGNALS AND THEIR USE

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

8. Flags (cloth, metal, or other suitable material) of the prescribed color must be used by day, and lights of the prescribed color and type by night.

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

Night signals must be displayed from sunset to sunrise, unless otherwise provided.

### 10. COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop, except as otherwise provided for by the rules.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green and White (combined or flashing)	Flag stop. See Rule 28.
(e) Blue	Workmen under or about an engine, car or train. See Rule 26.
(f) Purple	When used on derrails, stop.

11. A train or engine approaching a fusee burning red on or near its track must stop, and may then proceed at restricted speed for 2000 yards; except that in ABS territory, it must stop, and may then proceed at restricted speed to the next signal.

A train or engine approaching a fusee burning red beyond the nearest rail of an adjacent track need not stop, but must proceed at restricted speed for 2000 yards; except that in ABS territory, it will proceed at restricted speed to the next signal.

A train or engine approaching a fusee burning yellow on or near its track will proceed, but at restricted speed for 2000 yards; except that in ABS territory, it will proceed at restricted speed to the next signal.

Fusees should not be placed on public crossings at grade nor where they may communicate fire.

### 12. HAND (including flag and lamp) SIGNALS

NOTE: Radio may be used in lieu of hand signals.

INDICATION	MANNER OF USING
(a) Stop	Swung at right angle to track.
(b) Reduce Speed	Held horizontally at arm's length.
(c) Proceed	Raised and lowered vertically.
(d) Back	Swung vertically in a circle at right angle to track.
(f) Apply Air Brakes (when standing)	Raised and swung horizontally above the head.
(g) Release Air Brakes (when standing)	Raised and held at arm's length above the head.
(h) Any object waved violently by any one on or near the track is a signal to stop.	

Signals must be given from a point where they can be plainly seen and in such a manner that they cannot be misunderstood. If there is doubt as to the meaning of a signal, or for whom it is intended, it must be regarded as a stop signal.

When switching is being performed, either in road or yard operation, signals should be given, or relayed directly to the engineman. Conductors and yard foremen are responsible for seeing that the work is so organized and that trainmen and yardmen are in proper position to give or relay such signals accordingly.

When cars are being pushed by an engine under control of hand signals, the disappearance from view of the member of the crew or lights by which signals controlling the movement are being given must be regarded as a stop signal.

In the event of failure of radio equipment, or communication is interrupted during switching operations, the movement must be stopped at once and no further movement made, except as authorized by hand signals, or until radio communication restored.

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

#### 14. ENGINE WHISTLE SIGNALS

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

Should the whistle fail, while en route, train may proceed, running carefully and ringing engine bell continuously when approaching and passing stations, through yards, over public crossings at grade and around curves. Train dispatcher must be advised of failure from first open train order office and he will, when possible, notify other trains concerned.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) — —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(d) — — — —	(SINGLE OR TWO TRACKS) Flagman may return from West or South.*
(da) — — — — o	(MORE THAN TWO TRACKS) Flagman for track No. 2 may return.*
(e) — — — — —	(SINGLE OR TWO TRACKS) Flagman may return from East or North.*
	(MORE THAN TWO TRACKS) Flagman for track No. 1 may return.*
(ea) — — — — — o	(MORE THAN TWO TRACKS) Flagman for track No. 3 may return.*

NOTE: At junctions or other points at which signals 14 (d), (da), (e), or (ea) may apply to flagman of more than one train, care must be exercised to ensure return only of the flagman for which signal intended.

\* As prescribed by Rule 99.

SOUND	INDICATION
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing — back. Answer to back up signal.
	When train is running — answer to communicating signal 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 in the same direction, inferior trains and trains affected by the signals at train order meeting, waiting, or passing points, to signals displayed for a following section, and must hear the answer 14 (k-a) or stop and notify trains of signals displayed.
	(TWO OR MORE TRACKS) To call attention of engine and train crews of trains of the same class and inferior trains moving in the same direction to signals displayed for a following section and must hear the answer 14 (k-a) or stop and notify trains of signals displayed.
	(SINGLE, TWO OR MORE TRACKS) To call attention of yard engines and maintenance forces to signals displayed for a following section.
	NOTE: Signal 14 (k) will not be sounded to trains or yard engines in CTC, or to trains in territory where Rule 251 applies.
(k-a) o o —	Answer to 14 (k).
(l) — — o —	(1) At whistle posts.
	(2) At least $\frac{1}{4}$ of a mile from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions) to be prolonged or repeated according to the speed of the train until the crossing is occupied by the engine or cars.
(m) — — — —	(3) At frequent intervals when view is restricted by weather, curvature or other conditions.
	(1) One mile from train order offices, flag stops, the end of two or more tracks, junctions, railway crossings at grade and drawbridges, except within the limits of such towns or cities as may be prescribed in special instructions.
	(2) When a train stops and trainman is required, under Rules 41 (c) or 44 (d), to replace torpedoes exploded.
(n) — — o	As prescribed by Rule 90.
(o) o —	When doubleheading — air brakes have failed on leading engine and engineman on second engine must at once take control and stop train. The same signal to be given by the engineman on second engine as soon as he has control of the air brakes.

SOUND	INDICATION
(p) Succession of short sounds.	Alarm for persons or animals on the track.
(q) — o	When running against the current of traffic:
	(1) At frequent intervals and approaching stations, curves or other points where view may be obscured.
	(2) Approaching passenger or freight trains and when passing freight trains.
	(3) Preceding the signals prescribed by (d) and (e).
(r) o o o o o o	To notify track forces of fire on or near the right of way.

15. The explosion of one or more torpedoes, in the absence of a more restrictive signal, indicates proceed, but at restricted speed for 2000 yards from the point where the torpedoes were exploded.

Where the use of torpedoes is required duplicates should be placed on the opposite rail to explode simultaneously.

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

Torpedoes must not be placed near stations nor on public crossings at grade.

#### COMMUNICATING SIGNALS

16. Each car of a passenger train must be connected with the engine by a communicating signal appliance. When communicating signal appliance fails, conductor will arrange for hand signals to be given engineman approaching all stations and train will proceed to the first point where repairs can be made. Radio may be used in lieu of hand signals.

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

SOUND	INDICATION
(a) o o	When standing — start.
(b) o o	When running — stop at once.
(c) o o o	When standing — back.
(d) o o o	When running — stop at next station; where a train is required to flag stop between stations, it indicates stop at next flag stop for that train.
(e) o o o o	When standing — apply or release air brakes.
(f) o o o o	When running — reduce speed.
(g) o o o o o	When standing — recall flagman.
(h) o o o o o	When running — increase speed.
(j) o o o o o o	When running — increase train heat.
(k) — — — — —	When running — release sticking brake; look back for hand signal.
(l) — — — — —	Shut off train heat.
(m) o o —	When running — as prescribed by Rule 90.

## TRAIN SIGNALS

17. The headlight must be displayed to the front of every train by day and by night. It must be extinguished when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of two or more tracks, or at junctions with switches properly lined for the approaching train. It should be left extinguished until rear of the expected train has passed.

17A. On engines so equipped, the headlight will be dimmed:

When standing on yard tracks;

When standing on the main track at meeting points after the switch has been lined for the siding;

Approaching stations where trains are receiving or discharging passengers;

Approaching stations where train orders or clearances are to be picked up;

Approaching meeting and passing points, junctions, end of two or more tracks where trains or engines are clear, to assist in train identification by train and engine crews;

On two or more tracks when approaching trains and when trains are approaching in the opposite direction;

Except that the full power of the headlight must be used approaching all public crossings at grade and until such crossings are reached regardless of their location.

17B. Engines used in road service which are regularly required to run backward for any portion of the trip, except to pick up a detached portion of a train or in making terminal movements, shall have a headlight on the rear.

Under other conditions requiring an engine to run backward at night a white light must be displayed on the leading end.

17C. Should the headlight fail while train is en route at night, repairs must be made as quickly as possible. If repairs cannot be made, such lights as are available will be displayed and train may then proceed to the first point where repairs can be made, passing over all public crossings at grade not specially protected by watchman, gates or automatic crossing signal with care and at a speed not exceeding twenty miles per hour.

Train dispatcher must be advised from first open train order office when a train is running with defective headlight and he will, when possible, notify other trains concerned.

17D. On engines so equipped, oscillating white headlight must be displayed to the front by day and by night. It must be extinguished when the headlight is dimmed or extinguished.

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

18. Yard engines will display a headlight to the front and rear by night.

Under conditions not requiring display of markers, other engines without cars will display a white light to the front and rear by night.

NOTE: Headlight on end coupled to cars may be extinguished subject to requirements of last paragraph of Rule 17A.

19. **MARKERS**—The following signals will be displayed to the rear of every train to indicate the rear of the train:

(1) By day, markers not lighted.

(2) By night:

On single track and when running with the current of traffic on two tracks, markers lighted displaying red to the rear.

On two tracks, when standing or running against the current of traffic, markers lighted displaying red to the rear on the outside and green to the rear between tracks.

On more than two tracks, when running with the current of traffic, or when standing or running against the current of traffic, markers lighted displaying red to the rear unless otherwise directed by special instructions.

When a train is clear of the main track to be passed by another train, lighted markers will display green to the rear.

When the rear of a train is equipped with built-in markers they must be lighted by day and by night.

When a train is equipped to display a single flashing type marker it will be unlighted by day; by night it will display flashing red to the rear, except when clear of the main track to be passed by another train it will display flashing green to the rear.

**EXCEPTION:** The requirement that markers display green to the rear when clear of main track does not apply in CTC.

19A. A train not equipped to display markers as prescribed by Rule 19 will display a red flag by day and a red light by night to indicate the rear. The red light will be replaced by a white light when train is clear of main track.

**EXCEPTION:** The red light will not be replaced by a white light in CTC.

20. All sections except the last will display two green flags and two green lights by day and by night in the places provided for that purpose on the leading end of the engine.

21. Extra trains will display two white flags and two white lights by day and by night in the places provided for that purpose on the leading end of the engine, except that white flags and white lights need not be displayed in CTC.

22. When two or more engines are coupled, over all or a portion of a subdivision, each engine will display signals as prescribed by Rules 20 and 21.

23. One marker, flag or light displayed where in Rules 19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

24. When two or more engines are coupled the leading engine will sound the signals as prescribed by Rule 14.

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. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. 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.

When emergency repair work is to be done under or about engines or cars in a train and a blue signal is not available, the engine crew must be notified and protection given those engaged in making the repairs.

27. A signal imperfectly displayed or the absence of a signal at a place where one is usually shown must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is unmistakable it will govern. Such conditions must be reported to the proper officer.

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

28. A combined green and white flag or combined or flashing green and white light will be used to stop a train at the flag stations indicated on the schedule or in special instructions.

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

30. The engine bell must be rung when an engine is about to move; while moving about stations; while passing a train standing on adjacent track; and  $\frac{1}{4}$  of a mile from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions) until the crossing is occupied by engine or cars.

32. The unnecessary use of the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

33. Watchmen stationed at public crossings at grade must use stop signals when necessary to stop trains or engines. They will use prescribed signals to stop highway traffic.

34. Crews on engines and snow plow foremen must know the indication of fixed signals (including switches where practicable) and members of train crews must know the indication of train order signals affecting their train before passing them. All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

35. In emergency cases when track is suddenly found defective or is obstructed any employee must by the use of flags, lights, torpedoes, fuses or other signals make every possible effort to stop trains in both directions.

## PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fuses at night or in obscure weather.

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for day time with:

A red flag on a staff,  
At least eight torpedoes and  
Seven red fuses; and

For night time and when weather or other conditions obscure day signals,

A red light,  
A white light,  
A supply of matches,  
At least eight torpedoes and  
Seven red fuses.

41. On subdivisions or portions thereof specified in the time table or special instructions, Rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and in addition, by night, a yellow light and a red light at least 2000 yards in each direction from the defective or working point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in the clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

42. When Example (1) of Form Y train order protection has been provided and foreman so advised, Rules 40 and 41 may be modified as follows:

EXCEPTION: The form of protection provided by Example (1) of Form Y train order must not be used for limits in excess of one mile.

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the working point which may be at any location within the limits stated in the train order, also:

(b) By day place a yellow flag and, in addition, by night, a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(c) A train holding Example (1) of Form Y train order must approach the signals prescribed by clause (a) prepared to stop and there be governed by instructions or signal of the flagman, but must not proceed until the red signal has been removed in clear view of the engineman.

NOTE: The red signal must not be removed except as authorized by the foreman in charge.

In radio equipped territory when Example (2) of Form Y train order protection has been provided and foreman so advised, Rules 40 and 41 may be modified as follows:

(d) Limits may exceed one mile.

(e) By day place a red flag and, in addition, by night a red light, 200 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, also:

(f) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the limits stated in the train order to the right of the track as seen from an approaching train, where there is a clear view of the signal of, if possible, 500 yards.

(g) A train holding Example (2) of Form Y train order must not proceed beyond the signals prescribed in clause (e) until instructions have been received from the foreman named in the order, either by means of radio communication or personal contact.

(h) When weather or other conditions obscure day signals night signals must be used in addition.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, Rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, Rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point to the right of the track as seen from an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point to the right of the track as seen from an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

(e) When weather or other conditions obscure day signals night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by Rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed to the right of the track as seen from an approaching train under Rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks.

46. When flags or lights are placed as set forth in Rules 41-45 inclusive they will be mounted on staffs and elevated so there will be an unobstructed view of them from an approaching train.

47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near stations nor on public crossings at grade.

49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions.

## SUPERIORITY OF TRAINS

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.

71A. (SINGLE TRACK) Direction is superior as between trains of the same 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.

72A. (SINGLE TRACK) Trains in the direction specified by time table are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

NOTE: Work extras have no specified direction.

## MOVEMENT OF TRAINS AND ENGINES

82. Time table schedules, unless fulfilled, 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.

83. Unless otherwise directed by time table or train order, conductors must register their trains at the register stations designated for them in the time table. When a train is authorized to register by register ticket, conductor must deliver register ticket to the operator who will register the train and retain the ticket. Should the operator fail to obtain the ticket he must not enter any information on the train register except such as may be authorized by train order.

83A. A train must not leave its initial station on any subdivision, enter into or move in territory where trains are operated under train order authority, pass from one of TWO OR MORE TRACKS to SINGLE TRACK, or from MORE THAN TWO TRACKS to TWO TRACKS, until it has been ascertained whether all trains due which are superior have arrived or left.

83B. When necessary to check the train register to ascertain whether all trains due which are superior have arrived or left, conductor must fill out train register check on the prescribed form and deliver, or have it delivered, to engineman before leaving register station.

83C. 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 train order, Example (8) of Form W.

83D. Unless otherwise directed by time table, train order, or as provided by Rule 83E, a train must not leave its initial station, or other stations as may be designated in the time table, without a clearance.

83E. Regular trains scheduled through over two or more subdivisions and having the same number on each may assume the schedule of the train of the same number at intermediate initial stations and leave without clearance if no operator on duty and train order signal (if any) indicates proceed.

83F. At bulletin stations designated in the time table, conductors and enginemen must read and sign the bulletins or instructions posted before commencing work. Other employees in train, engine and yard service are required to familiarize themselves therewith.

83G. Bulletins affecting the movement of trains will be re-issued the first of each month.



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

85. Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of fourth class and extra trains.

A section must not pass and run ahead of another section of the same schedule without first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported to the train dispatcher from the first open train order office.

In all instances in the exchange of train orders, conductors and enginemen must know that the train orders, clearances and instructions exchanged are correctly understood by the other. Before either train proceeds the engineman must read his train orders aloud to the conductor.

85A. (SINGLE TRACK) When a section passes another section of the same schedule, unless authorized by train order, the leading train must notify opposing trains affected until the next open train order office is reached and the train dispatcher advised.

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, except that in ABS territory it must be clear in sufficient time to avoid displaying other than clear signal indications to a following superior train.

87. (SINGLE TRACK) An inferior train must keep out of the way of and clear opposing superior trains by not less than five minutes. An inferior train failing to clear the main track by the time required must be protected as prescribed by the rules.

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.

Trains required to take the siding at train order meeting points must pull in when practicable; if necessary to back in the train must be protected as prescribed by the rules.

89. (SINGLE TRACK) When necessary to stop to meet a train, the train holding the main track must stop clear of the track to be used by the other train.

89A. (SINGLE TRACK) A train must not leave any point without knowing positively that the train or trains which it was required to meet or clear at that point have arrived.

90. The conductor of every passenger train must give communicating signal 16 (m) between one and three miles from every station at which it is to meet or wait for a train, clear a superior train, or move through a siding or crossover when so instructed. The engineman must make running test of the brakes as soon as practicable and then give whistle signal 14 (n) in acknowledgement. Should the engineman fail to respond to signal 16 (m) as herein prescribed, action must be taken to stop the train before reaching the point of restriction.

(SINGLE TRACK) On other trains, the engineman must give whistle signal 14 (n) between one and three miles from every station at which it is to meet or wait for a train, or clear an opposing superior train. Should the engineman fail to give whistle signal 14 (n), other members of crew on engine must at once remind him of the requirement.

90A. Unless otherwise directed by special instructions, on freight, mixed and work trains in motion between stations, conductors and enginemen will see that trainmen are at the front and rear of trains in position to observe the safe operation of trains and, when practicable, exchange signals when approaching and passing stations. Approaching junctions, railway crossings at grade, drawbridges, points where trains may be required to stop, where trains are to be met or passed, and at a safe distance before descending heavy grades or at any point where failure of the brakes may be attended with hazard, a trainman must be within convenient access of the emergency valve.

91. Unless some form of block signal system is in operation to the next open train order office or to the station where the preceding and following trains diverge, and except in closing up at stations, the following intervals must be maintained between trains in the same direction:

Between a preceding train and a train operating a snow plow — when all preceding trains have arrived at a station ahead. Train dispatcher will ensure such interval is maintained at open train order offices, but when this cannot be done the snow plow train will be directed by train order to — “run at restricted speed from . . .”. When a snow plow train is delivered a clearance bearing notation “wire failure”, or is passed by another train and is unable to obtain information that the preceding train has arrived at a station ahead, it may follow after twenty minutes, running at restricted speed until such advice received;

Between other trains — at least twenty minutes, unless report has been received of the arrival of the preceding train at a station ahead.

Radio may be used by crews to ensure that the prescribed intervals are maintained.

This rule does not relieve employees from protecting their train as required by Rule 99.

EXCEPTION: The interval prescribed in this rule need not be maintained by rail test cars when testing and track inspection cars when operating as trains.

91A. Unless some form of block signal system is in operation to the next open train order office, the train order signal will be used to maintain the interval prescribed by Rule 91, paragraph 3, and must be displayed at Stop promptly after the rear of the train has passed the signal.

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 the time of first and second class trains at the next station where time is shown. Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within yard limits at restricted speed unless the main track is known to be clear.

NOTE: In ABS territory, indications permitting trains or engines to proceed do NOT relieve third class, fourth class, extra trains and engines from the requirement of moving at restricted speed, except that “Clear Signal” Rule 281 may be accepted as indication that the track is clear, but only to the next signal, or “Block End” sign.

Unless otherwise directed by special instructions, yellow lights must be displayed on yard limit signs from sunset to sunrise.

Except in ABS territory, approach signs will be placed one mile from yard limit signs.

By night, or in foggy or stormy weather, a light must be placed on both ends of unattended cars or dead engines obstructing the main track within yard limits.

(TWO OR MORE TRACKS) Within yard limits, when moving against the current of traffic, all trains and engines must move at restricted speed.

#### 93A. (SINGLE TRACK)

NOTE: This rule must be adopted for the entire system of a railway (Single Track) or not be used at all but will not apply in CTC.

On subdivisions designated in the time table, the outer main track switches of sidings will be considered station limits, and within such limits the main track may be used clearing the time of first and second class trains at the next station where time is shown. Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within station limits at restricted speed unless the main track is known to be clear.

NOTE: In ABS territory, indications permitting trains or engines to proceed do NOT relieve third class, fourth class, extra trains and engines from the requirement of moving at restricted speed, except that “Clear Signal” Rule 281 may be accepted as indication that the track is clear, but only to the next signal, or “Block End” sign.

94. A train which overtakes another train so disabled that it cannot proceed may pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open train order office, and there report to the train dispatcher. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to the next open train order office, and there report to the train dispatcher. Trains affected which are met or passed under these circumstances must be notified.

95. Except as provided herein, or by Rules 85 or 94, a train must not display signals for a following section without train order authority.

Two or more sections may be run on the same schedule. Each section has equal time table authority.

In CTC, or in territory where Rule 251 applies over an entire subdivision or to the terminating station of a schedule on a subdivision, a section may be authorized from its initial station by a clearance which must be OK'd by train dispatcher, as: “First 17 Green Signals”, “Second 17 Signals Nil”, etc.

96. Signals must not be ordered displayed to other than a terminating station of the schedule.

When trains are run as sections of a schedule, a section is responsible for preventing the following section passing it without proper authority.

96A. A regular train must not be created at a station other than its initial station without train order authority. A train which has been detoured must not again take up its own schedule on the same subdivision without train order authority. In such instances the schedule must be annulled between the stations where it has not been fulfilled.



# WITHIN ABS TERRITORY

When a train stops under circumstances in which it may be overtaken by another train, with the protection of at least two block signals to the rear, protection against following trains will have been afforded when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.

When necessary to protect against trains moving in the opposite direction, flag protection prescribed for OUTSIDE ABS TERRITORY must be provided, except that on single track where there are at least two block signals to the front governing opposing trains, protection will have been afforded a standing train when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.

# BOTH OUTSIDE AND WITHIN ABS TERRITORY

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

After taking up position at the distance required, flagman must remain at that point until recalled or relieved and safety of the train will permit. Flagman must always on the approach of a train display stop signals.

If recalled before another train arrives, he must leave a fusee burning red at the point from which he returns, and while returning to his train, a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. A fusee burning red must be left at the point from which the train moves.

When curvature, weather or other conditions require, or when snow plows or flangers may be running, extra precaution must be taken.

Flagmen must each be equipped for day time with

A red flag on a staff,  
At least eight torpedoes and  
Seven red fusees; and

For night time and when weather or other conditions obscure day signals,

A white light,  
A supply of matches,  
At least eight torpedoes and  
Seven red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

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

100. When providing protection required by Rule 99 and it is necessary to hold trains or advise them of specific movements of the train being protected, flagman should, when practicable, be furnished with written flagging instructions to be shown to the engineman of trains affected.

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

When for any reason a portion of a train is left on the main track every precaution must be taken to protect the remaining portion against the returning movement. In the absence of conductor at head-end

of train when movement is commenced the engineman will arrange for the necessary protection. Torpedoes must be placed a sufficient distance in advance and in addition by night or when weather or other conditions require, a white light must be prominently displayed on the front of the leading car.

The remaining portion must not be moved nor passed until the engine returns, unless the movement is adequately protected.

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 immediately be displayed on adjacent tracks at front and rear of train. Adjacent tracks as well as tracks of other railways that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99 for OUTSIDE ABS TERRITORY until it is known such tracks are safe and clear for the movement of trains.

103. When cars are pushed by an engine, except when switching or making up trains in yards, and even then when conditions require, a member of the crew must be on the leading car and in a position from which signals necessary to the movement can be properly given.

When cars not headed by an engine are passing along a public road or over a public crossing at grade which is not adequately protected by gates or otherwise, a member of the crew must be on the leading car to warn persons standing on, or crossing, or about to cross the track.

No part of a car or engine may be allowed to occupy any part of a public crossing at grade for a longer period than five minutes, and a public crossing at grade must not be obstructed by switching operations for more than five minutes at a time.

When necessary to cut trains at public crossings at grade, except where a member of the crew is to protect the crossing, or where other protection is provided, cars or engines must not be left standing within 100 feet of the travelled portion of the public road.

Where special instructions require that switching movements over certain public crossings at grade be protected by a member of the crew, such protection must be provided by a member of the crew from a point on the ground at the crossing until the crossing is fully occupied.

When a train or engine passes over any public crossing at grade protected by automatic signals or automatic gates, it will be necessary before making a reverse movement over the crossing for a member of the crew to protect the same.

Before making switching movements over unprotected public crossings at grade where the engineman's view of the crossing is obscured, arrangements must be made for a member of the crew to be in position to observe the crossing and give signals to the engineman as necessary.

At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on the main track, movements over such crossings on other than main tracks, must not, unless otherwise provided, exceed ten miles per hour from 100 feet distant until the engine or leading car has passed over the crossing.

At public crossings at grade referred to in time table instructions, where protection devices are required to be operated by use of push buttons or other appliances, movements must not obstruct the crossing until the protection devices have been operating for at least twenty seconds.

97. Except as provided herein, extra trains must not be run without train order authority.

In CTC, or in territory where Rule 251 applies, extra trains may be authorized by a clearance which must be OK'd by train dispatcher.

In territory specified in the time table, or special instructions, extra trains may be authorized to run with the current of traffic on two or more tracks by a clearance which must be OK'd by train dispatcher.

98. Unless protected by block or interlocking signals, trains and engines must approach the end of two or more tracks, junctions, railway crossings at grade and drawbridges, at restricted speed.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed twenty-five miles per hour at interlocked railway crossings at grade until the entire movement has passed the crossing.

Unless otherwise specified in special instructions, the speed of any train or engine must not exceed twenty-five miles per hour at interlocked drawbridges until the entire movement has passed the drawbridge.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

# 99. OUTSIDE ABS TERRITORY

When a train is moving under circumstances in which it may be overtaken by another train, lighted fusees must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must immediately go back a sufficient distance to ensure full protection:

In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train.....at least 1000 yards;

At other times and places, if there is no down grade toward train within one mile of its rear.....at least 1500 yards;

If there is a down grade toward train within one mile of its rear.....at least 2000 yards.

The flagman must, after going back a sufficient distance from the train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position. If necessary to go beyond the required distance, he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged. Torpedoes so placed must not be removed.

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

## MAIN TRACK SWITCHES

Set for main track.  
Normal position.

Set for diverging route.

NOTE: Lights need not be maintained on main track switches in single track ABS territory.

Where authorized by special instructions, main track switches may be equipped with reflectorized lenses or targets of the prescribed color in lieu of lights.

**YARD SWITCHES—With or Without Lights, Reflectorized Lenses or Targets.**

Set for straight track.  
Normal position.

Set for diverging route.



Set for straight track.



Set for diverging route.

## SPRING SWITCH



## HANDLING OF SWITCHES AND DERAILS

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

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

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

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

After a switch has been turned the points must be examined and the target or light observed to know that the switch is properly lined.

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

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

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

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

The position of the switch at the end of two tracks is normal when set for trains leaving single for two tracks.

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

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

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

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

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

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

NOTE: Wherever the words "train dispatcher" appear herein they apply to the employee performing the duties.

**104B. DUAL CONTROL SWITCHES** — When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be in writing and repeated to ensure correct understanding.

When a train or engine is required to move over a dual control switch under a Stop indication, 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 have moved onto the switch points.

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

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

**104C. ELECTRICALLY-LOCKED HAND OPERATED SWITCHES** — Hand operated switches equipped with electric locks must be operated in accordance with instructions posted at the switch.

**104D.** Sand must not be used nor water allowed to run from engine appliances over spring or power operated switches.

**104E. DERAILS** — Where derails are provided on other than the main track they must be known to be in proper position before signals are given for movements on tracks so equipped, and except while such tracks are being used the derails must be kept set in derailing position whether or not there are cars on the tracks. Employees must know where such derails are located.

**105.** Unless otherwise provided by signal indication, trains or engines using other than a main track must proceed at restricted speed.

**105A.** Except on subdivisions specified in the time table, the train dispatcher must be advised when cars are left on a siding.

**106.** Trains will run under the direction of their conductors. When a train is run without a conductor the engineman will perform the duties of the conductor.

Conductors, enginemen, and pilots if any, are responsible for the safety of their trains and the observance of the rules and under conditions not provided for by the rules must take every precaution for protection. This does not relieve other employees of their responsibility under the rules.

**107.** Trains or engines must move with extreme care when meeting or passing a train carrying passengers which is receiving or discharging traffic at a station. They must not pass between such train and the platform at which traffic is being received or discharged unless the movement is properly protected.

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

**110.** When snow removal equipment is being operated, points must be raised, wings closed, and a speed of fifteen miles per hour not exceeded when meeting or passing trains on adjacent tracks or passing structures which are liable to be damaged.

**111.** When other duties will permit, employees in the vicinity of passing trains must observe the condition of equipment in such trains; trainman at rear of moving trains will be in position, on rear platform where provided, and trainmen of standing trains in best possible position on the ground from which a view of both sides of passing trains can be obtained. If a dangerous condition is apparent every effort must be made to stop the train.

Train and engine crews of moving trains must, when practicable, be on the lookout for signals given by employees calling attention to conditions on their train.

Trainmen at rear of moving trains must frequently look back at the track to see if there is evidence of dragging equipment.

Conductors and trainmen must know that cars in their trains are in good order before starting and inspect them whenever they have an opportunity to do so. All cars taken in their trains en route must be examined with extra care.

When practicable, employees of a moving train must make frequent inspection of their train to ensure it is in order, and when a freight train stops a trainman will be in position to inspect the train as it pulls by.

When starting freight trains speed must be regulated to permit trainmen to entrain.

**112.** A sufficient number of hand brakes must be applied on cars left at any point to prevent them from moving. If left on a siding they must be coupled to other cars, if any, on such track unless necessary to separate them at public crossings at grade or otherwise.

Before coupling to cars at any point care must be taken to ensure that cars being coupled to are properly secured.

Before coupling to or moving cars being loaded or unloaded, all persons in or about such cars must be notified. Vehicles and loading or unloading devices must be clear.

Cars must not be moved foul of other tracks unless the movement is properly protected.

113. When for any reason a siding or crossover is to be used, speed through turnouts must not exceed fifteen miles per hour unless otherwise provided.

114. Before making running switches stop must be made, hand brakes and switch tested. They must not be made with or onto occupied cars or cars containing explosives or other dangerous commodities.

151. (TWO OR MORE TRACKS) Where two main tracks are in service, trains or engines must keep to the right unless otherwise provided.

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

152. (TWO OR MORE TRACKS) When a train or engine crosses over to or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track.

#### RULES FOR MOVEMENT BY TRAIN ORDERS

201. For movements requiring their use, train orders will be issued by authority and over the signature of the superintendent or designated train dispatchers and only contain information or instructions essential to such movements.

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

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

The different forms of train orders may be combined in one, provided that every movement in such combination directly affects the train first named in the order.

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

203. Train orders, except those relating to track or other conditions, must be numbered consecutively each day, beginning at midnight.

Train orders relating to track or other conditions must be numbered consecutively, using a separate series of numbers, and re-issued if continuing in effect for a period of two weeks.

204. Train orders must be addressed to those who are to execute or observe them, naming the place at which each is to receive his copy. Those for a train must be regarded as addressed to conductors, engine-men, and also to pilots or snow plow foremen, if any. Those addressed to yardmasters may be used only by crews within yard limits. A copy for each employee addressed must be supplied by the operator.

Train orders addressed to operators restricting the movement of trains must be respected by conductors and engine-men the same as if addressed to them.

205. Each train order must be written in full in a book provided for the purpose in the office of the train dispatcher; and with it recorded the signals and responses transmitted, the offices from which the order is repeated and the time, the names of those who sign for the order, the times at which the order is made complete, and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

Additions to train orders must not be made after they have been repeated.

206. In train orders, regular trains will be designated by numbers as "No. 10 Eng. 756", Sections as "Second 10 Eng. 756" and those handling a snow plow as "No. 86 Eng. 756 snow plow". If the number of the engine cannot be ascertained the word "unknown" will be used.

Extra trains, except work extras, will be designated by engine numbers and the direction, as "Extra 234 East", "Psg. Extra 234 East", "Mixed Extra 234 East", "Plow Extra 234 East", etc.

Work extras will be designated as "Work Extra 234".

Engines of other railways will be designated by their initials and numbers, as "Eng. ABC 234", "Extra ABC 234 East", or "No. 76 Eng. ABC 234".

When two or more engines are coupled, or when a combination of units are operated in multiple service, the number of the leading engine or unit will be used in train orders, except when an engine or unit is placed on the head end of a train to operate over a portion of a subdivision only, the number of the engine operating through may be used.

To express even hours in train orders the word "o'clock" will be used as "nine o'clock 900 am (or pm)" and the words "noon" or "night" will be used instead of "am" or "pm" where midday or midnight is involved as "twelve o'clock 1200 noon (or night)".

In transmitting and repeating train orders by telephone, train order numbers, and the numbers of trains and engines in the address, will be pronounced and then spelled letter by letter. All stations and numerals in the body of an order must first be plainly pronounced and then spelled letter by letter, thus: Aurora A-u-r-o-r-a, and one nought five o-n-e n-o-u-g-h-t f-i-v-e.

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

207. Before transmitting a train order, the train dispatcher must give the signal 19R or 19Y followed by the direction to each office addressed, the number of copies being stated, if more or less than three, as: "19R east copy 2", or "19Y west copy 7", and receive the proper response from the operator as prescribed by Rule 221.

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 trains being restricted.

OUTSIDE ABS TERRITORY: The operator at the first restricting point (except initial stations) and at all meeting points must, when practicable, be made a party to the order on 19R, and must deliver copies to all trains affected until all have arrived from one direction.

In transmitting a train order of a previous date, the operator must be advised of the date of issue and when such order is repeated, operator will record the date repeated following the repeated time.

208A. OUTSIDE ABS TERRITORY: A train order must not be sent for delivery to a train at the point at which its right or schedule is being restricted by the order if the train order signal is located beyond the point where such train would be required to stop to permit an opposing train to clear, and at other points, except the initial station, such order should not be sent if it can be avoided. When a train order is so sent to a train, except at its initial station, the operator must be made a party to the order and the words "This order to.....at....." must be added, which is notice to an opposing train to approach that point at restricted speed. When Form A train order is used, provision must be made for the restricted train to hold the main track under conditions where such train would otherwise be required to take the siding.

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

If for any reason a train order is to be rewritten, the operator must make additional copies from one previously repeated, and repeat to the train dispatcher from the new copy each time additional copies are made. The date of issue, repeated time, "complete", and time must not be changed, and the name of the operator who first copied the order will be shown with the initials of the operator who made the additional copies.

The train dispatcher must make record 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 re-issued, given another number.

210. When a train order is transmitted, each operator receiving the order must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed. Each operator receiving the order must, unless relieved of the duty by the train dispatcher, check the other repeats for correctness. If an operator is so relieved, the train dispatcher must make record in the train order book. An operator must not be relieved of this duty unless one or more operators who have received the order are required to check each repeat.

When an order cannot be transmitted simultaneously to all, or if the repeat from any office is delayed, or is again required, train dispatcher must, when practicable, require an operator at an office from which repeat has already been made to check the correctness of each subsequent repeat. The office checking such repeats must be recorded in the train order book.

210A. In issuing train orders, 19Y may be used to restrict right or schedule of trains, except that 19R must be used:

When a train carrying passengers is affected outside ABS territory unless the operator has been made a party to the order as prescribed by Rule 208;

When an order is sent for delivery to a train at the point at which its right or schedule is being restricted;

When signatures are required as prescribed by Rules 217, 218 and 219.

210B. After a train order has been correctly repeated, and the names of those who have signed the order have been transmitted (when signatures are required), the train dispatcher will respond "complete", with the time and his initials. Each operator receiving this response will then write on the order the word "complete", the time and his last name in full, and deliver a copy to each person addressed. 19R train orders must not be delivered until the train addressed has been brought to a stop. Where only 19Y train orders are to be delivered, delivery will be made by the operator, or from an approved device where provided, without bringing the train to a stop. When delivery of train orders to engine-men, pilots or snow plow foremen will take the operator from the immediate vicinity of his office, copies will be delivered by the conductor or trainman of the train.

210C. Conductors and enginemen must require members of their crew to read aloud and have a definite and proper understanding of the requirements of train orders and clearances as soon as practicable after they have been received. Members of the crew are required, if necessary, to remind conductors and enginemen of their contents.

211. Clearance must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the number of each train order, if any, for that train with other required information, and will then transmit to the train dispatcher, from the clearance, the numbers of such orders as "Winnipeg, clear No. 17 with orders numbers 1, 2 and 3", or "Winnipeg, clear No. 17 orders nil". The train dispatcher will make the required record in the train order book and check the order numbers, and if correct will respond by giving OK, the time and his initials, which the operator will endorse on the clearance.

If ALL orders held for a train have been made complete and communication fails before clearance has been OK'd by train dispatcher, the operator may deliver such orders, accompanied by clearance bearing notation "wire failure" and the time, which will be acted upon as though OK had been given in the usual manner, except that clearances authorizing train movements under Rules 95 and 97 must in ALL cases be OK'd by train dispatcher with the time and his initials.

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

Clearances must be delivered, together with all train orders, to the trains addressed. Train and engine men must see that their train is correctly designated and that train order numbers shown on the clearance correspond with the numbers of the train orders received. Operators must retain a copy of each clearance.

211A. When necessary to issue a train order to a train at a station after clearance for that train has been OK'd, but not delivered, such order must not be transmitted by train dispatcher until he has been notified by the operator that the previous clearance has been destroyed. Operator will use the words: "Clearance to (Train) at (Station) OK'd at (Time) destroyed".

When clearances are taken up and destroyed, train dispatcher will record on his clearance record the word "Void" and the time destroyed.

213. "Complete" must not be given to a train order for delivery to a train until the order has been repeated by the operator who receives the order for the train being restricted.

214. When a train order has been repeated, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

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

215. When a train is named in a train order by its schedule number, as "No. 10 Eng. 234" (no sections specified), all sections of that schedule are included and each must have copies delivered to it. Particular sections must be specified when it is known the schedule is, or is to be, in sections.

216. When the train dispatcher issues a train order that is to be delivered to a train by the dispatcher, a carbon impression must be made in the train order book at the time the order is written. If later the order is to be sent to another office it will be transmitted from the copy in the book. The requirements for delivery are the same as at other offices, except that he will not be required to leave the office to deliver orders.

217. A train order to be delivered to a train at a point not an open train order office must be addressed to ".....at (or between).....care of....." and forwarded and delivered by the conductor or other person in whose care it is addressed and who is responsible for delivery. The person delivering the order will be given copies and a separate clearance for the train addressed.

Unless also addressed to the delivering train, clearance for the train which is to deliver the order will not include order number being sent "in care of", but engineman must be informed and the necessary stops made for delivery.

When a restricting order is sent in the manner herein provided, the operator will be directed to make an extra copy which he will deliver to the person who is responsible for delivery of the order. The person delivering the order must be informed by message to secure the signatures of conductor and engineman of the train addressed on this copy and deliver it to the first operator accessible. The operator must at once transmit the signatures to the train dispatcher and retain the copy. The order must not be made "complete" to other trains affected until the signatures have been received by the train dispatcher.

218. An operator must not repeat a train order restricting the movement of a work extra which has received its working order and clearance, until he has obtained the signatures of the conductor and engineman to the order.

When a restricting order is sent direct to a conductor or engineman, signatures of both conductor and engineman must be received before the order is made complete to other trains.

219. An operator must not repeat a train order restricting the movement of a train which has previously been delivered a clearance at that station, nor of which the engine has passed the train order signal in proceed indication, until he has obtained the signatures of the conductor and engineman to the order, secured and destroyed all clearances delivered to the train at that station.

219A. An order other than a restricting order may be issued to a train at a station where such train has previously received a clearance, in which case another clearance will be issued showing the numbers of all train orders delivered to the 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 Rule 4, Rule 82, or its schedule is annulled.

When a conductor, engineman, or both, are changed off or relieved before the completion of a trip, or when so directed by special instructions, all train orders, clearances and instructions held must be delivered to the relieving conductor or engineman and known to be understood by them. Before proceeding, the engineman must read his train orders aloud to the conductor.

When a train dispatcher is relieved he must make a transfer, written in ink, in the train order book, of all train orders in effect. Such orders will be carefully read aloud by the relieving dispatcher and initialled by him in the presence of the train dispatcher being relieved. Each must sign the transfer and know that the orders transferred are understood. Necessary information must also be transferred.

When an operator is relieved he must make a transfer, in a book or on a form provided for the purpose, of all undelivered train orders and other necessary information. Such transfer must be signed by both employees concerned. Any undelivered or unfulfilled train orders providing for train movements must be annulled by the train dispatcher before an office is closed.

221. When an operator receives the signal 19R he must immediately display the train order signal at Stop for the direction specified and then respond SDR, adding the direction.

When an operator receives the signal 19Y at an office equipped with a three indication train order signal he must immediately display it at Caution for the direction specified and then respond SDY, adding the direction, except that if the Stop indication is already displayed it must be left at that indication and the operator will respond SDR, adding the direction.

To indicate delivery of 19Y train orders at an office equipped with a two indication train order signal when no 19R train orders are held for any train in the direction indicated, the operator will, on the approach of the train, in addition to the stop signal, display a yellow flag by day or a yellow light by night.

At an office not equipped with a train order signal, the operator will respond NS instead of SD.

When an operator receives the signal 19R or 19Y for a train order to be delivered to trains originating only, train dispatcher may direct that display of train order signal in Stop or Caution indication is not required, providing such trains are otherwise required to obtain clearance at that station. When so directed, operator will respond NS instead of SD.

Operators must take extra precautions to ensure delivery of train orders under any unusual conditions, and must have the necessary signalling equipment for this purpose ready for immediate use.

A train must not proceed without a clearance when the train order signal affecting it is in Stop or Caution indication while any portion of the train is passing the signal.

222. Except as otherwise provided, operators must promptly record and report to the train dispatcher, from the train register where provided, the time of arrival and departure 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:

ABS	Automatic Block Signal System.
CTC	Centralized Traffic Control.
Com	Complete.
Cy	Copy.
Eng	Engine.
Frt	Freight.
Jet	Junction.
Mins	Minutes.
No	Number.
NS	No Display of Train Order Signal.
OK	Correct.
OS	Train Report.
Opr	Operator.
Psgr	Passenger.
SD	Signal Displayed, adding R or Y as required.
Sub	Subdivision.
9	To clear the line for train orders.
23	A message to all.

Initials for signature of the superintendent or train dispatcher.

Office signals indicated in time table.

The usual abbreviations for the names of the months.

In transmitting, repeating, copying and recording train orders, spelling of station names must be exactly as shown in the time table.

No other abbreviations are authorized.

### FORMS OF TRAIN ORDERS

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

#### Form A—(SINGLE TRACK) FIXING MEETING POINTS FOR OPPOSING TRAINS.

- (1) No 2 Eng 402  
meet No 1 Eng 401 at B.  
Second 4 Eng 404  
meet No 3 Eng 403 at B.  
No 788 Eng 405  
meet Extra 701 West at B.
- (2) No 1 Eng 401  
meet No 2 Eng 402 at D  
meet Second 4 Eng 404 at C and  
meet No 8 Eng 405 at B.  
Extra 704 East  
meet Extra 701 West at E and  
meet No 789 Eng 405 at F.

These examples may be modified by adding:  
No 2 take siding at B.  
Extra 704 East take siding at E.

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

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

#### Form B—DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

- (1) Extra 594 West  
pass No 1 Eng 403  
at J.

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

- (2) Extra 702 North  
pass No 403 Eng 755  
when overtaken.

Both trains will run according to rule until the second named train is overtaken and then arrange for the rear train to pass promptly.

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

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

- (4) Extra 704 West  
run ahead of No 403 Eng 755  
from F until overtaken.

The first named train will run ahead of the second named train from the designated point until overtaken and then arrange for the rear train to pass promptly.

This may be modified by adding:

Unless overtaken at F.

The first named train will let the second named train pass at the designated point if there overtaken.

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

Form B orders do not relieve the preceding train from providing protection as prescribed by the rules.

#### Form C—(SINGLE TRACK) GIVING RIGHT OVER AN OPPOSING TRAIN.

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

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

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

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

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

#### Form E—TIME ORDERS.

- (1) No 2 Eng 402  
run thirty 30 mins late  
A to C and  
twenty 20 mins late  
C to Z.

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

When it is desired to place a run late order on an extra train created under Example (3) of Form G, (1) may be used by adding:

On train order No ten 10

and the same instructions apply.

- (2) No 2 Eng 405 wait at  
N until nine nought five 905 am  
P nine fifteen 915 am  
R nine thirty 930 am.

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

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

#### (SINGLE TRACK)

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

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

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

#### Form F—FOR SECTIONS.

- (1) Eng 423 display signals  
and run as First 2  
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 425 run as Second 2  
A to Z.
- (3) No 2 Eng 423 display signals  
M to Z  
for Eng 424.

No. 2 will become First 2 and must display signals from M to Z. Eng 424 will run as Second 2 from M to Z but will not display signals.

Second 2 Eng 424 display signals  
M to Z  
for Eng 425.

Second 2 will display signals from M to Z. Eng 425 will run as Third 2 from M to Z but will not display signals.

- (4) Engs 423 424 and 425  
run as First Second and Third 2  
A to Z.

The first and second named engines will display signals and run as directed. The third named engine will run as directed but will not display signals.

To add a first or intermediate section, when there are two or more sections, (5) will be used.

- (5) Eng 423 display signals  
and run as First 2  
G to Z. Following sections change  
numbers accordingly.  
Eng 424 display signals  
and run as Second 2  
G 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 any section other than the last, when there are more than two sections, (6) will be used.

- (6) Eng 423 is withdrawn as First 2 at G.  
Following sections change numbers accordingly.

Eng 424 is withdrawn as Second 2 at G.

Following sections change numbers accordingly.

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

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

- (7) Eng 426 instead of Eng 424 display signals and run as Second 2 R to Z.

The second named engine will drop out at the point first designated 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 pass one section by another, (8) will be used.

- (8) Engs 425 and 424 reverse positions as Second and Third 2 H to Z.

Conductors and enginemen of the trains addressed will exchange train orders and arrange signals accordingly. Following sections, if any, need not be addressed.

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

When a section is created at an intermediate point of a schedule, a copy of the order must be given to other trains affected.

To discontinue the last section from initial station or any intermediate point, Form K must be used.

#### Form G—EXTRA TRAINS.

- (1) Eng 745 run extra A to F.

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

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

To comply with Example (4), this may be modified by adding:

Extra 745 East has right over westward extra trains A to F.

- (3) Eng 437 run extra leaving A on Thursday March 26th as follows with right over all trains

Leave <u>A</u> <u>eleven oclock</u>	1100 pm
<u>C</u> <u>eleven fifteen</u>	1115 pm
<u>D</u> <u>eleven thirty</u>	1130 pm
<u>E</u> <u>eleven fifty</u>	1150 pm
Arrive <u>F</u> <u>twelve oclock</u>	1200 night.

This example may be varied by specifying the character of the extra and the particular trains over which the extra shall, or shall not, have right. Trains over which the extra has thus been given right must clear the time of the extra as prescribed by the rules.

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

Work extras over which the extra has thus been given right must be instructed by separate order, Example (3) of Form H, to clear the extra, and the extra train must not enter the working limits until copy of such order is received.

#### (SINGLE TRACK)

Extra trains should be operated in one direction only, where practicable. When necessary to operate an extra train in the opposite direction, such movement must be protected against opposing extra trains, as—

- (4) Eng 745 run extra A to Z (or A to C) with right over westward extra trains.

Extra trains over which the train has thus been given right must clear the train as prescribed by rule unless train orders otherwise provide.

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

- (5) After Extra 733 West arrives at A  
Eng 755 run extra A to C etc.

The extra authorized by this example must not leave A until Extra 733 West has arrived.

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

#### Form H—(SINGLE TRACK) WORK EXTRAS.

- (1) Eng 733 work extra  
seven thirty 730 am  
until six thirty 630 pm  
between D and F.

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

This may be modified by adding:

Not protecting against eastward extra trains.

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

Not protecting against extra trains.

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

When more than one work extra is to work within the same working limits (2) may be used.

- (2) Engs 733 and 734 work as two 2 work extras  
seven thirty 730 am  
until six thirty 630 pm  
between D and F  
protecting against each other.

The modifications shown under (1) may be used, and the same instructions apply.

Under this example, if protection other than that prescribed by Rule 99 is to be provided, conductors and enginemen of work extras required to protect against each other must first have a thorough understanding in writing as to the movements of each work extra and the protection to be provided.

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

- (3) Work Extra 733  
(or Work Extra 733 and Work Extra 734)  
clears (or protects against) Extra 760 West between F and E after two ten 210 pm  
between E and D after two thirty 230 pm.

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

To instruct a work extra to clear an extra train authorized by Example (3) of Form G, the following example will be used.

Work Extra 733  
(or Work Extra 733 and Work Extra 734)  
clears Extra 437 East between D and F.

To enable a work extra to work on the time of a regular train (4) will be used.

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

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

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

When a work extra is to be given exclusive right over all trains (5) will be used.

- (5) Work Extra 733 has right over all trains between D and F seven thirty 730 pm  
until eleven thirty 1130 pm.

This gives the work extra exclusive right to the track between the points designated, between the times named, and other trains must not enter the limits unless written permission is obtained from conductor and enginemen of the work extra, in which case, when practicable, the train dispatcher should be advised by the conductor of the work extra.

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

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

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

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

## (TWO OR MORE TRACKS)

- (6) Eng 733 work extra  
on eastward track (or both tracks)  
(or tracks specified by number)  
seven thirty 730 am  
until six thirty 630 pm  
between D and F.

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.

The same modifications shown under (1) and the examples as given for work extras on single track may be used and all instructions covering single track work orders apply.

When a work extra is given an order "Not protecting against extra trains", authority is conferred to move in both directions on the track or tracks named. The time of regular trains must be cleared.

(1), (2) or (6) does not give the work extra right to occupy the main track between the switches of the siding at either of the stations named, unless the order otherwise prescribes.

When it is desired to move a train against the current of traffic over working limits of a work extra, the work extra must be instructed to be clear of the track affected, as—

- (7) Work Extra 733  
clears Extra 760 West  
on eastward track  
between E and D  
after two ten 210 pm.  
Extra 760 West moving against the  
current of traffic  
E to D.

Extra 760 West must not enter the working limits before the time stated, and will then run expecting to find the work extra clear of the track affected.

Work Extra 733  
clears No 76 Eng 453  
on westward track  
between D and E.  
No 76 moving against the current  
of traffic  
D to E.

The time of the regular train must be cleared on the track affected.

## Form J—HOLDING ORDER.

- (1) Hold No 2 Eng 402.  
(2) Hold all (or eastward) trains.

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

..... may go.

These orders will be addressed to the operator and acknowledged in the usual manner, and must be delivered to the trains affected.

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

## Form K—ANNULLING A SCHEDULE OR A SECTION.

- (1) No 2 (or Second 6)  
due to leave A  
Thursday March 26th is annulled  
A to Z.  
(2) No 2 (or Second 6)  
due to leave A  
Thursday March 26th has arrived at E  
and is annulled E to Z.

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

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

## Form L—ANNULLING A TRAIN ORDER.

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

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

- (2) Order No ten 10  
(or this order) is annulled  
at ten thirty 1030 am.

(2) may be used when it is desired that an order shall be annulled at a specified time and when so used the order becomes void at the time stated.

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

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

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

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

- (1) That part of  
Order No ten 10 reading  
pass No 1 Eng 401 at G  
(or and meet No 2 Eng 402 at J)  
is annulled.

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

A part of an order which has been annulled must not be re-issued or reinstated under its original number.

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

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

- (1) No 1 Eng 401  
meet No 2 Eng 402  
(or pass No 3 Eng 403)  
at C instead of B.  
(2) No 4 Eng 456  
meet No 1 Eng 462  
at C instead of B.  
No 4 take siding at C.

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

A superseding order must not be delivered to a

train prior to the delivery of the order which is superseded.

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

## Form Q—NOTICE OF NEW TIME TABLE OR SUPPLEMENT.

- (1) Time table No eighteen 18  
(or supplement No one 1 to  
time table No eighteen 18)  
is effective at  
twelve nought one 1201 am  
Sunday May 2nd.

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

## Form R—(TWO OR MORE TRACKS) PROVIDING FOR MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

- (1) No 1 Eng 401  
(or No 1 Eng 401  
No 3 Eng 402  
and No 5 Eng 403)  
has (or have) right over opposing trains  
on eastward (or No 2) track  
F to C.

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

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

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

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

This may be modified as follows:

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

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

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

When it is desired to move a train against the current of traffic over working limits of a work extra, the work extra must be instructed to be clear of the track affected as prescribed by Example (7) of Form H.



## Form U—RELIEF OF FLAG PROTECTION.

- (1) Westward trains except  
No 65 Eng 764  
wait at G  
until ten thirty 1030 am.
- (2) Westward trains except  
No 65 Eng 764  
wait at G  
until No 65 Eng 764  
arrives at F.
- (3) Westward extra trains  
except Extra 765 West  
wait at G  
until ten thirty 1030 am.

NOTE: Under these examples, trains cannot be held at more than one point in one order.

These examples permit the train so protected to occupy the main track without rear flag protection against the trains specified until the time stated in (1) and (3), and until the train arrives at the point last named in (2).

On two or more tracks, protection is afforded only to trains moving with the current of traffic.

Form U train order must not be used if there are other trains in the same direction between the point where such order is to be delivered and the point where protection is to be provided.

Should a train, after leaving a point from which rear protection is provided, pass another train in the same direction before the order is fulfilled, it must thereafter be governed by Rule 99. Under other conditions the situation must be protected by the train dispatcher.

Form U train order must not be used to protect a train within the working limits of a work extra.

## Form V—SPECIFYING THE SPEED OF A TRAIN.

- (1) Do not exceed  
ten 10 miles per hour between  
mileage twelve point one 12.1  
and mileage twelve point five 12.5  
(or at mileage twelve point five 12.5).

To be used when track is reported unsafe for normal speed as prescribed by Rule 43, or for other conditions as may be required.

## Form W—TRAIN ORDER CHECK OF TRAINS—MODIFYING CLEARANCE OR REGISTER REQUIREMENTS.

- (1) All regular (or ..... class) trains  
due at C  
before seven fifteen 715 am Thursday  
Feb. 22nd have arrived (or left, or arrived  
and left) (except No 9).
- (2) No 2  
due to leave A Thursday June 30th  
has arrived (or left) K.
- (3) Extra 475 West  
has arrived (or left) C  
on train order No ten 10.
- (4) Extra 456 West  
may leave C  
without obtaining clearance.

Where there is a train order signal at such station, the following must be added:

"provided train order signal indicates proceed".

- (5) Extra 456 West  
may leave C  
without registering.
- (6) Extra 456 West  
may register at C  
by register ticket.
- (7) Extra 456 West  
register at C.
- (8) Extra 475 West  
may check register at C  
for arrival of  
Extra 748 East  
due at C  
after ten thirty 1030 am Thursday  
March 26th.

## Form X—WHEN ENGINE ON A TRAIN IS CHANGED.

- (1) No 1 has Eng 456  
instead of Eng 458.
- (2) Eng 755 instead of Eng 758  
on Extra West (or Psgr Extra West)  
in train order No ten 10  
(or Nos ten 10 and twelve 12).

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

## Form Y—PROTECTION OF TRACK WORK.

- (1) Men working  
seven thirty 730 am  
until five thirty 530 pm  
between mileage twelve 12 and  
mileage twelve point five 12.5.  
All trains be prepared to stop  
at the red signal.

(1) will be used to provide train order protection for track work as prescribed by Rule 42. The foreman must be advised of the limits and times specified in the order and arrange signals accordingly.

- (2) Between the hours of  
seven thirty 730 am  
and five thirty 530 pm  
eastward trains approach red signal  
at mileage ninety eight point five 98.5  
and westward trains approach red signal  
at mileage ninety six point five 96.5  
prepared to stop and do not pass this  
signal until instructions have been  
received from foreman.....  
either by radio communication or  
personal contact.

(2) will be used in radio equipped territory to provide train order protection for track work as prescribed by Rule 42. The foreman must be advised of the limits and times specified in the order and arrange signals accordingly.

## Form Z—SIDING TO BE USED AS MAIN TRACK.

- (1) Main track out of service  
between siding switches at H.  
Switches lined and secured for  
siding. Trains will move through  
siding at restricted speed.

This form of order to be used when necessary to use a siding for main track movements.

(Printed on green paper)

RAILWAY COMPANY		CLEARANCE	
Station	19	Station	19
Train	Second 5	Train	5-7-23 (or Nil)
Orders for your train are		Orders for your train are	
The next train ahead from this station left at	Time	The next train ahead from this station left at	Time
OK at	Time	OK at	Time
J.B.S.	Dispatcher	R.R. Nelson	Operator

When some form of block signal system is in operation to the next open train order office or to the station where the preceding and following trains diverge, or when the interval prescribed by Rule 91, paragraph 3, has expired, the information relative to the next train ahead need not be shown.

(Printed on pink paper)

NAME OF RAILWAY		REGISTER TICKET	
Station	Date	Station	Date
Train	Conductor	Train	Conductor
Engine	Engineman	Engine	Engineman
Signals displayed (as per Rule 20)		Signals displayed (as per Rule 20)	
Arrived	Left	Arrived	Left
Loads	Employs	Loads	Employs
	Tons		Tons

## GENERAL DESCRIPTION AND LOCATION OF SIGNALS

246. Wherever practicable, train order signals will be located adjacent to the train order office to which they apply, and other fixed signals, except switches, will be located over or to the right of the track they govern. Where conditions require other locations they will be indicated in special instructions.

247. When bridge, bracket or cantilever structures are used, signals will be located with respect to the tracks on which they affect movements as shown in figures 1, 2 and 3. One or more dummy masts, as in figure 3, indicates that there are one or more tracks between the active signal and the track on which it affects movements.

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

Semaphore type signals 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.

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

252. The movement of trains will be supervised by the train dispatcher who will issue instructions as may be required.

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.** A train must not enter on nor foul a main track, nor re-enter a main track after having cleared it except by signal indication or until permission has been received from the operator or train dispatcher. Permission must not be given by the operator without authority of train dispatcher.

255. When a signal or permission has been given to a train, it may proceed until receiving a signal or message to take the siding. Such instruction by message will, when practicable, be given at a preceding station.

256. Unless otherwise provided, trains displaying signals will continue to display them through the territory.

257. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 251-256 inclusive, all Operating, ABS and Interlocking Rules remain in force.

# RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS OR ENGINES BY SIGNAL INDICATION

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

262. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rule 261, all Operating, ABS and Interlocking Rules remain in force.

## CENTRALIZED TRAFFIC CONTROL RULES

NOTE: Wherever the words "train dispatcher" appear herein they apply to the employee performing the duties.

263. Rule 261 applies in CTC. The movement of trains and engines will be supervised by the train dispatcher who will issue instructions as may be required.

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

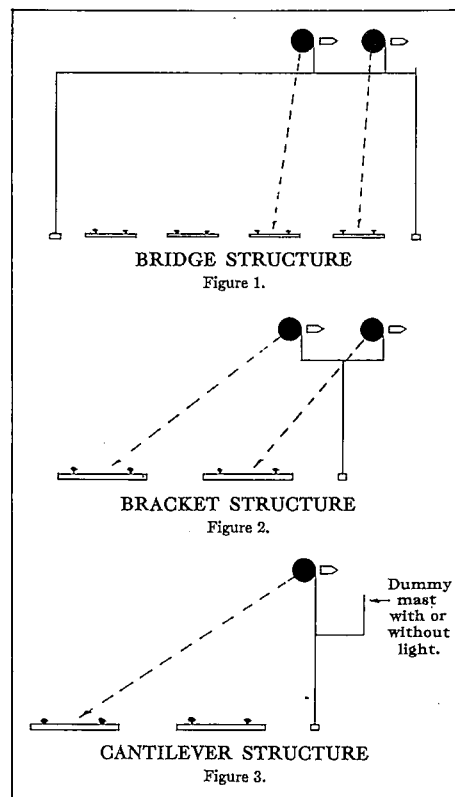
264. When a train or engine is stopped by a signal indicating STOP and no conflicting movement is evident:

(a) A member of the crew must immediately communicate with the train dispatcher, stating his name, occupation, location and train or engine number.

(b) If there is no conflicting movement, the train dispatcher may authorize the train or engine to pass the signal, but before doing so must provide protection against all opposing movements. The train or engine so authorized must move at restricted speed to the next signal, and be governed by Rule 104A at spring switches, Rule 104B at dual control switches, and Rule 672 at automatic interlockings.

(c) Instructions received from the train dispatcher must be in writing and repeated before being acted on, and train dispatcher must make the proper record immediately.

NAME OF RAILWAY	
FORM 19 ( <u>R</u> or <u>Y</u> )	
Train Order No. <u>10</u> .....	
.....19.....	
To	At
	<i>Station</i>
Signatures	
	Repeated at <u>time</u>
Made	<u>Com</u> Time <u>time</u> Opr <u>Jorus</u>

[illegible]

## RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY SIGNAL INDICATION

251. On portions of the railway, and on designated tracks so specified in the time table, or by special instructions, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains, except that the movement of work extras will be governed by train orders.

265. When a train or engine is stopped by a signal indicating STOP and all means of communication have failed, such signal may be passed under protection of flagman but only to enter the siding or clear the main track governed by the signal. Rule 104A must be complied with at spring switches, Rule 104B, paragraph 2, at dual control switches, and Rule 672 at automatic interlockings.

266. A train or engine may be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work when authorized by the train dispatcher in the following manner: "(train or engine) may use (track or tracks) between ..... and ..... (or at ..... ) ..... m until ..... m".

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

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

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

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

268. A train or engine must not enter on nor foul a main track, nor re-enter a main track after having cleared it, except by signal indication or until permission has been received from the train dispatcher.

269. In CTC, protection of the rear of a train on the main track between the switches of a siding, and at such places as may be designated in special instructions, is not required.

270. Unless otherwise provided, trains displaying signals will continue to display them through the territory.

272. When CTC operation is interrupted or suspended, trains and engines will be governed by instructions from the train dispatcher.

273. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions, Rule 261 and Rules 263-272 inclusive, all Operating, ABS and Interlocking Rules remain in force.

## ELECTRIC STAFF BLOCK SYSTEM RULES

301. On portions of the railway so specified in the time table, or by special instructions, the use of the main track will be governed by the electric staff block system. Possession of a staff supersedes superiority of trains for train movements.

302. The movement of trains will, unless otherwise provided, be supervised by the train dispatcher who will issue instructions as may be required to operators or conductors.

303. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 301 and 302, all Operating, ABS and Interlocking Rules remain in force.

## MANUAL BLOCK SYSTEM RULES

321. On portions of the railway so specified in the time table, or by special instructions, the use of the main track will be governed by the manual block system.

322. The movement of trains will, unless otherwise provided, be supervised by the train dispatcher who will issue instructions as may be required to operators or conductors.

323. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 321 and 322, all Operating, ABS and Interlocking Rules remain in force.

## AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505. Block signals, cab signals, or both, govern the use of the blocks, but do not supersede the superiority of trains unless Rule 251 or Rule 261 is in effect. They do not dispense with the use or observance of other signals whenever and wherever required.

506. When an interlocking is in use in ABS territory, interlocking rules govern movements through the interlocking.

507. When signals in ABS territory are withdrawn from service trains will be governed by instructions from the train dispatcher.

508. A station protection signal affords protection against all trains in the direction in which the signal applies, and movements may be made in either direction in the block at restricted speed. When a station protection signal does not form part of an ABS, protection extends only to the "Block End" sign, and Rules 512 and 513 must be observed.

Where approach signals are not provided, approach signs will be placed one mile from station protection signals.

509. When a train or engine is stopped by a signal indicating STOP and no conflicting movement is evident:

(a) A member of the crew must immediately communicate with the train dispatcher, stating his name, occupation, location and train or engine number.

(b) On information from the train dispatcher that there is no conflicting train movement, the train or engine may proceed at restricted speed to the next signal.

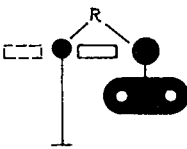
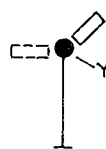
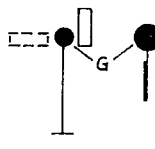
(c) If unable to secure the information that there is no conflicting train movement, it may proceed only under flag protection (as prescribed for OUTSIDE ABS TERRITORY) to the next signal displaying a less restrictive indication than Stop or Stop and Proceed.

(d) Instructions received from train dispatcher must be in writing and repeated before being acted on, and train dispatcher must make the proper record immediately.

510. 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 a Stop and Proceed signal may pass such signal at restricted speed without stopping provided the switch is lined for the track to be used and the track between the signal and the switch is seen to be clear.

### TRAIN ORDER SIGNAL RULES

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

RULE	SIGNAL	NAME	INDICATION
401A		Stop Signal	Stop — for orders.
401B		Caution Signal	Caution — for 19Y orders.
401C		Clear Signal	Proceed — no orders.

402. Train order signals affect all train movements in the direction in which the indications apply, the normal indication being proceed.

403. When the STOP signal is displayed for trains in the direction in which the signal applies, it will indicate the delivery of restrictive train orders which may affect the train at that station and the train must stop before fouling the siding switch where an opposing train clears, except where the train order signal is beyond such switch, or where there is no siding, stop must be made before train passes the signal.

For Block and Interlocking Signal indications, Rules 281-293, see Rule-Book pages 19-20

512. Where block indicators are provided, the indicator must be observed immediately before a main track switch is opened. When indication shows "track occupied" the switch must not be opened unless the movement is protected as prescribed by Rule 99 for OUTSIDE ABS TERRITORY, except at meeting points on single track when the train to be met has cleared the switch and is occupying the block. The indication "track unoccupied" does not authorize a train or engine movement, and does not relieve employees from protecting their train or engine as required by the rules.

513. Where block indicators are not provided or when declared out of service, a train or engine which is to foul or enter a main track from a crossover, siding or other track, must wait three minutes after the main track switch has been opened before moving foul, except at meeting points when the train to be met has cleared the switch and is occupying the block. This will not relieve employees from protecting their train or engine as required by the rules.



Indication—  
track unoccupied.



Indication—  
track occupied.

At main track crossovers, the indicators at the switch in each track refer to the blocks on the other track.

NOTE: Block indicator may or may not be equipped with a push button.

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 unless track is seen to be clear to the next signal and such signal indicates proceed.

EXCEPTION: This rule does not apply when entering a block in CTC where an electrically-locked hand operated switch is provided.

515. When a train or engine has passed a signal permitting it to proceed at other than restricted speed and is delayed in the block, it must proceed at restricted speed to the next signal unless track is seen to be clear to the next signal and such signal indicates proceed.

516. A train or engine having passed beyond the limits of a block must not back into that block except under protection.

517. If any part of a train or engine overruns a signal indicating STOP, front of train or engine must be protected immediately as prescribed by Rule 99 for OUTSIDE ABS TERRITORY, and member of crew must immediately communicate with train dispatcher and be governed by his instructions.

518. To avoid holding main track signals at stop, cars or engines must not be allowed to stand between the fouling point and a main track switch.

## INTERLOCKING RULES

NOTE: Wherever the word "signalman" appears herein it applies to the employee performing the duties.

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

605A. Unless otherwise specified in special instructions, rear flag protection is not required within interlocking limits.

611. Unless otherwise provided, 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. Any defects must be promptly reported to the superintendent.

613. When the route is set, signals must be operated sufficiently in advance of approaching trains or engines 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 been brought to a stop.

616. The lever operating a switch, derail, movable point frog, detector bar 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. During cold weather the levers must be moved as often as may be necessary to keep connections from freezing. The use of salt is forbidden.

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.

621. Signalmen must observe, as far as practicable, whether the indications of the signals correspond with the position of the levers.

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

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 safe condition.

624. When necessary to disconnect a switch, movable point frog, derail, facing point lock, detector bar or electric locking circuit, 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 before any train or engine is permitted to pass over them.

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 those in charge of the repairs that the switches, movable point frogs and derails are properly lined and secured for such movement.

626. Signalmen 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 or engine, the signalman 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.

631. Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

633. If a train or engine overruns a signal indicating STOP, the fact must be immediately reported to the superintendent. In case of apparent disregard of signals by trains or engines, signalmen must, if practicable, see if proper indication was displayed.

634. Signalmen must not permit unauthorized persons to enter the interlocking station.

When a signalman is relieved, he must transfer all necessary information.

637. A running switch movement must not be made within interlocking limits.

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. A train or engine must not pass an interlocking signal indicating STOP until conductor or engine man has been fully informed of the situation, or hand signal has been received from the signalman. Movement may then be made at restricted speed. Yellow flags by day and yellow lights by night will be used by signalmen in giving hand signals. Such occurrence must be reported to the superintendent.

667. Sand must not be used, nor water allowed to run from engine appliances within interlocking limits.

669. Trains or engines stopped by signalman 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 interlocking limits, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the signalman.

670A. When a train or engine having accepted an indication of an interlocking signal permitting it to proceed stops within thirty feet after passing such signal it must not again proceed without permission from the signalman or under the provisions of Rule 672.

671. While an interlocking station is closed, should a signal for an open route indicate STOP, train and engine crews must know that the route for their train is properly lined and be assured they are protected against movements on conflicting routes, after which train may proceed at restricted speed. The fact 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 proceed to the crossing and unlock box marked "switches" and be governed by instructions posted in the box. In boxes where lights are provided to indicate the approach of trains, if those of the opposing railway are lighted and no train is seen approaching, he will open the switch and give proceed hand signal to his train. If lights are not provided, or if those of the opposing railway are not lighted, such employee, after opening the switch, must wait three minutes before giving his train signal to proceed. After his train has occupied the crossing he will close switch and lock box.

At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, trainman will unlock box and press button. If signal does not clear he must comply with instructions in preceding paragraph.

Special instructions will be issued as may be necessary.

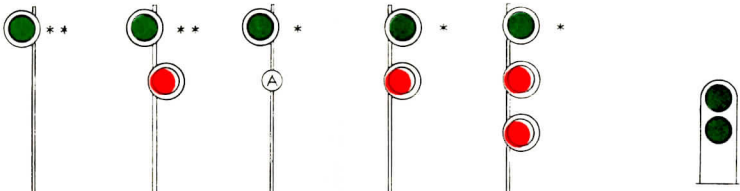
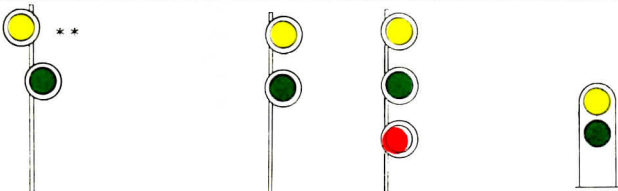
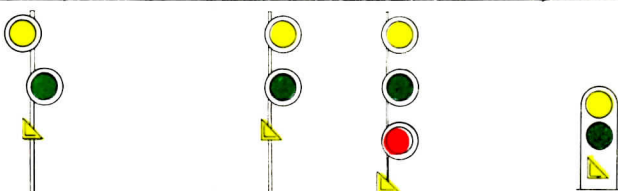
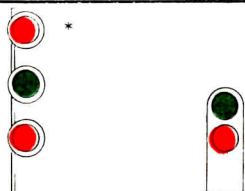
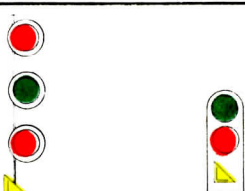
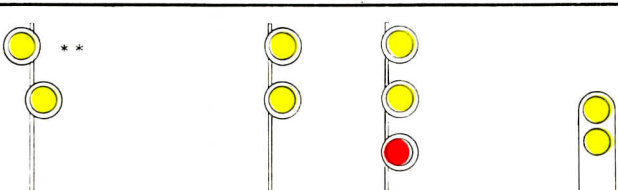
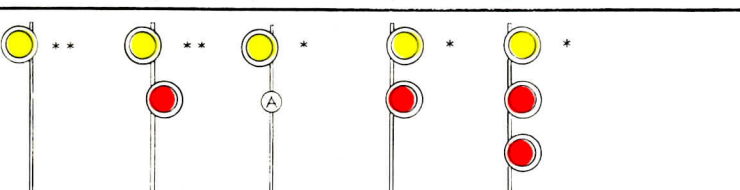
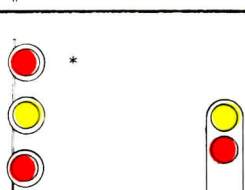
673. When a train is running against the current of traffic it must approach interlocking limits under such control as to be able to stop at a dwarf signal indicating STOP.

# BLOCK AND INTERLOCKING SIGNALS

The following signals will appear where conditions require their use. These illustrations give standard indications. Other indications will be shown in special instructions. Lights may be to either side of signal mast and number plates may be provided for the purpose of identifying location.

NOTE: In some cases, signal indications may be given by semaphores, as shown below;

- \* - Squared Blade
- \*\* - Pointed Blade

RULE		NAME	INDICATION
281		Clear Signal	Proceed.
282		Approach Medium Signal	Proceed, approaching next signal at medium speed.
282A		Approach Limited Signal	Proceed, approaching next signal at limited speed.
283		Medium Clear Signal	Proceed, medium speed within interlocking limits or through turnouts.
283A		Limited Clear Signal	Proceed, limited speed within interlocking limits or through turnouts.
284		Approach Slow Signal	Proceed, approaching next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed.
285		Approach Signal	Proceed, preparing to stop at next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal.
286		Medium Approach Signal	Proceed at medium speed preparing to stop at next signal.



286A		Limited Approach Signal	Proceed at limited speed preparing to stop at next signal.
287		Slow Clear Signal	Proceed, slow speed within interlocking limits or through turnouts.
288		Slow Approach Signal	Proceed, preparing to stop at next signal. Slow speed within interlocking limits or through turnouts, medium speed must then not be exceeded until a more favorable indication has been accepted.
290		Restricting Signal	Proceed at restricted speed.
291		Stop and Proceed Signal	Stop, then proceed at restricted speed.
291A		Grade Signal	Trains handling fifty per cent or more of ruling grade tonnage approaching a grade signal indicating "stop, then proceed at restricted speed" may pass it without stopping and proceed at restricted speed.
291B		Station Protection Signal	Stop, then proceed at restricted speed and preceded by a flagman when necessary to ensure full protection.
292		Stop Signal	Stop.
293		Take (or Leave) Siding Signal	Be governed by signal indication. Take (or leave) siding when "S" lighted or light flashing.  NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.