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. Employes 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 employes must apply to the proper authority of the railroad for explanation.

B. Employes 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, employes must unite to protect it.

F. Employes 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 employes 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 employes on duty while serving the public, in or about passenger stations, or on passenger cars, is prohibited.

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

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

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

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

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

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

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

Employes 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.**	*Stop.*
(b) **Moved slowly with arm extended horizontally.**	*Reduce speed.*
(c) **Raised and lowered vertically.**	*Proceed.*

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 prepared 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	SINGLE TRACK—To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed for a following section. If not answered by a train, the train displaying signals must stop, notify them and ascertain the cause, except in CTC territory, the train displaying signals will not stop. DOUBLE OR THREE OR MORE TRACKS —To call attention of

Sound	Indication
	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. **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.**
(l) — — o —	Approaching public crossings at grade. Standard sign will designate point at which signal must begin, to be prolonged or repeated until crossing is occupied by engine or cars. This signal must also be used frequently to warn trackmen and other employes when view is restricted by weather, curves, or other unusual conditions, and when approaching tunnels and snow sheds, also as alarm for persons or livestock on the track.

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	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Approaching passenger or

Sound	Indication
	freight trains and when passing freight trains.
(q) — o	(3) Preceding the signals prescribed by 15 *(d)* and 15 *(e)*. 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)*.
(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 ascertained 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 fusees at proper intervals and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, 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 fusees.

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 fusees.

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

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 fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains.

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

Employes 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. Additions 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.

TRAIN ORDER SIGNALS
(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.

TRAIN ORDER SIGNALS
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.

1a

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)	
222 (B)	
222 (C)	

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.

26

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;

Frt — 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.

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.

SIGNALS ON BRACKET MASTS

FIG. 1

FIG. 2

FIG. 3

FIG. 4

FIG. 5

SIGNALS ON BRACKET, CANTILEVER MAST AND BRIDGE

FIG. 1

FIG. 2

FIG. 3

SMASHBOARDS

FIG. 1

FIG. 2

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

3C

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

RULE	ASPECTS
240A	
240B	
240C	
240D	
240E	

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

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

RULE	ASPECTS
240F	
240G	
240K	
240L	
240M	

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

NAME	INDICATION
Advance approach	Proceed prepared to pass next signal at not exceeding 40 miles per hour.
Approach diverging	Approach next signal prepared to proceed on diverging route at prescribed speed.
Diverging advance approach	Proceed on diverging route at prescribed speed prepared to pass next signal at not exceeding 40 MPH.
Diverging approach	Proceed on diverging route at prescribed speed prepared to stop before any part of train or engine passes the next signal.
Diverging clear	Proceed on diverging route at prescribed speed.

5e

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

RULE	ASPECTS.
240N	
240P	Such markers will be attached to signal mast.

Following symbols are used in diagrams of signal aspects:

- To indicate number plate;
- To indicate flashing light;
- To indicate color light signal;
- Line indicates position of semaphore arm.

Aspects shown in Rules 240 C through 240 N may be displayed on signals with or without a number plate on signal mast.

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

NAME	INDICATION
Restricting	Proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.

6f

BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
501		
501A		
501B		
501C		
501D		

BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

CAB SIGNAL ASPECTS	NAME	INDICATION
	CLEAR	Proceed.
	APPROACH MEDIUM	Proceed approaching next signal not exceeding 30 MPH.
	DIVERGING CLEAR	Proceed on diverging route at prescribed speed.
	DIVERGING APPROACH MEDIUM	Proceed on diverging route at prescribed speed and approach next signal not exceeding 30 MPH.
	RESTRICTING APPROACH MEDIUM	Proceed at prescribed speed approaching next signal not exceeding 30 MPH.

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BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
501E		
501F		
501G		
501H		
501 I		

BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

CAB SIGNAL ASPECTS	NAME	INDICATION
	APPROACH	Proceed prepared to stop before any part of train or engine passes the next signal.
	DIVERGING APPROACH	Proceed on diverging route at prescribed speed prepared to stop before any part of train or engine passes the next signal.
	RESTRICTING	Proceed at reduced speed to make any reduced speed movement. Trains moving on or entering upon a track signaled for that direction must proceed as prescribed by Rule 501-E.
	TAKE SIDING INDICATOR FOR HAND OPERATION OF SWITCH	Hand operate switch and enter siding.
	PERMISSIVE	Proceed at restricted speed through entire block.

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BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
501J		

BURLINGTON LINES
Signal Aspects—Automatic Block—CTC—and Interlocking Systems

CAB SIGNAL ASPECTS	NAME	INDICATION
	STOP	Stop before any part of train or engine passes the signal.

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N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

RULE	ASPECTS
240-A1	
240-A2	
240-A3	
240-B	
240-C	

J

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

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 and proceed	Stop. Block occupied. Proceed at restricted speed.
Permissive	Proceed at restricted speed without stopping.
Approach	Proceed prepared to stop before any part of train or engine passes the next signal.

10 J

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

RULE	ASPECTS
240-D	
240-E	
240-F1	
240-F2	
240-G	

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Clear	Proceed.
Limited approach	Proceed not exceeding 50 miles per hour prepared to stop at next signal.
Limited clear approach slow	Proceed not exceeding 50 miles per hour. Approach next signal not exceeding 15 miles per hour.
Limited clear approach medium	Proceed not exceeding 50 miles per hour. Approach next signal not exceeding 30 miles per hour.
Approach limited	Proceed. Approach next signal not exceeding 50 miles per hour.

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

RULE	ASPECTS
240-H	FIG. 1
240-I	FIG. 1
240-J1	FIG. 1
240-J2	FIG. 1
240-K	FIG. 1 2 3 4 5 6

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Limited clear	Proceed; 50 miles per hour within interlocking limits.
Medium approach	Proceed not exceeding 30 miles per hour prepared to stop at next signal.
Medium clear approach slow	Proceed; 30 miles per hour within interlocking limits. Approach next signal not exceeding 15 miles per hour.
Medium clear approach medium	Proceed; 30 miles per hour within interlocking limits. Approach next signal not exceeding 30 miles per hour.
Approach medium	Proceed. Approach next signal not exceeding 30 miles per hour.

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N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

RULE	ASPECTS
240-L	FIG. 1
240-M	FIG. 1
240-N	FIG. 1 2 3 4
240-O	FIG. 1 2 3
240-P1	FIG. 1 2 3 4

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N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Medium Clear	Proceed; 30 miles per hour within interlocking limits.
Slow Approach	Proceed not exceeding 15 miles per hour prepared to stop at next signal.
Slow clear approach medium	Proceed; 15 miles per hour within interlocking limits. Approach next signal not exceeding 30 miles per hour.
Approach slow	Proceed. Approach next signal not exceeding 15 miles per hour.
Slow clear	Proceed; 15 miles per hour within interlocking limits.

N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

RULE	ASPECTS
240-P2	
240-R	
240-S	
240-T	
240-U	

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N. P. RY. and S. P. & S. RY. AUTOMATIC BLOCK AND INTERLOCKING SIGNAL RULES

NAME	INDICATION
Slow clear	Proceed not exceeding 15 miles per hour.
Restricting	Proceed at restricted speed not exceeding 15 miles per hour.
Operate switch indicator	Hand operate switch to enter or leave main track. When flashing, communicate with control operator.
Defective equipment indicator	When flashing, no failed equipment detected. When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. A member of train or engine crew must report to control operator immediately.
Approach defective equipment indicator	When flashing, defective equipment indicator is clear. When illuminated continuously, or not illuminated, defective equipment indicator may require train to stop.

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

RULE NO.	SIGNAL ASPECTS	INDICATION
301		Stop and examine spring switches. See Rule 104 (H).
402		Stop and inspect for failed equipment and advise dispatcher reason for delay by first available means of communication.
403		No failed equipment has been detected.

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

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

RULE NO.	YARD SIGNAL ASPECTS	
	WAYSIDE	CAB
699		
699A		
699B		
699C		
699D		

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

INDICATION	
IN HUMP YARD	IN FLAT YARD
Engines in classification yard remain in clear, humping is in progress.	
Engines in classification yard may enter lead, humping has stopped.	
Stop	Stop
Hump slowly	Shove forward
Hump medium	

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

RULE NO.	YARD SIGNAL ASPECTS	
	WAYSIDE	CAB
699E		
699F		
699G		
699H		

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

INDICATION	
IN HUMP YARD	IN FLAT YARD
Hump fast	Kick
Back up	Back up
Normal position of switch.	Normal position of switch.
Diverging route of switch.	Diverging route of switch.

C. M. ST. P. & P. R. R.
ADDITIONAL SIGNALS

RULE	ASPECTS	
	COLOR LIGHT	SEMAPHORE
240-S		

REDUCE SPEED AND RESUME SPEED SIGNS

Rule 240-W

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

Applies to all trains.

Applies to all trains.

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

NAME	INDICATION
Operate switch	When letter "S" is illuminated, operate switch and take siding; or operate switch to enter main track.

REDUCE SPEED AND RESUME SPEED SIGN INDICATIONS

Rule 240-W

Speed control signs located on right hand or left hand side of the track in advance of the restriction.
Figures shown on sign indicate in miles per hour the maximum speed permitted beginning at a point 3000 feet from the sign and continuing until another Reduce Speed or a Resume Speed sign is encountered.
These signs do not apply to trains that are restricted to a slower speed by train order, time-table or other instruction.

Normal speed may be resumed.

RULE	G. N. RAILWAY CO. ADDITIONAL SIGNALS	
240-S	NORMALLY DARK WHITE FIG. 1	DRAGGING EQUIPMENT DETECTOR INDICATOR This signal may be located on a signal or other mast. When white light is displayed train must stop and inspection made for dragging equipment.
240-T	NORMALLY DARK SWITCH KEY CONTROLLER FIG. 1 2 3	SWITCH INDICATOR

240-T. Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.

If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.

If switch indiciator remains dark or displays a red light movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.

To operate switch indicator, turn switch key clockwise towards "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track, turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.

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GREAT NORTHERN RY. SPEED SIGNS

Rule 240(W)

PSGR. TRAINS.

FRT. TRAINS AND PSGR. TRAINS WITH FRT. EQUIPMENT.

ALL TRAINS

RESTRICTING SIGN

LOWER SPEED EFFECTIVE AT THIS SIGN WHICH IS 2 MILES FROM REDUCE SPEED SIGN.

WHEN SPEED IS TO BE INCREASED, SPEED SIGN IS LOCATED AT POINT WHERE HIGHER SPEED IS EFFECTIVE AFTER ENTIRE TRAIN HAS PASSED THAT POINT.

NORTHERN PACIFIC RAILWAY SPEED SIGNS

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

Except on branch lines and as otherwise provided in the Special Instructions, Advance-warning signs are, as far as feasible, located 5280 feet in advance of the Reduce Speed signs.

On branch lines, except as otherwise provided in the Special Instructions, Advance-warning signs are, as far as feasible, located approximately 3000 feet in advance of the Reduce Speed signs.

The numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed or to a Resume Speed sign.

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

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

RULE	ASPECTS	
240-S	FIG. 1 (S) 2 (S) ILLUMINATED	TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED.

SPEED ZONE SIGNS

RULE		
240-W	35	WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS. SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-SPEED SIGN.
	45 35	WHERE TWO SPEEDS ARE SHOWN THE TOP SIGN APPLIES TO PASSENGER TRAINS AND THE BOTTOM SIGN APPLIES TO ALL OTHER TRAINS. SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-SPEED SIGN.
		SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-RESTRICTING SIGN.
	R	SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED. NAME-RESUME SPEED SIGN.

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NAME	INDICATION
Operate switch	Hand operate switch to enter or leave main track.

SPEED ZONE INDICATION

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

UNION PACIFIC RAILROAD COMPANY

Indicators

RULE	ASPECTS
241-A	**SIDING INDICATOR** (S) ILLUMINATED (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)
241-B	**HOLD INDICATOR** (H) ILLUMINATED (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)
241-C	**TRACK OCCUPANCY INDICATOR**
241-D	**TRACK OCCUPANCY INDICATOR**
241-E	**SLIDE WARNING INDICATOR** (F) ILLUMINATED (TO APPLY TO TRAINS GOVERNED BY FIXED SIGNAL WITH WHICH CONNECTED)

UNION PACIFIC RAILROAD COMPANY

Indicators

NAME	INDICATION
Operate Switch	Hand operate switch to enter or leave main track.
Hold	Communicate with operator or dispatcher before proceeding.
Occupied	Track occupied. (Governs main track unless otherwise designated) See Rule 512.
Un-occupied	Track unoccupied. (Governs main track unless otherwise designated) See Rule 512.
Slide warning	After stopping, proceed at restricted speed to next signal without waiting 10 minutes. Keep close lookout for rocks or other obstructions, broken, bent or damaged rail.

GENERAL SIGNAL RULES

244. Trains and engines must comply with the indications of all signals which govern their movements. When visibility is restricted due to weather or other unusual conditions trains and engines must stop, if necessary, to determine indication of signals.

245. When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal or to a point where track is seen to be clear to the next signal.

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

247. Sand must not be used over the movable parts of an interlocking, power operated switch or spring switch. Trains of three cars or less and light engines must not use excessive sand. Light engines or cuts of less than four cars must not stand on sanded rails.

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

249. If a signal indication permitting a train or engine to proceed is changed to a Stop indication before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

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

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

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

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

254. Except as affected by Rules 251 and 252, all Operating Rules remain in effect.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

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

262. The reverse movement of a train or engine must not be made except by signal in-

dication or as prescribed by Rule 271, without permission of control operator.

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM RULES

265. Centralized Traffic Control System Rules will be used only in territory specified in the timetable, special instructions, bulletins or general orders. The limits of CTC territory may be further identified by roadway signs. In such territory, train and engine movements will be authorized by block signal indications.

Rules 261 to 264, inclusive, apply in CTC territory and, except as affected by Rules 261 to 272, inclusive, all other Block Signal Rules, Interlocking Rules, and Operating Rules remain in effect.

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

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

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

268. Trains or engines must not foul or enter the main track or a controlled siding at a hand operated switch unless governing signal displays an indication to proceed or authority is obtained from the control operator.

268 (A). A train or engine must not clear the main track at a hand operated switch not equipped with a mechanical time lock or electric lock except as follows:

(1) where maximum authorized speed on main track over such switch is 20 MPH or less;

or

(2) when main track switch is left open.

269. When a train or engine has been stopped by a Stop indication, if no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by instructions received. The instructions must be repeated to the control operator.

When the control operator has ascertained there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: "Proceed at restricted speed to the next signal".

If it cannot be ascertained that there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: "You may proceed under flag protection to the next clear or approach signal". When flagging from a Stop signal, train must wait ten minutes after flagman has started.

269 (A). When a train or engine is stopped by a Stop indication at the entering signal at a station and communication with the control operator has failed, train or engine may move forward when preceded by a flagman to the leaving signal at that station, clearing main track when practicable. Dual control switches must be operated by hand as provided in Rule 275 (A) before proceeding. Further movement must not be made except on signal indication or until authority is received from control operator.

270. If a train or engine fails to stop short of a signal displaying a Stop indication, front of train or engine must be protected immediately as prescribed by Rule 99 and member of crew must communicate with control operator and be governed by his instructions.

271. Trains or engines may occupy a track or tracks within specified limits and between specified times to perform switching or other work when authorized to do so by the control operator in the following form:

"(train or engine) may use (track or tracks) between _____ and _____ (or at _____) ___m until ___m".

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

During the period track and time limits are authorized, the track or tracks specified may

be used in either direction without flag protection. This does not modify requirements for proper observance of signal indications.

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

Trains and engines must be clear of the track or tracks specified or work completed, switches restored to normal position before expiration of the time specified, and control operator so advised. If additional time is required, authority must be secured from control operator before previously authorized time expires.

After the train or engine has entered the specified limits, the control operator must block all signal levers controlling movements into the specified limits and must not permit any other train or engine to enter the limits during the period track and time limits are in effect. Blocks must not be removed until track and time limits have expired or have been released by conductor.

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

DUAL CONTROL SWITCHES

275. When a train or engine is stopped by a signal governing movement over dual control switches, if no conflicting movement is evident, a member of the crew must immediately

communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to the control operator.

Control operator may authorize movement over dual control switches at restricted speed, if control machine indicates that the dual control switches are lined and locked for the route to be used.

If control machine does not indicate that the dual control switches are lined and locked for the route to be used, the control operator will instruct the member of the crew to operate the switches to be used by hand as provided in Rule 275 (A) and proceed at restricted speed.

275 (A). When necessary to operate a dual control switch by hand the following will apply:

(1) Place selector lever in "HAND" position.

(2) Operate hand throw lever until switch points are seen to move with movement of lever.

(3) Line the switch for the route to be used.

(4) After leading wheels of movement have moved onto switch points restore selector lever to "POWER" position and lock.

276. When necessary to perform switching over a dual control switch, permission must first be obtained from the control operator. The period of time the switch may be used must be clearly stated.

Selector lever must be placed in "HAND" position and left in that position until all movements over the switch have been completed.

Indications of Stop signals governing movements over the switch are to be considered suspended while the selector lever is in "HAND" position, but movements must be made at restricted speed.

After final movement has been made over the switch, selector lever must be restored to "POWER" position, locked and control operator notified.

MECHANICAL TIME LOCK OR ELECTRICALLY LOCKED HAND OPERATED SWITCHES

280. Mechanical time lock or electrically locked hand operated switches must be operated in accordance with instructions issued to employes or posted at or near the lock.

281. Authority to use an electrically locked switch, which is under control of the control operator, must be given verbally to member of crew by control operator.

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

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 268.

282 (A). When seal on emergency release on an electric lock is broken, or found broken

or missing, report must be made promptly to the control operator or train dispatcher and a message sent to the Superintendent.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505. Automatic Block Signal System is in use on portions of the railroad and on designated tracks specified in the timetable or in special instructions.

Automatic block signals, cab signals, or both, govern the use of blocks, but do not supersede the superiority of trains except on portions of the railroad where Rule 251 or Rule 261 is in effect. They do not dispense with the use or observance of other signals.

On any track signaled for traffic in both directions, block signals apply to trains in the direction of their movement on that track.

On any track signaled for traffic in one direction, block signals apply to trains moving with the current of traffic on that track.

509. When a train or engine is stopped by a Stop indication and such indication does not change promptly to a more favorable indication, a member of the crew must immediately communicate with the train dispatcher.

When the train dispatcher knows there is no opposing train in the block, he may verbally authorize the train or engine to proceed in the following form: "Proceed at restricted speed to the next signal".

When the train dispatcher does not positively know there is no opposing train in the block, he may verbally authorize the train or

engine to proceed in the following form: "Move forward until leading wheels are 100 feet past Stop signal, wait ten minutes, then proceed at restricted speed to the next signal".

In case of failure of means of communication, or if no means of communication is provided, train or engine must be moved forward until leading wheels are 100 feet past Stop signal, wait ten minutes, then proceed at restricted speed. If the track ahead is seen to be clear through to the next signal displaying a clear or approach indication, train or engine may proceed at restricted speed without waiting ten minutes.

S-510. When a train is stopped by a Stop-and-proceed indication at the leaving end of a siding, such indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and the track ahead must be taken before proceeding.

511. When block signal rules require movement at restricted speed, this speed must not be increased until the entire train has passed the next signal.

512. Where block indicators are used, the indications displayed do not relieve members of a crew from protecting their train as required by the rules.

513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at any switch operated by hand, it must wait five minutes after any switch connected with the movement has been operated to establish block signal protection.

Exception: Movement may be made to main track without waiting five minutes under the following conditions:

(a) Where block signal governing movement to main track displays an indication to proceed or block indicator indicates block clear.

(b) On single track, if switch to be used is opened immediately after an opposing train has passed.

(c) In CTC territory, when movement to main track is authorized by the control operator.

(d) When block is occupied by a standing train, engine or cars and switch to be used is within that block.

(e) When switch is equipped with a mechanical time lock or electric lock and indication is observed showing lock has released.

(f) At points where switches are in charge of an employe assigned to handle switches, when proceed signal is received from such employe, who must not give proceed signal until five minutes after switches have been properly lined.

514. A train or engine entering a block between signals must proceed at restricted speed to the next signal.

514 (A). A train, engine or cars on siding or other track must stand clear of insulated joints at the clearance point.

When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

515. A train or engine having passed beyond the limits of a block must not re-enter that block unless a member of the crew is sent far enough in advance of the movement to provide flag protection or the movement is authorized by the train dispatcher.

516. A train or engine which is to enter a siding or yard track may pass an automatic block signal displaying Stop or Stop-and-proceed indication at restricted speed without stopping, provided the track is seen to be clear and the switch to be used is lined for the movement.

INTERLOCKING RULES

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

605 (A). When a train or engine is stopped by an interlocking signal which governs the block beyond the interlocking limits, in addition to complying with interlocking rules, Rule 509 must be complied with on track signaled for movement in both directions. Compliance with that part of Rule 509 requiring communication with the train dispatcher shall be the responsibility of the control operator at an attended manually controlled interlocking.

606. When a train or engine has stopped for a signal displaying a Stop indication at a manually controlled interlocking and no conflicting movement is evident, a member of the crew

must immediately communicate with the control operator.

If unable to clear the signal, authority to proceed will be given in the following manner:

(a) When a proceed signal given with a yellow flag or a yellow light is received. Before giving such signal, employe authorizing the movement must examine the route to be used and know it is safe for the movement.

or

(b) At interlockings where distances make it impracticable for operator to examine routes and give hand signals, member of crew must be governed by instructions from control operator, examine routes and operate switches by hand as directed before proceeding.

or

(c) Where authorized by special instructions, when unable to communicate with control operator, movement may be made after lining all switches in route to be used and train or engine has occupied the track within interlocking limits but clear of any conflicting routes for a period of ten minutes.

Such movements must be made at restricted speed to the next signal or, if there is no other signal, through the interlocking limits.

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

608. When a manual interlocking station is unattended during a stated period of time, route or routes must be lined and signals caused to display proceed indication for route or routes specified.

If a signal for a specified route displays a Stop indication during the time the interlocking station is unattended, movement through the interlocking must be made at restricted speed after it has been determined that route is properly lined, and there is no conflicting movement. Rule 275 (A) must be complied with for dual control switch locations.

Movements on other than the specified route are prohibited except by signal indication or verbal authority of employe in charge.

609. If a switch, signal or signal appliance fails to function as intended, or if damage occurs to the track or interlocking, signals governing movements on routes affected must be caused to display Stop indication. No movements on such routes may be permitted until track and interlocking have been examined and it is known movement can be safely made.

610. When a track, switch, movable-point frog, derail or signal is undergoing repairs, is disconnected, or track is obstructed, controls involved must be properly blocked or marked to prevent their operation. Stop indications must be displayed for all routes affected until repairs are completed. Switch, movable-point frog or derail must be securely spiked or fastened if movement is permitted before repairs are completed.

611. Trains or engines stopped by the operator in making a movement through an inter-

locking, must not move in either direction until they have received the proper signal or authority from him.

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

613. When a train or engine is stopped by the Stop indication of an automatic interlocking signal, and no immediate conflicting movement is evident, a member of the crew must operate the time release.

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Where smash-boards are in use, instructions for hand operation are posted in release box.

RAILROAD RADIO RULES

650. Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's Operating Rules, the requirements of which are included in the following rules. An employe receiving inquiry concerning any violation of such rules shall answer the inquiry within 24 hours after receipt of notice.

651. All employes, except those specifically authorized to do so, are prohibited from making adjustments to a railroad radio set. Employes so authorized must carry their FCC operating license or verification card when on duty. If it appears that a radio transmitter is not operating properly, its use shall be discontinued. The train dispatcher or yardmaster must be notified when radio is not operating properly.

652. No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio.

653. No employe shall divulge or publish the existence, contents, purport, effect or meaning of any communication, (distress communications excluded), except to the person for whom the communication is intended, or to another employe of the railroad whose duties may require knowledge of the communication. The above applies either to the communications received direct or to any that may be intercepted.

654. Before transmitting, any employe operating a radio transmitting set shall listen a

sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

655. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible. All employes shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

656. Any employe shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

657. Employes must clearly identify the station, train, engine and employe transmitting or responding to a radio call, and must preface calls with the railroad name or use station call letters.

658. In radio conversation the following terms will be used:

Term	Meaning
Over	— end of transmission, over to you.
Out	— end of conversation.
Roger	— your transmission received and understood.

659. In certain areas some interference may develop with another railroad. In such cases, special care in making identification shall be used, and the employes concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

660. If any communication from a station other than another railroad radio station interferes with railroad radio service, the railroad employe shall endeavor to ascertain the identity of such station, and report the occurrence as soon as possible through authorized channels to the Superintendent, giving the exact time, nature of the communication and identity of the station, if possible.

Internationally, the word "MAYDAY" indicates a distress message, the word "PAN" an urgent message, and the word "SECURITY" a safety message. Railroad employes may hear such messages sent by aircraft, or, in coastal areas, by boats. Railroad employes hearing such messages must report them immediately through authorized channels to the Superintendent, in addition to taking such appropriate action to relieve the distress as may be possible.

661. When train or engine movements are to be made in response to radio transmissions, specific instructions must be given as to each movement to be made. When backing or pushing a train, engine or cars, distance of movement must be specified and movement must stop in one half the remaining distance unless additional instructions are received.

662. Railroad radio must not be used for transmitting when located less than 250 feet from the scene of blasting operations, account

hazard of detonating dynamite charge where electric caps are used.

The train dispatcher will, upon advice from the foreman in charge, notify all trains operating in that territory the location of such blasting operations.

663. When using railroad radio there may be times when employes are not able to contact, or get response from another train or wayside station. If necessary to transmit important information, it should be transmitted regardless of whether or not an acknowledgment is received. When such information is transmitted, and no acknowledgment is received, necessary action must be taken based on the belief that the information was not received.

ADDITIONAL GENERAL RULES

700. Employes will not be retained in the service who are careless of the safety of themselves or others, disloyal, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious, or who do not conduct themselves in such a manner that the railroad will not be subjected to criticism and loss of good will, or who do not meet their personal obligations.

700 (A). Employes who withhold information, or fail to give factual report of any irregularity, accident or violation of rules, will not be retained in the service.

700 (B). Theft or pilferage shall be considered sufficient cause for dismissal from railroad service.

701. Courteous, orderly conduct is required of all employes. Boisterous, profane or vulgar language is forbidden.

701 (A). Playing practical jokes, scuffling, wrestling or fighting while on duty or on company property, as well as throwing of tools or materials, is prohibited.

701 (B). Employes must not enter into altercation with any person, regardless of provocation, but will make note of the facts and report such incident in writing to their immediate superior.

701 (C). Employes whose duties are connected with the movement of trains or engines must not, while on duty, play games or read magazines, newspapers or other literature not concerned with their duties, or use radios or television other than those provided by the Company.

702. Employes must report for duty at the designated time and place. They must be alert, attentive and devote themselves exclusively to the Company's service while on duty. They must not absent themselves from duty, exchange duties with or substitute others in their place, without proper authority.

702 (A). Employes subject to call must not absent themselves from their usual calling place without notice to those required to call them.

702 (B). Employes must comply with instructions from the proper authority.

702 (C). Employes must not engage in other business or occupation unless they have applied for and receive written permission from the proper authority.

703. Employes must familiarize themselves with the Federal Hours of Service Law. Each employe governed by this law must notify the proper authority of the time the law requires him to be off duty early enough so that he may be relieved, if necessary, before exceeding the hours of service permitted by the law.

Any employe who may be called to report for duty before his legal rest period has expired must report the facts to the proper authority before accepting the call for service.

704. Employes must not disclose information regarding the affairs of the railroad to any person except to authorized officers or to persons authorized by law to receive it. They must not permit unauthorized persons to have access to books, correspondence, waybills or statistics in their charge.

705. Employes must exercise care and economy in the use of railroad property, and when leaving the service, or upon demand by proper authority, must return property entrusted to their care.

706. Unless specifically authorized, employes must not use the railroad's credit and must neither receive nor pay out money on the railroad account. Property of the railroad must not be sold nor in any way disposed of without proper authority. All articles of value found on railroad property must be cared for and promptly reported.

706 (A). All cases of robbery or attempted robbery, theft of property belonging to or in charge of the railroad, or other unusual occurrences at or in the vicinity of stations must be promptly reported by the quickest available means of communication to the Superintendent and confirmed by wire.

707. Employes are prohibited from altering, nullifying, changing design of, or in any manner restricting or interfering with the normal intended function of any device or equipment on engines, cars or other railroad property without proper authority except in case of emergency, in which case wire report must be made to proper officer.

708. Employes are prohibited from having loaded or unloaded firearms in their possession while on duty except those employes authorized to do so in the performance of their duties or those given special permission by the Superintendent.

709. No persons, except employes in discharge of their duties, or officers in line of

duty, will be permitted to ride on an engine, in a baggage, mail or express car or on a track car, without a written order from the proper authority.

710. Passengers will not be carried on freight trains except as authorized by timetable or special instructions, or as otherwise authorized. Trainmen must warn passengers on freight trains about the hazard of injury in starting and stopping and request they remain seated while train is moving.

711. Before stopping for meals, the conductor or engineer must notify the train dispatcher sufficiently in advance to avoid delay to their train or other trains.

712. Employes must observe trains closely and if anything unusual or defective is noted, such as hot journal, brakes sticking, dragging brake rigging, sliding wheels, indications of fire, lading shifted over side or end of car, protruding objects, swinging car door, or any other dangerous condition, they must make every effort to call the attention of the crew on the train to such conditions. If train is moving, stop signal must be given. Train dispatcher must be notified at once if unable to stop train.

713. When meeting or passing other trains, and when passing stations and points where trackmen or other employes are working, members of the crew on moving trains must be on the lookout for signals and take immediate action when necessary. When practicable, a member of crew on engine will advise crew on rear of train by radio that inspection of their train is being made.

713 (A). When a train is stopped to be met or passed by another train, crew of standing

train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or conductor must inspect the passing train from side nearest his own train.

713 (B). Unless directed otherwise by the train dispatcher, agent or operator must take a position outside of station building to inspect passing trains and must have fusee in his possession to give stop signals if necessary. At night a white light must be used in exchanging signals with crews of such trains.

713 (C). Members of the crew must watch their train closely, especially on curves and approaching switches, looking out for hot journal, brakes sticking, defective brake equipment, sliding wheels, indication of fire, load shifted, protruding objects, swinging car door or any other dangerous condition. If any unsafe condition is observed, train must be stopped at once and not moved unless safe to do so. If possible, defects should be remedied, but if this cannot be done and if car is not safe to run, it must be set out, and the train dispatcher notified.

713 (D). Members of crew on moving trains must, when practicable, make frequent inspection of track from rear of train.

713 (E). On freight trains such walking and roll-by inspection as time will permit must be made at all stops. Walking inspection will continue until entire train is inspected or until movement starts.

714. When car is set out account hot box, packing must be removed and fire extinguished. In addition, it must be ascertained that

there is no fire on car body, and that dust guard is not burning nor smouldering, taking whatever action is necessary before car is left, to eliminate the possibility of fire.

715. When persons who are evidently intoxicated, ill or in any other condition making them unfit to care for themselves, are seen in a position of danger in the vicinity of tracks or stations, they should be guarded from approaching trains and engines, and when unable to remove them to a place of safety, the proper authorities must be notified.

716. When stock is observed inside of right-of-way fence, the train dispatcher must be notified, and, if practicable, the sectionmen also notified. If livestock is killed or injured, a report must be made on the prescribed form.

When a train strikes livestock, train should be stopped if necessary, and inspection made to ascertain if any damage to equipment. If livestock is struck by trains near switches, the switches must be examined.

ACCIDENTS AND INJURIES

717. In an emergency, or in case of obstruction by accident or other cause, the employe upon whom the responsibility most naturally falls must assume authority until the arrival of an officer, and must at once report conditions and make suggestions as to forces, material and equipment required.

In case of damage to trains or structures wherein the security of company property or freight is involved, watchmen must be immediately stationed and arrangements made promptly for the protection of such property against theft, or loss from other causes.

718. When passengers or employes are injured, everything possible must be done to care for them properly. If they are able to be moved, they must be taken for treatment to the nearest place at which the company has a surgeon. If the case is urgent and the company surgeon cannot be immediately procured, the conductor, agent or person in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the company surgeon can take charge of the case.

719. In case of serious accident to a train, conductor must give attention to the safety, care and comfort of passengers, especially to those who are injured.

Bedding and equipment may be taken from sleeping cars for this purpose, the conductor arranging with sleeping car employes for proper record of all material used. When necessary, injured persons will be moved into sleeping cars.

When a number of persons are injured, the services of competent surgeons, preferably railroad surgeons in the vicinity, must be obtained without delay.

720. In accidents involving personal injury or death, it is not necessary to block the track or hold the train awaiting the arrival of doctor, ambulance, coroner or other county, city or village authorities. The procedure in such cases should be as follows:

(1) In case of injury to trespassers or others, injured person or persons must be taken to nearest station, when possible, and either placed in care of relatives or friends, or in the charge of the local county, city or village authorities. Necessary medical attention should be arranged with the distinct understanding that no expense, other than necessary first aid, will be assumed by the company without specific authority from either the Superintendent or general claim department.

(2) In case of death on a train, the body should be taken to the next station where services of an undertaker are available, and Superintendent notified immediately.

In case of death on company property, or when a corpse is found thereon, after exact position of body and surrounding conditions have been carefully noted, body should be moved to give clear passage for trains. An employe or other responsible person must be left in charge until coroner or undertaker arrives and Superintendent notified immediately.

In all cases, the proper public officer must be notified promptly and a wire report must be made to Superintendent.

721. Conductors in charge of trains carrying passengers must have supply of prescribed forms for taking names of passengers on trains involved in an accident. One of these forms should be completely filled out for each passenger on train, whether or not passenger claims injury, and passenger then requested to sign the form. If conductor's duties immediately following the accident are such as to prevent his obtaining these, he should delegate a trainman or some other available employe on train to procure them. These should be turned over to the claim agent as soon as he boards train, or to the Superintendent at destination, if not picked up by the claim agent.

721 (A). In case of personal injury, loss of life, or damage to property in which a train or any of its passengers is involved, the conductor must immediately secure the names, addresses and occupations of all persons involved, including all persons at the scene when the accident occurred and those arriving soon thereafter, regardless of whether these persons admit knowing anything about the accident. License numbers of automobiles nearby must be obtained. This information, obtained with the assistance of other employes when necessary, should be included in reports covering such occurrences.

Where signaling devices are provided, or crossing watchmen or flagmen are on duty, a special effort should be made to determine who, among the witnesses, can testify whether the signaling devices were functioning proper-

ly or if the crossing watchman or flagman was properly performing his duty. Names of witnesses who can testify relative to bell and whistle signals must be obtained when possible to do so.

722. When accidents resulting in personal injury or property damage occur on crossings in the vicinity of stations, the person in charge at point where accident occurred will immediately, with the assistance, if possible, of one or two disinterested persons not connected with the Company, locate on a rough sketch and show by actual measurement the position of all cars standing on tracks at or near the crossing. A report must be made to the Superintendent, describing the cars, giving the initials and number of each and their location with reference to the crossing where the accident occurred.

723. If an accident results in personal injury or death, all tools, machinery and other equipment involved, as well as premises where such accident occurred, must be promptly inspected by employe in charge of work or by other competent inspectors. A report of such inspection, stating the conditions found and names of persons making the inspection, must be promptly forwarded to supervising officer of person making the inspection.

Equipment involved in such accidents must, if possible, be marked for identification and placed in custody of an officer or responsible employe and held subject to the order of the general claim department or Superintendent, regardless of whether inspection reveals any defect.

724. When engines, cars or other rolling stock are involved in an accident resulting in personal injury or death, an inspection of the equipment must be made before such equipment leaves the place of accident. A further inspection must be made at first terminal by competent employes of the mechanical department. Report of the result of such inspection must be promptly forwarded to Superintendent.

725. Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized Company representatives.

FIRE AND EXPLOSIVES

726. Every precaution must be taken to prevent loss and damage by fire.

The cause of a fire must be ascertained, if possible, and promptly reported by wire to the Superintendent.

Buildings and structures must be kept free of refuse. Oily clothing or waste must not be stored in lockers. Stove pipe and flues must be kept in safe condition.

727. Employes must report at first opportunity the presence of fires on or near right of way, unless fire is being controlled by other employes. In case of danger of fire spreading to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

The conductor must promptly notify his engineer of fires which may have been started by their engine and require an inspection of the fire prevention appliances. Anything that

might cause a fire, except lighted fusees, must not be dropped or thrown from an engine or train.

728. In case of fire in a car containing passengers, caretakers or employes, the train must be stopped at once. Occupants who may be in danger must immediately be removed from such car or cars and prevented from re-entering such car. Every effort must be made to extinguish the fire. After all occupants have been removed to safety, if it is then found to be impossible to extinguish the fire at the point where train is stopped, the conductor, if advisable and if it can be done with safety, will have train, car or cars moved to the nearest available point where assistance is obtainable.

In case of fire in or between airconditioned passenger cars, immediate action must be taken to shut off airconditioning blower fans on such cars.

729. Employes must familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and flammables and be governed thereby.

When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

730. Stored cars, except those of all steel construction, must be fire-spaced in cuts of ten cars each, 100 feet apart.

TRAIN AND YARD SERVICE

800. The general direction and government of a train is in charge of the conductor and all persons employed on the train are subject to his instructions.

Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineer who shall be equally responsible with him for the safety and proper handling of the train.

801. When there is no conductor, or when the conductor is incapacitated, the engineer will, unless otherwise directed, have charge of the train and will be governed by the rules prescribed for conductors.

802. Conductors and engineers must know that their subordinates are familiar with and perform their duties and comply with rules and special instructions. They must ascertain the extent of their subordinates' experience, instructing them when necessary, in the proper and safe performance of their work.

803. Where a yardmaster is employed, the general direction and government of the yard is in his charge. At such locations, employes in yard, train and engine service must comply with his instructions. Where no yardmaster is employed, such employes will be governed by instructions of agents in doing work at stations.

803 (A). The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employes working in the yard. He must see that they carry out their work in a safe, efficient and economical manner, in accordance with the

rules, regulations and instructions of the Company. He is charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

804. Members of train and engine crews must observe the indication displayed by train order signals, be prepared to and pick up any train orders or messages, keep a sharp lookout for signals displayed by other trains, and keep in mind the requirements of rules, timetables, train orders, special instructions, bulletins or general orders and messages affecting the movement of their train, and must call attention to or take necessary action in event of any oversight or mistake.

There must be no failure to keep a careful lookout ahead, especially while passing through cities, towns and yards.

804 (A). Other members of the crew in cab of engine must give instant notice to the engineer of any signals or indication of danger or obstruction, or if there is any reason to believe their train may strike a person or object on the track.

On freight trains, a trainman must ride in control cab of engine at front of train when train is moving between stations.

804 (B). When conditions or signals require that the train be stopped or speed of train be reduced and the engineer or conductor fails to take proper action to do so, or should the engineer become incapacitated, other members of the crew must take immediate action to stop train, using emergency brake valve if necessary.

804 (C). Members of the crew must know by the speed of train, grade, or air gauge that train is being handled safely and under control, and, when necessary, take immediate action to get train under safe control.

805. Derricks, cranes, draglines, dozers and similar equipment, either on-track or off-track, must not foul a track until protection has been provided in both directions on tracks affected. Before a train or engine is permitted to pass, operation of such equipment must be stopped and booms or other projecting parts must be secured to clear the track to be used.

805 (A). When performing work train service, signal 15*(b)* or 15*(h)* must be sounded before each movement is made.

805 (B). Trains unloading ballast, rail, ties or other track material must stop unloading when a train or engine is approaching or passing on an adjacent track.

805 (C). Derricks or similar rotating machines must not be turned or swung while traveling either under their own power or while being handled by an engine except where such combined rotating and traveling movement is necessary in short moves of less than 100 feet or in continuous travel and swinging operations.

A careful lookout must be maintained to avoid contact with overhead wires or other overhead obstructions.

805 (D). When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practic-

able, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving, wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

805 (E). Open-top or flat cars loaded with pipe, lumber, poles or other lading which has a tendency to shift, must not be handled in train next to engine, caboose, occupied outfit cars or passenger cars.

806. Before coupling to or moving outfit cars, notice must first be given all occupants, and all ladders and other equipment cleared before moving.

When occupied outfit cars are set out or taken into yards in trains, the train dispatcher and the yardmaster must be promptly notified. When practicable, occupied outfit cars should not be placed adjacent to or in buildings or structures.

Tracks upon which occupied outfit cars are located should not be used for meeting or passing trains, if it can be avoided.

807. Except in emergency, cars must not be left on sidings without authority. The train dispatcher must be immediately notified when cars are left on sidings.

808. Employes performing switching must do so efficiently and in a manner which will avoid personal injury, damage to contents of cars, equipment, structures or other property.

808 (A). Before coupling to or moving cars or engines it must be known that they are properly secured and can be coupled to and moved with safety.

808 (B). Before coupling to or moving cars on tracks where cars are being loaded or unloaded, gangplanks, conveyors, tank couplings, elevator spouts and similar loading or unloading devices, must be removed and clear for the movement. All persons in or about the cars must be notified and cars must not be moved unless movement can be made without endangering anyone. When such cars are moved, they must be returned to their former location unless otherwise directed.

808 (C). Before shoving cars, the cars must be coupled and slack stretched to be sure all couplings are made. Before shoving cars it must be known there is sufficient room to hold the cars.

Cars must not be shoved out to foul other tracks unless the movement is properly protected.

808 (D). When cars are being shoved and conditions require, a member of the crew must take a conspicuous position on the leading car.

808 (E). When switching or placing cars, they must be left where they will fully clear passing cars on adjacent tracks and where they will not cause injury to employes riding on the side of cars.

808 (F). Where engines may be working at both ends of a track there must be a proper understanding between the crews involved.

809. When cars are left on any track they must be properly secured. When cars are de-

tached from other cars it must be known that the cars left are properly secured. If the track is on a grade and hand brakes are not sufficient, wheels must also be blocked or chained and, when practicable, cars must be coupled together. In setting brakes on cars on a grade, brakes must be set on low end of the cut of cars and slack must be bunched to know cars will stand when engine is cut off.

810. The following equipment must not be unnecessarily switched with nor couplings made in such a manner as may cause damage to equipment or load:

Flexivan or TOFC cars;

Outfit cars;

Passenger equipment;

Cabooses;

Multi-level loads;

Cars containing livestock;

Open top loads subject to shifting.

811. Before making a running switch, all members of the crew must understand the movement to be made. It must be known that switches and brakes are in working order. The engine must be run on straight track when practicable.

Running switches must not be made under the following conditions:

With cars containing explosive, flammables or poison gas;

Over or through spring switches or within interlocking limits;

Over or through remote control or dual control switches when the power is on.

812. Trains and engines must be handled in a manner that will avoid shock from abrupt stopping, starting, or slack action, which might result in discomfort or injury to persons or damage to property.

Conductors must call the attention of engineers to any rough handling as soon as the information can be given, and will make prompt report to the Superintendent of any improper handling of trains.

814. Train must not be left standing unattended on a grade, unless air brakes are released, slack is bunched and train properly secured by hand brakes.

Before an engine is detached from a train on a grade, a sufficient number of hand brakes must be applied on the low end of train to hold train; the air brakes must be released and the slack bunched against cars on which the hand brakes are applied.

When engine is recoupled to train, hand brakes must not be released until air brake system is fully recharged.

When shoving train on descending grade, sufficient hand brakes must be set on low end of train to control slack.

815. When an engine is stopped in a tunnel under conditions preventing prompt movement, diesel engines and steam generators must be shut down promptly, air brakes must be fully applied and, in addition, hand brakes must be applied on each unit, and sufficient hand brakes applied throughout the train to prevent movement should air brakes leak off.

816. A running test of brakes on a passenger train must be made, when practicable, two

miles from meeting points, junctions, railroad crossings, drawbridges, and other points where failure of the brakes to operate properly would result in hazard.

817. Should the air brakes on a train become ineffective, the train must be stopped and engineer must notify the conductor at once.

If the air brakes are so ineffective as to interfere with the safe handling of the train, Superintendent must be notified. Further movement must be authorized by the Superintendent.

818. When the back-up movement of a passenger train is to be controlled by a back-up hose or valve, the conductor or other competent employe must be at the rear and the brakes must be tested as prescribed by the air brake rules.

819. Employes will be governed by the current air brake rules and instructions issued by their Company while working upon the property of any railroad governed by these rules.

820. Members of the crew must by personal attention make every effort to insure departure of their train without avoidable delay. They must expedite the movement of trains and performance of station work.

821. Trainmen must attend to the needs of those in charge of livestock and other freight, see that cars occupied by them are given proper attention as to heat and water, and information given as to stops for meals or change of cars. Attendants and other passengers authorized to ride on freight trains should only be permitted to get on or off when train is stopped.

PASSENGER SERVICE

870. Train employes must give attention to the comfort of passengers, and give assistance to children who are unattended, and to persons who are ill, infirm, inexperienced, or otherwise unable to care for themselves.

870 (A). Conductor or trainman must patrol train frequently. Conductor must be advised at once of any irregularities or improper conduct on the train.

871. Train crews must see that hand baggage is safely stowed. Hand baggage, packages and other parcels may be placed in overhead racks provided for that purpose when it can be done with safety. Otherwise, such articles must be placed on floor of car but not in aisle.

872. Conductors must not permit intoxicated or disorderly persons to get on their trains; nor persons mentally incompetent, unless accompanied by an attendant. They must not permit obscene or profane language, nor interference with or annoyance to other passengers, or other misconduct.

874. No person will be allowed to ride without proper transportation, and conductors must collect fare from all persons traveling without it.

If there is doubt as to the right of a passenger to continue on transportation presented, or as to the proper course to be pursued, the facts in the case must be reported by wire to the Superintendent.

875. When examining transportation held by passengers destined to stations reached by connecting trains, conductors must inform pas-

sengers where they are to change cars or trains; also where connecting trains will be found at stations where they transfer and the approximate leaving time.

Approaching and before leaving stations, proper announcement necessary for the information and guidance of passengers must be made by trainmen. Before departure, when visitors are permitted on trains, announcement must be made, "Visitors off, please".

Conductors will see that employes of sleeping and parlor cars give their passengers sufficient notice as to leaving train.

876. As far as possible, conductors must see that passengers are provided with seats and that no one is allowed to occupy more than a single seat to the exclusion of others. When there are not seats enough in the coaches and there are vacant seats in any parlor or sleeping car (except chartered cars) passengers may be seated therein and train conductors will arrange with parlor or sleeping car conductors accordingly. Such seats must be surrendered as soon as there is room in the coaches or whenever they are wanted for regular use. Seats in sleeping cars must not be so assigned or occupied at night after the regular passengers have retired.

877. Train employes must not occupy seats with passengers, nor enter into conversation with them or other employes further than is required in the discharge of their duty.

878. If necessary to eject a passenger from a train, discretion must be used. Local rules, state laws and the conditions shall govern. Conductors will call upon local peace officers or

upon railroad police for assistance when necessary.

If a passenger is ejected from a train, the names and addresses of all witnesses and their statements in writing, if possible, should be obtained. Passengers must not be ejected except where shelter and food may be obtained.

879. Articles found in trains must be labeled with train number, car number and name of finder, and upon arrival at terminal or junction station must be turned over to agent or baggage agent and receipt secured.

880. When a conductor delivers a train to another conductor, he must inform him of any facts necessary for the relieving conductor to know. Care must be exercised to properly transfer transportation. Except as otherwise arranged, passenger trainmen will remain at their train in uniform until the train is vacated, or until they are relieved.

885. When trains are diverted from their regular tracks on which they usually pick up mail, arrangements must be made for getting that mail.

886. If a passenger train makes an improper station stop or it is necessary to move train after making a stop, engineer must give signal **15** *(b)* or **15** *(h)* and receive proper signal from conductor before moving train.

887. Side doors and trap doors of vestibules must be kept closed when trains are moving except when necessary to check signals or inspect train or immediately before stop is made to handle passengers.

When a train is standing to meet or to be passed by another train at a point where no passengers are to be received or discharged, the vestibule doors must be kept closed on the side on which the approaching train is to move, unless a trainman is in position to prevent passengers from alighting.

888. When occupied passenger equipment is being switched, or while standing uncoupled, end gates, bars or chains must be in position to protect open ends of cars. Such protection must also be provided the rear car of all trains.

When not equipped with gates, bars or chains, rear door of last car must be kept locked, otherwise all doors on ends of occupied passenger cars must be kept unlocked at all times when train is moving.

The vestibule curtains must be drawn across the diaphragms on passenger equipment while being handled in passenger, mail or express trains.

Account buffers not being protected by curtains, gate at end of car next to baggage or mail cars must be closed at all times to prevent personal injury.

When necessary to uncouple passenger equipment, the vestibule curtains and steam connections must be disconnected and electrical connectors must be taken down.

890. Train employes must familiarize themselves with the instructions governing heating, lighting, ventilation and airconditioning of cars and see that the instructions are complied with, and that cars are properly supplied with water or ice and are kept clean.

When a passenger car cannot be properly heated or airconditioned, conductor must make wire report to designated officers.

891. During extremely cold weather, engine must not be detached from passenger train if it can be avoided. If it is necessary to do so, or if train is separated, steam line must be drained and steam connections between cars disconnected when necessary to prevent freezing.

Engine or detached portions of train must be recoupled and steam line connected as quickly as possible to avoid discomfort to passengers.

892. Dangerous gases present in exhausts from various types of engines, steam generators, or engines of the Waukesha or similar type may cause incapacitation or fatalities if in sufficient concentration as might result when a train is stopped in a tunnel.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

In the event a passenger train, regardless of the type of power being used, is stopped in a tunnel, cars within the tunnel must have air circulating systems, including airconditioning systems, ice machines and engine generators shut off, fresh air intake shutters closed, and blower fans shut off.

The same action must be taken when a passenger train is stopped in snow of sufficient depth to prevent dissipation of exhaust gases. Certain gases are not readily detected by odors and this action must be taken immediately and

time not wasted in determining when train may be started. Take safe course and act at once.

Train dispatcher should be notified immediately so that proper arrangements can be made for protection of persons and equipment.

FREIGHT SERVICE

900. Conductors are responsible for the security of all freight in their trains while in their charge, and for its delivery, with the necessary waybills or manifests, at its destination or at terminals.

901. When either loaded or empty cars are placed in a train enroute, the doors must be closed and properly secured.

902. When cars in trains have been pilfered or broken into, conductors must notify the Superintendent and railroad police from the first available point, giving car number, seal numbers and as much information as practicable.

903. Employes must conform to Federal and State laws governing the handling of livestock. Any unusual conditions must be reported promptly to the proper authority.

904. When necessary to set out bad order cars, a wire report must be made promptly to the Superintendent, showing:

initial and car number;
contents and waybill reference;
station and track where car set out;
nature of defect;
disposition of waybill.

Waybill will be left with agent, or if no agent at point where car is set out, waybill must be taken to next terminal, with proper endorsement showing why and where car was set out.

When cars with any defects are picked up, the same information should be given, and if received from another railroad, this information should be shown.

When a car is unsafe to run because of defects in car or insecure or improper loading, it must not be taken from a station, in which case a report must be made promptly to the Superintendent.

When repairs are made to foreign cars, a report on prescribed form must be made.

If cars containing valuable equipment or freight liable to be stolen are set out short of destination at a point where there is no agent, the Superintendent must be notified by wire.

905. Unless otherwise directed, when conductors are notified that loaded cars are ready for their trains at locations which are reached before the billing station for such locations, the cars may be taken to the billing station, where the proper waybills must be procured or the cars set out. When the billing station is reached first, the waybills for cars that are expected to be ready to go forward from such location may be taken; but if the cars are found not ready to go, the waybills must be promptly returned by mail to the billing agent with a statement showing why the cars were not taken. The Superintendent must also be notified by wire.

906. If there is no agent where the freight is left, conductors must check upon the waybill

all freight so left, making the proper record on the face of the waybill of all freight over, short or damaged, and must deliver waybill and any freight that is over to the agent at billing station for such locations, unless otherwise instructed.

907. When taking freight from a station where there is no agent, conductors must carefully check the freight, see that it is properly marked and accompanied by a shipping order, and that such orders are delivered to the billing agent for such station, who will furnish the proper billing.

908. Conductors must check all freight loaded by them with the waybills, making the proper record on face of waybill of anything over, short or damaged.

909. When freight is transferred from one car to another, proper record must be entered on face of the waybill, including the date, point of transfer, initials and number of car to which transfer is made, and exceptions as to over, short or damaged freight.

910. After loading, unloading or transferring, freight remaining in cars must be properly stowed.

ENGINE SERVICE

920. The engineer is responsible for the safe and efficient operation of the engine in his charge and all persons employed thereon must obey his instructions.

921. At locations where engines are serviced, engine must not be moved or any of its machinery operated, until all servicing equipment has been disconnected, attendants are clear of engine and it is known that movement can be made without injury to anyone.

922. Any defective condition of the engine must be promptly reported to the proper authority, and a record made on the prescribed form of the repairs required.

STATION AGENTS AND OPERATORS

951. Agents have charge of station employes. They are responsible for the railroad's property and other property entrusted to the railroad in the transaction of its business. They must not permit unauthorized persons to frequent offices.

952. Agents and operators must see that stations have the necessary flagging equipment ready for immediate use.

953. Preferred attention must be given to train order service. Operators must assist in clerical or other station service when called upon, but must be within hearing of the communication facilities at their station when possible.

In offices where several operators are on duty at the same time, only one operator on each shift will be permitted to handle train orders and clear trains, except when service

requires more than one train order operator and then the work must be arranged so that not more than one operator on a shift will handle train orders and clearances for the same territory.

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

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

954. Agents and operators must keep train dispatchers informed as to weather conditions, particularly in regard to fog, heavy wind, rain or snow. Indications of abnormal weather conditions not in immediate vicinity of station but which may affect track or bridges must also be promptly reported.

When there are indications of heavy winds, cloudbursts or abnormal weather conditions, agents and operators must see at once that cars at their stations are secured so that they will not move.

956. Agents and operators will be held responsible for the prompt acceptance, transmission and delivery of messages. If the person to whom the message is addressed cannot be located, they must notify the office at which it originated, without delay.

All messages filed must show filing time and all proper sending notations. Messages telephoned must show date, time. to whom and by whom telephoned.

957. Line-up must be repeated by one or more of those copying it. Each person copying

the line-up must observe whether it is repeated correctly and, if not, will immediately call attention to any error.

Persons copying line-ups shall make as many copies as necessary. When operators copy line-up a file copy shall be retained bearing the signature of all persons to whom copies are issued. When necessary to recopy a line-up it must be repeated to the train dispatcher.

958. Operators going off duty must make a written transfer on the prescribed form of all undelivered train orders and messages, instructions, including CTC instructions, unfinished business, condition of wires, position of train order signal and overdue trains.

The operator going on duty must not handle the train order signal, train orders, or CTC control machine until the transfer has been completed. Each operator must personally sign the transfer. When shifts are not continuous, the transfer will be made in the same manner.

959. At stations not open continuously, agents and operators must post their addresses, telephone number and station hours in a conspicuous place.

960. Agents must see that the station buildings and grounds connected therewith are kept neat and clean and in proper condition for the accommodation of passengers and the handling of freight.

962. Agents must acquaint themselves with the business interests of the people among whom they are situated, use all proper means to secure traffic and act with the view of accommodating the public, and promoting the best interests of the railroad, notifying the proper officer of anything affecting his depart-

ment, detrimental thereto or conducive to its good, present or prospective.

963. Agents shall report promptly to the Superintendent any information of possible action by Federal, State, County, Township, Municipal or other authority, corporation, or individual coming to their notice which will in any way affect the railroad.

965. Notices to the public must be neatly posted in conspicuous places in the station; other advertising matter must not be posted on the premises except when properly authorized, and then only at places designated for that purpose. Train information boards must be kept in a neat condition and must bear such current information regarding trains as is required by instructions or by law.

966. Agents must familiarize themselves with the boundaries of the railroad property at their stations, and must not permit any encroachment thereon.

Unless provided for by lease, they must not allow any commodities to be placed on grounds or right-of-way at their stations for the purpose of storage without written permission from the Superintendent, and then only after release on prescribed form has been executed by the owner.

970. Agents must give prompt attention to correspondence; keep the record and accounts promptly and neatly compiled in the manner prescribed by the departments to which they relate, and submit them to the traveling auditor or other authorized officer for examination as may be required. Tariffs must be properly filed.

971. Except where conditions require, agents must not permit material or cars to be placed near public crossings in such position as to prevent a clear view of approaching trains.

As far as practicable, they must see that brakes are set on cars at their station, and when cars are standing on a grade or brakes are defective, that wheels are securely blocked.

972. When unloading of cars is delayed by refusal of consignee to accept freight, or from any other cause, agents must report the matter to the proper officer and obtain disposition therefor. If company material is not unloaded promptly, the Superintendent must be notified.

973. Agents must make every effort to see that cars are moved promptly and notify Superintendent when they are unduly delayed. Conductors must be furnished necessary switch list.

974. When cars are set out short of destination, agent must wire the Superintendent the contents, destination and why and where set out. The date and train in which such cars are forwarded must also be reported. Prompt report must be made of the completion of repairs to bad order cars.

975. Agents must see that all freight loaded is safely and properly stowed and, when necessary, see that it is securely fastened to prevent loss or damage by falling, shifting, chafing, breaking or by contact with any contaminating substance.

976. The required cards or placards must be applied to cars as indicated by the special instructions relating thereto, and all old cards,

except home route and defect or repair cards, must be removed before cars are forwarded.

977. Less-than-carload freight to be loaded or unloaded must be checked and anything irregular noted on the waybill.

All freight which requires shelter must be promptly placed in freight house or in cars.

978. Offices, freight and baggage rooms must be locked, and cars containing freight which can be closed must be sealed or locked at all times, except when the agent or other authorized person is in immediate charge thereof. Seals must be kept in a secure place and the required seal records made.

979. Freight, baggage, mail or express must not be left between main tracks, nor within six feet of the edge of main track platforms.

980. Skids, trucks and scales, when not in use, should be placed in baggage room or warehouse. If necessary to leave them on platforms, they should be lined up at the end or in the rear of station building. When left on platforms, trucks must have wheels chained or otherwise secured and handles hooked up.

TRAIN DISPATCHERS

990. Train dispatchers will issue train orders and must transmit and record them as prescribed by the rules. They must make the various records required and must comply with special instructions, including "Train Dispatchers Manual", where provided.

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