

THE  
CONSOLIDATED CODE  
OF  
OPERATING RULES

EDITION OF 1957

No. \_\_\_\_\_

Joint Form 1

### Consolidated Code of Operating Rules

The rules herein set forth govern the railroads operated as listed. They take effect June 1, 1967, superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

BUTTE, ANACONDA AND PACIFIC  
RAILWAY COMPANY  
W. F. CONROY, *President and General Manager*

CHICAGO, BURLINGTON AND QUINCY  
RAILROAD COMPANY  
COLORADO SOUTHERN  
RAILWAY COMPANY  
FORT WORTH AND DENVER  
RAILWAY COMPANY  
I. C. ETHINGTON, *Vice President Operations*

CHICAGO, MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD COMPANY  
F. G. MCGINN, *Vice President Operations*

CHICAGO AND NORTH WESTERN  
RAILWAY COMPANY AND  
AFFILIATED LINES  
S. C. JONES, *Vice President Operations*

DAVENPORT, ROCK ISLAND AND  
NORTH WESTERN RAILWAY COMPANY  
J. E. CARY, *General Manager*

DES MOINES UNION  
RAILWAY COMPANY  
F. E. DEVLIN, *General Manager*

DULUTH, MISSABE AND IRON RANGE  
RAILWAY COMPANY  
D. B. SHANK, *Vice President and  
General Manager*

GREAT NORTHERN RAILWAY COMPANY  
AND AFFILIATED LINES  
J. L. ROBSON, *Vice President Operations*

MINNEAPOLIS, NORTHFIELD AND  
SOUTHERN RAILWAY COMPANY

B. N. HOWERY, *Vice President and  
General Manager*

SOO LINE RAILROAD COMPANY

T. R. KLINGEL, *Senior Vice President*

MINNESOTA TRANSFER RAILWAY  
COMPANY

ST. PAUL UNION DEPOT COMPANY

W. F. BANNON, *Vice President and  
General Manager*

NORTHERN PACIFIC RAILWAY  
COMPANY AND AFFILIATED LINES

F. L. STEINBRIGHT, *Vice President Operations*

PORTLAND TERMINAL RAILROAD  
COMPANY

J. H. JONES, *Manager*

SPOKANE INTERNATIONAL  
RAILROAD COMPANY

G. H. BAKER, *General Manager*

SPOKANE, PORTLAND AND SEATTLE  
RAILWAY COMPANY AND  
AFFILIATED LINES

N. S. WESTERGARD, *Vice President and  
General Manager*

UNION PACIFIC RAILROAD COMPANY  
OREGON DIVISION

G. H. BAKER, *General Manager*

**GENERAL NOTICE**

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

Obedience to the rules is essential to safety.

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

## GENERAL RULES

**A.** Employees whose duties are prescribed by these rules must be conversant with and obey the rules and special instructions. Rules and special instructions must be carried out intelligently to achieve an efficient operation. If in doubt as to the meaning of any rule or special instruction employees must apply to the proper authority of the railroad for explanation.

**B.** Employees must pass the required examinations.

**C.** Any violations of rules or special instructions must be reported promptly to the proper authority.

**D.** Accidents, injuries, defects in track, bridges, signals, or any unusual condition which may affect the safe operation of the railroad, must be reported by the quickest available means of communication to the proper authority, and must be confirmed by wire or on required form.

**E.** In case of danger to the Company's property, employees must unite to protect it.

**F.** Employees on duty must be neat in appearance. When a uniform and badge is prescribed, they must be worn while on duty.

**G.** The use of alcoholic beverages or narcotics by employees subject to duty is prohibited. Being under the influence of alcoholic beverages or narcotics while on duty or on Company property is prohibited. The use or possession of alcoholic beverages or narcotics while on duty or on Company property is prohibited.

**H.** The use of tobacco by employees on duty while serving the public, in or about passenger stations, or on passenger cars, is prohibited.

**M.** Employees must exercise care to prevent injury to themselves or others.

Employees are prohibited from occupying the roof of any car not equipped with a roof running board.

Employees are prohibited from riding or walking on the roof of any moving car except when necessary during switching operations.

Employees must not cross from the roof of one car to another car.

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

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

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

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

## DEFINITIONS

**ABSOLUTE SIGNAL.**—A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

**APPROACH SIGNAL.**—A fixed signal used to govern the approach to another signal.

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

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

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

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

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

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

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

**CONTROLLED SIDING.**—A siding, the entrance to which is governed by signal indication.

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

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

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

**DUAL CONTROL SWITCH.**—A power operated switch that, by use of a selector lever and a hand throw lever, may be hand operated.

**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.

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

Extra—For any extra train except work extra;

Work Extra—For an extra train authorized by Form H train order.

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

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

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

**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.

**AUTOMATIC INTERLOCKING.**—An interlocking actuated automatically by the approach of a train or engine.

**MANUAL INTERLOCKING.**—An interlocking operated by an employe by means of an interlocking machine.

**INTERLOCKING LIMITS.**—The tracks between the outer opposing absolute signals of an interlocking.

**INTERLOCKING SIGNALS.**—The fixed signals of an interlocking.

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

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

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

**REGULAR TRAIN.**—A train authorized by a timetable schedule.

**REDUCED SPEED.**—Proceed prepared to stop short of train, engine or obstruction.

**RESTRICTED SPEED.**—Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

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

**SECTION.**—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

**SIDING.**—A track auxiliary to the main track for meeting or passing trains. The timetable will indicate stations at which sidings are located.

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

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

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

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

**STATION.**—A place designated in the timetable by name.

**SUBDIVISION.**—A portion of a division designated by timetable.

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

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

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

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

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

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

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

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

**YARD.**—A system of tracks within defined limits over which movements not authorized by timetable, or by train order, may be made, subject to the prescribed signals and rules, or special instructions.

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

## OPERATING RULES

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

In these rules, in special instructions, bulletins, general orders or notices where the following terms appear, they will apply as follows:

- Conductor** — To conductor and foreman of yard engine;
- Trainman** — To conductors, brakemen, foremen of yard engines, switchmen, yard helpers;
- Engineer** — To the employe assigned as the engineer of a train or engine and also to any other employe operating an engine;
- Flagman** — To any employe assigned or instructed to furnish flag protection.

## STANDARD TIME

1. Standard clocks will be identified by a sign and their location shown in the timetable or in special instructions.

Where required, employes assigned the duty of receiving time signals, must record the information called for on prescribed form. When standard clocks are found to be incorrect, they must be set to correct time.

2. Each employe in train, engine and yard service and such other employes as may be designated must have and use, while on duty, a watch which conforms to the requirements of the employing railroad. When such watches are found to vary more than 30 seconds from standard time they must be set to correct time. Unauthorized watches must not be worn while on duty.

3. The watches of conductors, engineers, yardmasters and train dispatchers must be compared with a standard clock before commencing each day's work. The time watches are compared must be registered on a prescribed form.

When conductors, engineers or yardmasters do not have access to a standard clock, they must compare their watches daily with each other and with a conductor or engineer who has compared time with a standard clock and has registered that comparison, or with the train dispatcher.

Conductors must, when practicable, compare time with their engineer before starting each trip or day's work. At the first opportunity

other members of the crew must compare time with the conductor or engineer.

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

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

## TIMETABLES

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

number,  
class,  
day of leaving,  
direction,  
initial station and  
terminal station

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

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

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

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

4 (A). Notice of new timetable will be provided by bulletin or general order. During a period commencing 24 hours before and continuing for six days after a new timetable takes effect, notice by train order Form T will be issued to conductors, engineers and yardmasters.

4 (B). Employes whose duties are in any way affected by the timetable must, while on duty, have a copy of the current timetable and timetable special instructions in their possession.

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

Unless otherwise specified, the time applies:

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

ON DOUBLE OR THREE OR MORE TRACKS, OR IN CTC TERRITORY, at the station sign.

A train must not leave a station in advance of its schedule leaving time. Where a regular stop or a flag stop is indicated in a schedule, such train must not leave the place where traffic is received or discharged before the time shown.

Except where Rule 251 or Rule 261 is in effect, schedule meeting or passing stations are indicated by figures in full-faced type, with the numbers of the trains to be met or passed in small figures adjoining.

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

- A —arrive;
- s —regular stop;
- f —flag stop to receive or discharge traffic.

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

- A —automatic interlocking;
- B —bulletins—general orders;
- C —continuous office;
- F —fuel;
- I —manual interlocking;
- J —junction;
- K —standard clock;
- M —railroad crossing protected by signals or gates;
- O —agent or operator;
- P —dispatchers telephone;
- Q —radio installation;
- R —train register;
- T —turntable or wye;
- U —railroad crossing not protected by signals or gates;
- W —water;
- X —crossover;
- Y —yard limits;
- Z —track scales.

## HAND SIGNALS

Note.—When the term "hand signals" is used in these rules it includes flag and lantern signals given by hand.

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

7 (A). Employes in train, engine or yard service and others concerned must keep a constant lookout for hand signals. Employes giving hand signals must locate themselves so as to be plainly seen, and give them so as to be plainly understood.

7 (B). Those to whom hand signals are given must act on them promptly and properly. The utmost care must be exercised by employes to avoid acting upon hand signals that may be intended for other trains or engines. Unless employes are positive that hand signals given are for them, they must not move their train or engine until communication is made by words.

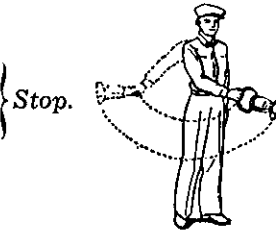
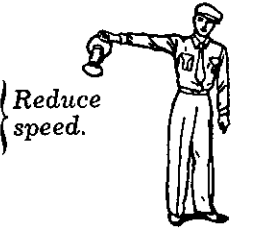
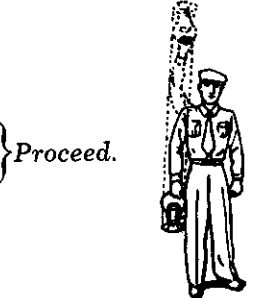
7 (C). When backing or pushing a train, engine or cars in response to hand signals, disappearance from view of the employe giving such signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal, unless employe on leading car has control of air brakes.




When such movements are being controlled by radio communication, failure to maintain radio contact with the employe directing the movement by radio must be regarded as a stop signal.

## HAND, FLAG AND LANTERN SIGNALS

8.

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

MANNER OF USING	INDICATION
(a) Swung horizontally at right angle to the track.	
(b) Moved slowly with arm extended horizontally.	
(c) Raised and lowered vertically.	

MANNER OF USING	INDICATION
(d) Swung in a circle at right angle to the track.	} Back. 
(f) Swung horizontally above the head.	} Apply air brakes. 
(g) Held at arm's length above the head.	} Release air brakes. 

(h) Any object waved violently by any person on or near the track must be respected as a signal to stop.

(i) Signals prescribed by Rules 8(a) through 8(g) must be used for the purpose described. Other hand signals may be used for other purposes providing they are understood by all members of the crew.

(j) Radio, telephone or other means of voice communications may be used instead of hand signals to convey information.

### FLAGS AND LIGHTS

9. Flags or lights of the prescribed color and type must be used as required by the rules by day, and lights of the prescribed color and type must be used by night. Flags may be cloth, metal, or other suitable material. Where authorized, reflectorized material of the prescribed color may be used instead of lights by night. 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.

### TORPEDOES

10. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where the torpedoes were exploded.

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

Torpedoes must be placed not less than 150 feet apart, and not in immediate vicinity of

station buildings, or public crossings, or where they may cause injury.

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

### FUSEES

11. A train or engine finding a fusee burning red on or near its track must stop, and may then proceed at reduced speed for one mile. If the fusee is beyond the nearest rail of an adjacent track the train or engine need not stop, but must proceed at reduced speed for one mile.

Fusees must not be placed where they may set fire to anything, nor on public crossings.

### PROTECTION OF TRACK WORK

12. A yellow flag or a yellow light displayed to the right of the track as viewed from an approaching train or engine indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin or general order.

Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of the track indicating the end of the restriction.

14. A train or engine finding a yellow-red flag displayed to the right of the track as viewed from an approaching train must be pre-

pared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow-red flag. In the absence of a red signal at that location a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified by Form Y train order. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.

*Note.*—In Rules 12 and 14, when a train or engine finds a yellow flag or a yellow-red flag displayed to the right of the track and the train or engine is to move to a route not affected by the slow or impassable track condition, a green flag will be placed just beyond the clearance point on the route to be used to indicate that no restriction exists on that route.

14 (A). Except when governed by Form Y train order, a train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

## ENGINE WHISTLE SIGNALS

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

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

When two or more engines are coupled together, the leading engine only will sound the whistle signals.

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

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

SOUND	INDICATION
(f) o o o —	Protect front of train.
(g) o o	Answer to 15 (k) or any signal not otherwise provided for.
(h) o o o	When standing, back. Answer to 8 (d) and 16 (c). When running, answer to 16 (d).
(j) o o o o	Call for signals.
(k) — o o	<b>SINGLE TRACK</b> —To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed for a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause, except in CTC territory, the train displaying signals will not stop. <b>DOUBLE OR THREE OR MORE TRACKS</b> —To call attention of

SOUND	INDICATION
(l) — — o —	<p>engine and train crews of trains of the same class and inferior trains moving in the same direction and yard engines to signals displayed for a following section.</p> <p><small>Note.—Where single track is in use with portions of double or three or more tracks, this signal will also be given to trains in the opposite direction.</small></p> <p>Approaching public crossings at grade. Standard sign will designate point at which signal must begin, to be prolonged or repeated until crossing is occupied by engine or cars. This signal must also be used frequently to warn trackmen and other employes when view is restricted by weather, curves, or other unusual conditions, and when approaching tunnels and snow sheds, also as alarm for persons or livestock on the track.</p>

SOUND	INDICATION
(m) —————	Approaching stations, junctions, railroad crossings at grade and drawbridges.
(n) — — o	Approaching meeting or waiting points. Answer to 16 (l). See Rule S-90.
(o) o —	Inspect train for air leak or for brakes sticking.
(p) Succession of short sounds	When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars, or when necessary to use engine whistle to signal some other movement to stop.
(q) — o	<p>When running against the current of traffic:</p> <p>(1) Approaching stations, curves, or other points where view may be obscured.</p> <p>(2) Approaching passenger or</p>

SOUND	INDICATION
(q) — o	freight trains and when passing freight trains.  (3) Preceding the signals prescribed by 15 (d) and 15 (e). <small>Note.—Where there are two main tracks on which movements are made in both directions by signal indications, trains on left track will sound this signal preceding 15 (d) and 15 (e).</small>
(r) — — — — — o	Flagman may return from east or north on 3 track or diverging line, as prescribed by Rule 99.
(s) — — — — — o	Flagman may return from west or south on 3 track or diverging line, as prescribed by Rule 99.
(t) — — — — — o o	Flagman may return from east or north on 4 track, as prescribed by Rule 99.
(u) — — — — — o o	Flagman may return from west or south on 4 track, as prescribed by Rule 99.
(z) o — o	Transfer of air brake control.

### COMMUNICATING SIGNALS

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

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

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

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

## HEADLIGHTS

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

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

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

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

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

**Exception:** Rule S-17 does not apply in ABS or CTC territory.

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

17 (B). The headlight must be dimmed under conditions outlined below, except in

foggy or stormy weather or when closely approaching or passing over public crossings at grade or when other conditions make it inadvisable:

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

When closely moving behind or when standing behind another train;

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

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

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

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

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

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

17 (C). On engines so equipped, oscillating white headlight must be displayed approaching and passing over public crossings and through cities and towns by night or during foggy or stormy weather. It must be extinguished when the headlight is dimmed or extinguished.

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

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

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

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

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

When head end protection is required.

When red headlight is displayed, an opposing train on same or adjacent track must stop before passing headlight, ascertain the cause and be governed by conditions. The use of oscillating red headlight does not in any way relieve members of the crew from compliance with Rules 99 and 102.

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

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

#### **MARKERS AND REAR END LIGHTS**

19. A marker or markers must be displayed at the rear of every train and may consist of flags, lamps, flashing lights or reflectorized devices.

At night, markers must display an illuminated or reflectorized red to the rear.

**Exception:** When train is clear of main track at night in Non-ABS territory, markers must display an illuminated or reflectorized green to the rear.

19 (A). When the prescribed markers cannot be displayed, a red flag must be displayed on the rear of rear car by day; by night, a light or red reflector must be displayed. When clear of main track at night in Non-ABS territory, the red reflector will be replaced with a white light.

19 (B). When the rear of a train is equipped with built-in markers, they must be lighted.

19 (C). In Non-ABS territory, when the markers of a train on a siding display red to the rear, a following train may proceed only at reduced speed until it can be determined that the train on the siding is clear of the track being used.

#### **CLASSIFICATION LIGHTS**

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

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

21. Unless otherwise provided, extra trains must display two white lights on the front of the engine.

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

## ENGINE NUMBER INDICATORS

24. On trains, the engine number must be illuminated on engines equipped with indicators. When an engine consists of more than one unit, the number of one unit only will be illuminated when in service and will be the identifying number; the numbers of other units must not be illuminated. When practicable, the number of the leading unit must be used.

## INSPECTION AND REPAIR PROTECTION

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

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

## USE OF SIGNALS

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

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

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

29. When a signal, except a fixed signal, is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rules 15 (g) or 15 (h).

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

34. All members of the crew in cab of engine must, and other members of train crew will, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine as soon as it becomes visible or audible. It is the responsibility of the engineer to know that these requirements are complied with in cab of engine.

## SUPERIORITY OF TRAINS

70. A train is superior to another train:  
ON SINGLE TRACK—by right, class or direction.  
ON DOUBLE OR THREE OR MORE TRACKS—by right or class.

Right is conferred by train order; class and direction by timetable.

Right is superior to class or direction.

**S-71.** First class trains are superior to second class trains, third class trains and extra trains.

Second class trains are superior to opposing third class trains and to opposing extra trains.

Third class trains are superior to opposing extra trains.

Trains in the direction specified in the timetable are superior to trains of the same class in the opposite direction.

**D-71.** First class trains are superior to second class trains, third class trains and extra trains in the same direction.

## MOVEMENT OF TRAINS

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

82. Timetable schedules are in effect for twelve hours after their time at each station unless:

- (1) Fulfilled;  
or
- (2) Annulled by train order;  
or
- (3) Abolished by bulletin or general order for the life of the timetable.

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 the train dispatcher.

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

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

**D-83.** A train must not leave its initial station on any subdivision, or a junction, or leave CTC or Rule 251 territory until it has been as-

certained whether all trains due, which are superior, have left.

**83 (A).** Stations at which train registers are located are designated in the timetable.

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

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

Conductors must fill out train register check on the prescribed form and deliver or have it delivered to engineer before leaving register station, unless check of trains is received by train order or entire movement will be within CTC or Rule 251 territory.

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

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

A regular train after being detoured and returning to its normal route at a station other than the initial station for that schedule, must not resume its schedule unless directed by train order to do so. Train order is not required when entering CTC territory.

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

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

Sections may be created at initial stations by a numbered clearance bearing the words, "green signals" or, "no signals", example; "First 3 green signals", "Second 3 no signals", and the name of the station to which the section is authorized.

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

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

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

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

S-87. An inferior train must clear the time of opposing superior trains not less than five minutes. An inferior train failing to clear the main track by the time required must be protected at that time as prescribed by Rule 99.

S-88. Except where Rule 261 is in effect, extra trains will be governed by train orders with respect to opposing extra trains. At meeting points between extra trains established by Form S-A train order, the train order must specify which train will take siding.

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

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

S-89. Unless otherwise provided, the inferior train must take siding at meeting points. The train taking siding must pull in when practicable. If necessary to back in, the movement must first be protected as prescribed by Rule 99.

S-89 (A). At train order meeting points, the train holding the main track must stop clear of the switch used by the train taking siding unless the train to be met is clear of the main track and switch is properly lined.

S-90. On trains equipped with communicating signal systems, the conductor must give signal 16 (*l*) to the engineer immediately after passing the last station but not less than one mile preceding a schedule meeting point with a superior train or a point where by train order it is restricted for an opposing train. The engineer will immediately reply with signal 15 (*n*). If the engineer fails to answer by signal 15 (*n*), the conductor must take immediate action to stop the train.

On other trains, the engineer will give signal 15 (n) at least one mile before reaching a meeting or waiting point.

Radio communication may be used instead of communicating signal and engine whistle signal, when so used an understanding of the conditions must be reached.

91. In Non-ABS territory, trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

The crew of the following train will be responsible for keeping trains not less than ten minutes apart when passed by another train or before following a train which has been overtaken.

91 (A). Unless otherwise provided, in Non-ABS territory, operator on duty must space trains not less than ten minutes apart.

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

D-91. Trains must be spaced not less than ten minutes apart when moving against the current of traffic unless track is signaled for traffic in both directions.

93. Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class trains are due to leave the last station where time is shown.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

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

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

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

97 (A). Extra trains, except work extras, may be authorized by a clearance which must include clearance number and the name of the station to which the extra is authorized to run. Such clearance must be authorized by the train dispatcher and may be annulled by train order.

A numbered clearance does not give the extra so authorized right to occupy the main track between the switches of the siding at the originating or terminating station.

98. Trains and engines must approach junctions, railroad crossings, end of double or three or more tracks and drawbridges at reduced speed, unless protected by block or interlock-

ing signals. Where required, trains and engines must stop.

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

Where a railroad crossing at grade is protected by a gate, if the gate is set against the route to be used, trains or engines must stop and remain at least 50 feet from the crossing until the gate is secured in proper position against the other route.

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

When ready to proceed, signal 15 (b) must be sounded.

98 (B). A crossing with another railroad must not be blocked by trains, engines or cars when it can be avoided.

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

When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go out immediately a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses.

When a train is seen or heard approaching before a flagman has reached a sufficient distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

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

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

When a train requires protection the engineer must immediately sound signal 15 (c) or 15 (f). Inability to hear these signals does not relieve members of the crew from protecting the train.

The conductor and engineer are responsible for protection of their train.

### Flagman's Signals:

Day signals—A red flag, not less than ten torpedoes and six red fuses.

Night signals—A white light, not less than ten torpedoes and six red fuses.

**Note.**—When the rear of the train is protected by a continuous ABS System, protection against following trains on the same track is not required. This provision does not apply to any unit of equipment which does not actuate the block or cab signals or to a work extra.

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

**99 (B).** When a train is unable to proceed against the right or schedule of another train, the conductor may send a flagman to hold that train. Flagman must be given written instructions to show to engineer of train on which he is sent and also to be shown to the engineer of the train to be held. Flagman must ride on the engine and engineer must stop and let him off at first switch at station to which he is sent. Conductor will retain a copy of flagging instructions.

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

If any defect or condition which might cause an accident is discovered in track, bridges or culverts, or if any member of a train or engine crew has reason to believe that their train or engine has passed over any dangerous defect, stop must be made at once and flag protection provided.

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

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

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

**101 (C).** Unless otherwise authorized, diesel engines must not be moved through water above top of rail.

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

In such cases it must be determined by inspection that the train involved and the track to be used are safe for the train to proceed. Train involved must not proceed, nor may flag-

men be recalled, until engineer has been definitely advised by conductor that it is safe to do so.

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

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

102 (B). When an engine leaves its train or part of its train behind on the main track, a sufficient number of hand brakes must be set to keep the train from moving. At night or when visibility is obscured, torpedoes must be placed a sufficient distance in advance of the detached portion to warn the returning movement. The returning movement must be made at reduced speed.

103. Movements over public crossings or authorized foot crossings not protected by a watchman or by gates, must be protected by a member of the crew under the following conditions:

When kicking or dropping cars over such crossings;

When coupling cars at or near such crossings;

When pushing cars over such crossings, except when the leading car is equipped with a back-up air brake hose or pipe and whistle in charge of a member of the crew.

The employe protecting the crossing under these conditions must be on the ground at the crossing until front of movement has passed over the crossing.

103 (A). When a train is parted to clear a public crossing not protected by a watchman, or is standing near such crossing, a member of the crew must, when practicable, protect traffic against trains or engines approaching on adjacent tracks.

103 (B). Public crossings must not be blocked longer than necessary and in no case longer than authorized by instructions or by law.

103 (C). Cars on any track must be left clear of crossings and so as to not actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings, they must, if practicable, be left not less than 100 feet from crossing. When it can be avoided, engines must not stand within 100 feet of public crossings.

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

When a train, engine or switching movement has been delayed or has stopped within 3000 feet of a public crossing protected by automatic crossing signals, crossing must not be occupied by either a forward or reverse movement unless crossing signals have been operating for sufficient time to provide warning. If the signals are not operating for the movement, crossing must be protected by a member of the crew unless a crossing watchman is on duty.

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

**103 (E).** Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track or in work train service. Such movements must be for no greater distance than necessary and air brakes on such cars must be cut in and operative.

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

A main track must not be fouled until switches connected with the movement are properly lined.

A main track switch must not be left open for another train or engine unless in charge of a member of the crew of such train or engine or an employe assigned to handle switches.

During switching operations, an unattended main track switch must not be left open unless it is known that no other train or engine will pass over the switch.

When a train is closely approaching or passing over a main track switch, employes must keep not less than 20 feet from the switch stand, and on single track, when practicable, must stand on opposite side of the track.

When a train or engine is on a siding or other track to be met or passed by a train, the em-

ploye who is to attend the switch must not go nearer the switch than the fouling point until the expected train has passed over the switch.

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

**104 (A).** Employes handling switches must know that the switches are properly lined for the movement to be made and that the switch points fit. Switches must be left in proper position after having been used.

**104 (B).** A switch of a crossover must not be lined for crossover movement while any movement is closely approaching or passing on the other track.

Both switches of a crossover must be properly lined 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.

**104 (C).** Except when changed to permit movement, derails must be set in derailing position, and those equipped with locks must be locked.

**104 (D).** An employe alighting from moving equipment to change position of a switch behind such equipment must not remove the lock from, or attempt to operate the switch, until the entire movement is clear of the switch.

**104 (E).** Switches equipped with locks must be locked and switches equipped with hooks must be hooked for facing point train movements. For trailing point movements and for other than train movements, switches will be secured by placing locks or hooks in hasp.

Switches equipped with other types of security devices which do not permit this must be secured to the extent practicable.

An employe finding a switch lock missing or defective must report it to the train dispatcher or yardmaster.

**104 (F).** If a switch is damaged a report must be made to the proper authority. Switch must be spiked unless sectionmen take charge. If it cannot be made safe, protection must be provided.

**104 (G).** Scale track switches must be lined for the dead rails when the scales are not in use.

**104 (H).** Spring switches are identified by special targets, lights or both.

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

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

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not

be lined and locked in normal position until after movement has been completed. If switch is not equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.

**104 (I).** In ABS territory, at locations where there is no signal governing trailing point movements through a spring switch from a siding or other track to the main track, switch must be operated by hand and Rule 513 and the second paragraph of Rule 104 must be complied with. Switch may be restored to normal position after leading wheels have passed the fouling point.

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

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

**105.** Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined.

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

**106.** The conductor and engineer and anyone acting as pilot are equally responsible for the safety of the train and the observance of the rules, and under conditions not provided

for by the rules, must take every precaution for protection.

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

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

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

109. Superintendents' bulletins or general orders containing information affecting the movement or safety of trains and engines will be issued and cancelled by the Superintendent and will be posted at locations designated in the timetable.

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

The number of the last bulletin or general order will be recorded by conductors, engineers and train dispatchers in the place provided.

Where crews operate over more than one division, at the points where the bulletins or general orders are posted, receipt for each division will be made by showing the initials of each division in addition to the last number.

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

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

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

## RULES FOR MOVEMENT BY TRAIN ORDERS

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

Train orders must be brief and clear in their meaning and in the prescribed forms when applicable.

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

Except as provided in Rule 201 (A), train orders held by, issued for, or any part of a train order relating to a regular train, become void when such train loses its authority to proceed as prescribed by Rules 4 and 82, or its schedule is annulled.

Except as provided in Rule 201 (A), train orders held by an extra train become void when such extra train arrives at the station to which it was authorized to run, or the authority for movement is annulled.

201 (A). Train orders annulling a schedule or a section and slow and cautionary orders issued to a conductor or engineer continue in effect to them on a continuous trip or tour of duty.

202. Train orders must show number, date of issue and name of station where copied. Each train order must be given in the same words to all employes or trains addressed without erasure, alteration or interlineation. Addi-

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

203. Train orders must be addressed to those who are to execute them. Those for a train must be addressed to the conductor and engineer, and also to anyone acting as its pilot. Those for a yard engine will be addressed to the yardmaster or to the conductor and engineer.

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

204. In train orders and clearances, regular trains will be designated by numbers as "No 10" and sections as "Second 10", adding engine numbers in train orders if practicable. Extra trains, except work extras, will be designated by engine numbers and the direction as "Extra 798 east". Work extras will be designated by engine numbers, as "Work Extra 798".

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

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

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

or "19 East copy 3". At stations where there is a train order signal, an operator receiving these instructions must immediately display the train order signal as directed for the direction specified, and reply "SD" or "19D", adding the direction. Until the order has been delivered or annulled, the train order signal must not be restored to "Proceed".

When transmitting a train order for a train originating at a station and the train addressed is otherwise required to receive a clearance at that station, the train dispatcher may instruct the operator not to display the train order signal at "Stop" or "19".

At stations where there is no train order signal or when the operator is instructed by the train dispatcher not to display the train order signal at "Stop" or "19", the operator will reply "ND".

**206.** 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 train being restricted.

**207.** Operators receiving train orders must write or typewrite them in manifold on the prescribed form during transmission. A copy of each train order must be retained in the office.

**208.** When a train order has been transmitted, operators must, unless otherwise directed, repeat it at once in the succession in which the several offices have been addressed. Each operator receiving the order must observe whether the others repeat correctly.

When an order has been repeated correctly, the response "Complete" and the time, will be given by the train dispatcher. The operator receiving this response will then write or typewrite in the space provided, the time and his last name in full.

In transmitting a train order of a previous date, the operator must be advised of the date of issue and when such order is made complete, the train dispatcher and operator must record the date completed following the "Complete" time.

**208 (A).** "Complete" must not be given to a train order for other trains until the order has been repeated or the "X" response sent by the employe receiving the order for the train being restricted.

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

**209.** When a train order has been repeated, including the signature of the Superintendent, or "X" response sent, and before "Complete" has been given, the train addressed must be held until the order is made complete.

If communication fails before a train order has been repeated, or the "X" response sent, the order at that office is of no effect and must be destroyed.

**210.** When an error is made in transmitting a train order and before it has been repeated,

all copies of that order must be immediately destroyed, the order marked "void" in the train order book, and if reissued, given another number. If a train order in which an error has been made has been repeated, that order must be annulled.

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

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

212. Even hours as "7 00 a m" must not be used in stating time in train orders.

In transmitting and repeating train orders by telegraph, time will be stated in figures only.

In transmitting and repeating train orders by voice, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, sections and direction must be pronounced then spelled.

In train order books and on train orders, time and other numerals will be written in

figures only, letters duplicating names of stations, sections and direction will not be written.

213. A legible copy of each train order must be furnished for each employe addressed unless the order is annulled by a train order addressed to the operator.

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

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

214. Train orders must be read promptly upon receipt by those to whom they are addressed. Conductors must, when practicable, obtain from engineers an understanding of all train orders before they are acted upon. Conductors must, when practicable, show train orders to trainmen. Engineers must show train orders to members of the crew on the engine.

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

215. Except at initial stations, a train order must not be issued for a train at the point where its movement is restricted for an opposing movement if it can be avoided. When so sent, except at initial stations, the fact must

be stated in the order, thus: "(train) gets this order at (station)". The train being restricted must be brought to a stop before the train dispatcher OK's the clearance and special precautions must be taken to insure safety.

When time in a wait order at that station expires before arrival of the restricted train, train dispatcher may OK clearance and train order may be delivered without stopping train.

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

**216.** Under the following circumstances an operator must not be permitted to repeat a train order or give the "X" response to a train order restricting the movement of a train until he has obtained the signature of the conductor and engineer to the order:

When the engine of the train being restricted has passed the train order signal displaying a proceed indication;

When the train being restricted has received a clearance at that station;

When a work extra is to be restricted after having received its work order.

**217.** A train order to be delivered to a train at a point not a train order office, or at which the office is closed, must be addressed to "C&E \_\_\_\_\_ (at) (between) \_\_\_\_\_ care of \_\_\_\_\_", and forwarded and delivered with clearance by the person in whose care it is

addressed, and who is responsible for its delivery.

When delivery is to be made by conductor or engineer of another train, the numbers of such orders must be shown in the usual manner on clearance of the train making the delivery and both conductor and engineer supplied with copies. If necessary, train must be stopped to effect delivery.

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

**218.** To relay a train order, the train dispatcher must transmit it to the employe at the relaying office, who must then transmit it to destination. The employe receiving it at destination must, after obtaining signatures of conductor and engineer when required, repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

**219.** Clearance must be filled out by the operator before clearing a train, showing there-

on, without erasure or alteration, the date, station, address, total number of train orders, (if none show "No") and the number of each train order, if any, and transmit to the train dispatcher from the clearance. The train dispatcher must make the required record, check the train order numbers, and if correct will repeat the information from his record, giving OK, the time and Superintendent's initials, which the operator will endorse on the clearance.

Operators must make the required number of copies of clearance at one writing, show his last name and retain a copy.

**220.** A train must receive a clearance before leaving a station where train orders are delivered to it.

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

**220 (A).** Clearance must not be issued without authority from the train dispatcher except when communication has failed. When communications have failed, if all train orders have been completed, clearance may be issued bearing notation "wire failure" and the time, instead of the OK and Superintendent's initials. Such clearance will be acted upon as though OK had been given in the usual way.

A numbered clearance authorizing a section as provided in Rule 85 or an extra train as provided in Rule 97(A), must not be issued by an operator when communications have failed.

When communication is restored, the train dispatcher must be notified the time each train was cleared and the numbers of the train orders delivered, which the train dispatcher will record.

**220 (B).** When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signatures of the conductor and engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

When a train has received a clearance at a station and it is desired to issue a train order to such train which does not restrict its movement, additional clearance may be issued without taking up previous clearance.

When more than one clearance is issued to a train at a station, the last clearance must show the numbers of all train orders the train receives at that station.


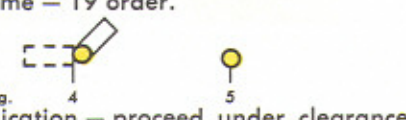
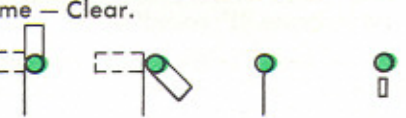
**221.** Where provided, fixed signals of the types as indicated in Rule 222 will be used at each train order office. Unless otherwise provided, when there are no train orders, signal must indicate "Proceed".



When train order signal displays "Stop" or "19 order" indication trains must not leave that station without a clearance.

Except as provided in Rule 222(D), where a two indication color light type or Swift type, or two position semaphore type train order signal is used, signal will indicate "Stop" when trains

are to be stopped for train orders, except when a yellow flag by day or a yellow light by night is displayed below the "Stop" indication it will indicate "19 order" and the name and indication will be the same as shown in Rule 222(B).

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

<b>TRAIN ORDER SIGNALS</b> (Except on C.B.&Q. Lines, C.&N.W. Ry. Co., U.P. R.R. Co. and S.I. R.R. Co.)	
RULE 222 (A)	Name - Stop  Fig. 1                      2                      3 Indication - Stop for orders.
RULE 222 (B)	Name - 19 order.  Fig. 4                      5 Indication - proceed under clearance or train order and clearance.
RULE 222 (C)	Name - Clear.  Fig. 6                      7                      8                      9 Indication - Proceed.

<b>TRAIN ORDER SIGNALS</b> As displayed on the C&NW Ry. Co., U.P. R.R. Co. and S.I. R.R. Co.	
RULE 222 (D)	Name - Stop  Fig. 1                      2                      3 Indication - Stop for orders, unless clearance received.
RULE 222 (E)	Name - Clear.  Fig. 4                      5                      6                      7 Indication - Proceed.

### BURLINGTON LINES

Special Signal Aspects Which Are Not A Part of Automatic Block CTC and Interlocking Systems

RULE NO.	TRAIN ORDER SIGNAL ASPECTS
222 (A)	<p>DAY NIGHT FLASHING</p>
222 (B)	<p>DAY NIGHT</p>
222 (C)	<p>LUNAR</p>

### BURLINGTON LINES

Special Signal Aspects Which Are Not A Part of Automatic Block CTC and Interlocking Systems

INDICATION	
NON AUTOMATIC BLOCK SIGNAL TERRITORY	AUTOMATIC BLOCK SIGNAL TERRITORY
Train orders for a train or block occupied by a preceding train.	Train orders for a train.
No train orders and block clear.	No train orders.
When illuminated train order signal displays stop.	When illuminated train order signal displays stop.

**223.** Train order signal indications are given by the positions of the arms, by lights of the prescribed color, or by both. Flashing lights of the prescribed color may be used. Where authorized by the Superintendent, lights will not be displayed.

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

### AUTHORIZED ABBREVIATIONS

**224.** The following signals and abbreviations may be used:

Initials for signature of the Superintendent;

Such office and other signals as designated by the Superintendent;

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

ABS — Automatic Block Signal System;  
 ACS — Automatic Cab Signal System;  
 ATC — Automatic Train Control;  
 ATS — Automatic Train Stop;  
 C&E — Conductor and Engineer;  
 Com — Complete;  
 Condr — Conductor;  
 CTC — Centralized Traffic Control System;  
 Divn — Division;  
 DT — Double Track;  
 Eng — Engine;  
 Engr — Engineer;

Frnt — Freight;  
 Jct — Junction;  
 Mins — Minutes;  
 MP — Mile Post;  
 MPH — Miles Per Hour;  
 MT — Main Track;  
 ND — Not Displayed;  
 No — Number;  
 OK — Correct;  
 Opr — Operator;  
 Orig — Originating;  
 OS — Train Report;  
 Psgr — Passenger;  
 SD — "Stop" Displayed;  
 19D — "19 Order" Displayed;  
 Subdivn — Subdivision;  
 Supt — Superintendent;  
 X — Train will be held until train order is made complete;  
 YM — Yardmaster.

## FORMS OF TRAIN ORDERS

### S-A.

#### FIXING MEETING POINTS FOR OPPOSING TRAINS

- (1) *No 1 meet No 2 at B*  
*No 3 meet Second 4 at B*  
*No 5 meet Extra 95 east at B*

Example (1) may be modified by adding  
"\_\_\_\_\_ take siding".

- (2) *Extra 652 east meet Extra 231 west and Extra*  
*235 west at B Extra 652 east take siding*

The trains named in such orders will meet at the designated points in the manner prescribed by the rules.

### B.

#### AUTHORIZING A TRAIN TO PASS OR RUN AHEAD OF A SUPERIOR TRAIN

- (1) *No 253 pass No 3 at K*

No. 253 is authorized to pass No. 3 at K and to run ahead of No. 3 from K.

Unless otherwise provided, the train to be passed will take siding.

- (2) *Extra 194 east run ahead of No 6 M to B*

Extra 194 east may run ahead of No. 6 between the designated points.

Under examples (1) and (2), if a train is delayed after receiving authority to run ahead of a superior train, the inferior train may allow the superior train to pass, and the train order must then be considered fulfilled. The train

dispatcher will be notified as soon as practicable by the inferior train and at the first open office by the superior train.

### C.

#### GIVING RIGHT OVER ANOTHER TRAIN IN THE SAME DIRECTION

- (1) *No 1 has right over No 3 A to Z*
- (2) *Extra 126 west has right over Extra 140 west A to Z and wait at*  
*A until 1250 pm*  
*C 110 pm*  
*E 120 pm*
- (3) *No 401 (a second class train) has right over Extra 140 west A to Z and wait at*  
*A until 1250 pm*  
*C 110 pm*  
*E 120 pm*

These orders give right to the train first-named over the other train between the points named. The second-named train must clear the other train as required by Rule 86. The first-named train must not pass the designated waiting points before the time shown.

### S-C.

#### GIVING RIGHT OVER AN OPPOSING TRAIN

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

If No. 2 reaches X before No. 1 arrives, No. 2 may proceed, clearing the time of No. 1 not less than five minutes.

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

No. 3 must not go beyond C until Extra 37 east has arrived unless authorized by train order to do so.

- (3) *Extra 38 east has right over Extra 37 west X to G*  
(4) *Extra 77 west has right over Extra 78 east B to G*

In examples (3) and (4), neither train shall go beyond G until the other train has arrived unless authorized by train order to do so.

- 
- (5) *Extra 38 east has right over Extra 37 west X to G and wait at*  
*M until 959 am*  
*L 1030 am*  
*J 1055 am*

Extra 38 east must not pass the designated waiting points before the times given. Extra 37 west must clear the times at the designated waiting points or any intermediate station not less than five minutes.

- 
- (6) *Extra 38 east has right over Extra 37 west X to G and wait at*  
*M until 959 am*  
*L 1030 am*  
*for Extra 37 west*

Extra 38 east must not pass the designated waiting points before the times given unless Extra 37 west has arrived. Extra 37 west must clear the times specified at the designated waiting points or any intermediate station not less than five minutes.

In examples (5) and (6), Extra 38 east must not go beyond G until Extra 37 west has arrived, unless authorized by train order to do so.

In examples (3), (4), (5) and (6), when there is no conflicting movement between these trains beyond G, and it is desired to authorize

the first-named train to leave G, the order may be modified as follows:

*(Extra 38 east) (Extra 77 west) will not wait at G for (Extra 37 west) (Extra 78 east)*

---

Examples (1), (2), (3), (4), (5) and (6), give the first-named train right 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 otherwise directed by train order.

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

Examples (1), (2), (3), (4), (5) and (6) may be modified by adding:

*at (first-named point);*  
*and at (second-named point).*

These modifications confer right to the first-named train over the other train between the switches of the siding at the point or points named. The second-named train must take siding.

---

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

### E.

#### TIME ORDERS

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

Examples (1) and (2) make the schedule of No. 1 as much later as stated in the order between the designated stations. The time in the order must be such as can be easily added to the schedule time.

- (3) *No 1 wait at*  
*N until 959 am*  
*P 1030 am*  
*R 1055 am*

No. 1 must not pass the designated stations before the times given. This order makes the time of No. 1 at N and O 959 am, at P and Q 1030 am, at R and any station between R and Z where the schedule time is earlier, 1055 am.

In examples (1), (2) and (3), inferior trains must clear these later times as before required to clear the schedule time.

### S-E.

#### TIME ORDERS

- (1) *No 2 wait at H until 959 am for No 61*

No. 2 must not leave H until 959 am unless No. 61 has arrived.

No. 61 must be clear of main track at H at 954 am.

If No. 61 cannot go to H for No. 2 and clear the main track according to rule, No. 61 must be clear of main track at 954 am at any

station before reaching H, where the schedule time is earlier than 959 am.

### F.

#### FOR SECTIONS

- (1) *Eng 25 display signals and run as First 1 A to Z*

To be used when the engine number for which signals are displayed is not known, and is to be followed by example (2).

- (2) *Eng 20 run as Second 1 A to Z*

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

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

- (5) *Engs 25 and 99 reverse positions as Second and Third 1 H to Z*

Following sections, if any, need not be given copies of this order.

Each section affected by the above examples must have copies and arrange signals accordingly.

### G.

#### EXTRAS

- (1) *Eng 99 run extra A to F*

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

*Leave A 1130 pm*  
*C 1225 am*  
*E 147 am*  
*Arrive F 222 am*

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

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

Trains over which the extra is given right must clear the extra as prescribed by Rule 86 and Rule S-87.

Examples of Form E and S-E may be used in connection with an extra train created by example (2).

- 
- (3) *Eng 99 run extra A to F*  
*This order is annulled at 710 pm*

An extra so authorized must be clear of the main track at the time specified or protected in both directions as prescribed by Rule 99.

- 
- (4) *On Feb 17 after 645 am Eng 99 run extra A to F*

An extra so authorized must not leave A before the date and time specified.

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

An extra so authorized must not leave F until Extra 55 west has arrived at or passed F.

Examples (1), (2), (3), (4) and (5) do not give the extra so authorized right to occupy the main track between switches of the siding at A or F.

- (6) *Eng 99 run extra A to F and return to C*

The extra must go to F before returning to C. This order does not give the extra right to occupy the main track between the switches of siding at A or F, or at C on the return trip.

#### H.

##### WORK EXTRAS

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

Example (2) to be used to authorize a work extra in advance and may specify more than one date.

In examples (1) and (2), the work extra must clear the time of regular trains and, whether standing or moving, flag protection must be provided against extra trains in both directions.

---

Examples (1) and (2) may be modified by adding:

- (A) *Not protecting against eastward extra trains*

Flag protection against westward extra trains must be provided.

- 
- (B) *Not protecting against extra trains*

Flag protection against extra trains is not required.

- 
- (C) *Not protecting against extra trains except*  
*protects against Extra 76 west after 310 pm*

The work extra must provide flag protection against Extra 76 west at 310 pm. Flag protection

against other extra trains is not required. Extra 76 west must not enter the working limits before 310 pm.

- 
- (3) *Work Extra 292 clears (or protects against) Extra 76 west between D and E after 210 pm*

Example (3) to be used when a work extra has been instructed by train order to not protect against extra trains and it is desired to have it clear, or protect against a designated extra train after a specified time.

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

- 
- (4) *Work Extra 292 protects against No 55 (or \_\_\_\_\_ class trains) between D and E*

The work extra may work upon the time of the train or trains mentioned and must provide flag protection against such train or trains. The regular train or trains receiving the order will run expecting to find the work extra protecting itself.

- 
- (5) *Work Extra 292 has right over all trains between D and E 715 pm until 115 am*
- (6) *Work Extra 292 has right over all trains on \_\_\_\_\_ track (or \_\_\_\_\_ tracks) between D and E 715 pm until 115 am*

These examples give the work extra exclusive right on the track or tracks mentioned between D and E from 715 pm until 115 am.

- (7) *Eng 292 works extra on eastward track (or both tracks) 645 am until 545 pm between D and E*

The work extra must clear the time of regular trains, and, whether standing or moving, must provide flag protection against extra trains moving with the current of traffic.

---

Example (7) may be modified by adding:

- (A) *Not protecting against eastward extra trains*

Flag protection against eastward extra trains is not required.

- (B) *Not protecting against extra trains*

Flag protection against extra trains is not required.

- 
- (8) *Work Extra 292 clears Extra 76 west (or No 15) on eastward track between D and E after 210 pm Extra 76 west (or No 15) moving against the current of traffic D to E*

Example (8) to be used in addition to Form D-R train order when it is desired to move a train against the current of traffic within the working limits. Extra 76 west or No. 15 must not leave D before 210 pm. Work Extra 292 must be clear of the eastward track at 210 pm.

---

Examples (1), (2) and (7) do not authorize the work extra to occupy the main track between switches of the siding at either of the stations named.

A copy of the work order must be given to extra trains operated within the working limits.

When the order indicates that the work extra is protecting against other trains, such

trains will run expecting to find the work extra providing flag protection.

When the order instructs the work extra to not protect against extra trains, such extra trains must provide flag protection against the work extra.

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

#### J.

##### HOLDING ORDER

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

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

*No 2 may go*

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

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

#### K.

##### ANNULLING A SCHEDULE OR A SECTION

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

The schedule or section annulled becomes

void between the points designated and cannot be restored.

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

#### L.

##### ANNULLING AN ORDER OR A NUMBERED CLEARANCE

- (1) *Order (Clearance) No 10 is annulled*

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

*Annulled by Order No \_\_\_\_\_*

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

When train orders or numbered clearances are annulled on other than the date of issue, the date as well as the number of the order or numbered clearance annulled, must be included in the order.

#### M.

##### ANNULLING PART OF AN ORDER

- (1) *That part of order No 10 reading No 1 meet No 2 at S is annulled*
- (2) *That part of order No 12 reading No 3 pass No 1 at S is annulled*

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

## P.

### SUPERSEDING AN ORDER OR PART OF AN ORDER

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

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

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

A meeting point must not be changed by use of Form P train order more than once. If further changes are necessary, previous order must be annulled.

Form G or Form H train orders must not be superseded to shorten or lengthen the limits of distance or time authorized.

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

## D-R.

### PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

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

No. 1 must use the eastward track between C and F and has right over opposing trains on that track between those points. Opposing trains must not leave F until No. 1 arrives.

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

No. 1 must not leave C until No. 4 arrives. After No. 4 arrives at C No. 1 must use eastward track between C and F and has right over opposing trains on that track between those

points. Opposing trains must not leave F until No. 1 arrives.

A train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains, except as provided by Form H train order example (8).

In examples (1) and (2), unless otherwise provided by train order, a train completing movement against the current of traffic, must return to the current of traffic through the first crossover switch at F or through the center siding if no crossover at F.

In examples (1) and (2), except where Rule 251 is in effect, all trains between C and F moving with the current of traffic in the same direction as No. 1 must, when practicable, receive a copy of the order, and may then proceed on their own schedule or rights.

## D-S.

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

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

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

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

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

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

## T.

### NOTICE OF NEW TIMETABLE

- (1) *Timetable No \_\_\_\_\_ is effective at 1201 am July 1 19\_\_\_\_*

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

## U.

### ADVANCE AUTHORITY TO PROCEED FROM AN AUTOMATIC BLOCK STOP SIGNAL

- (1) *After stopping pass signal at (location)*

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

This may be modified by adding to the order:

*This order is annulled if signal indicates proceed*

## V.

### CHECK OF TRAINS

- (1) *All (regular) (\_\_\_\_\_ class) trains due at C at or before 650 am (have passed) (have arrived) (have left) except \_\_\_\_\_*
- (2) *No 1 and No 2 (have passed) (have arrived) (have left) G*
- (3) *Extra 99 east (has arrived) (has left) A on order No \_\_\_\_\_*

These forms to be used when it is desired to give a train the information required by Rules S-83 and D-83.

## W.

### CHANGE IN CLEARANCE OR REGISTER REQUIREMENTS

- (1) *\_\_\_\_\_ will not (register) or (require a clearance) at C*
- (2) *\_\_\_\_\_ will not require a clearance at C if train order signal indicates proceed*
- (3) *\_\_\_\_\_ will register at C by register ticket*
- (4) *Extra 37 west register at C on order No \_\_\_\_\_*
- (5) *Extra 38 east may check register at C against Extra 37 west on order No \_\_\_\_\_*
- (6) *No 2 may check register at C against Extra 37 west on order No \_\_\_\_\_*

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

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

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

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

## X.

### SLOW TRACK CONDITIONS

- (1) Do not exceed \_\_\_\_\_ MPH  
between \_\_\_\_\_ and \_\_\_\_\_
- (2) Do not exceed \_\_\_\_\_ MPH on  
No \_\_\_\_\_ track between \_\_\_\_\_  
and \_\_\_\_\_

These examples may be modified by adding location of condition by mile posts, or time as,

"801 am until 501 pm."

## Y.

### MAINTENANCE OF WAY CONDITIONAL STOP

- (1) Men and equipment on \_\_\_\_\_ track between \_\_\_\_\_ and \_\_\_\_\_ from \_\_\_\_\_ m until \_\_\_\_\_ m  
All trains on \_\_\_\_\_ track proceed through these limits at reduced speed (not exceeding \_\_\_\_\_ MPH) unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag

When a train or engine finds a red flag displayed to the right of the track as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal unless a proceed signal is given with a yellow flag or verbal permission is given in the following form:

"(XYZ) Railway foreman calling Extra 232 east about order No \_\_\_\_\_".

When engineer answers, the foreman will state: "Extra 232 east may pass red signal at (location) without stopping".

A different speed than that shown in the train order may be authorized by adding:

"Proceed at \_\_\_\_\_ MPH" or "Proceed at normal speed".

These instructions must be repeated by the engineer.

A green flag displayed to the right of the track indicates the end of the restriction.

## Z.

### RELIEF OF FLAG PROTECTION

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

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

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

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

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## GENERAL DESCRIPTION OF SIGNALS

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




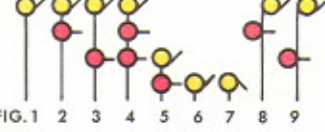

*Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.*

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

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



**BLOCK AND INTERLOCKING SIGNALS**  
(Except on Burlington Lines, Northern Pacific Ry.  
and S. P. & S. Ry.)

RULE	ASPECTS
240A	 <p>FIG. 1 2 3 4 5 6</p>
240B	 <p>FIG. 1 2 3 4 5 6</p>
240C	 <p>FIG. 1 2 3 4 5 6 7</p>
240D	 <p>FIG. 1 2 3 4 5 6 7 8 9</p>
240E	 <p>FIG. 1 2 3 4 5 6 7 8 9 10 11</p>

**BLOCK AND INTERLOCKING SIGNALS**  
(Except on Burlington Lines, Northern Pacific Ry.  
and S. P. & S. Ry.)

NAME	INDICATION
Stop	Stop before any part of train or engine passes the signal.
Stop and proceed	Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.
Flashing stop & proceed	Stop. Block occupied. Proceed at restricted speed.
Approach	Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 40 MPH must immediately reduce to that speed.
Clear	Proceed.

4d