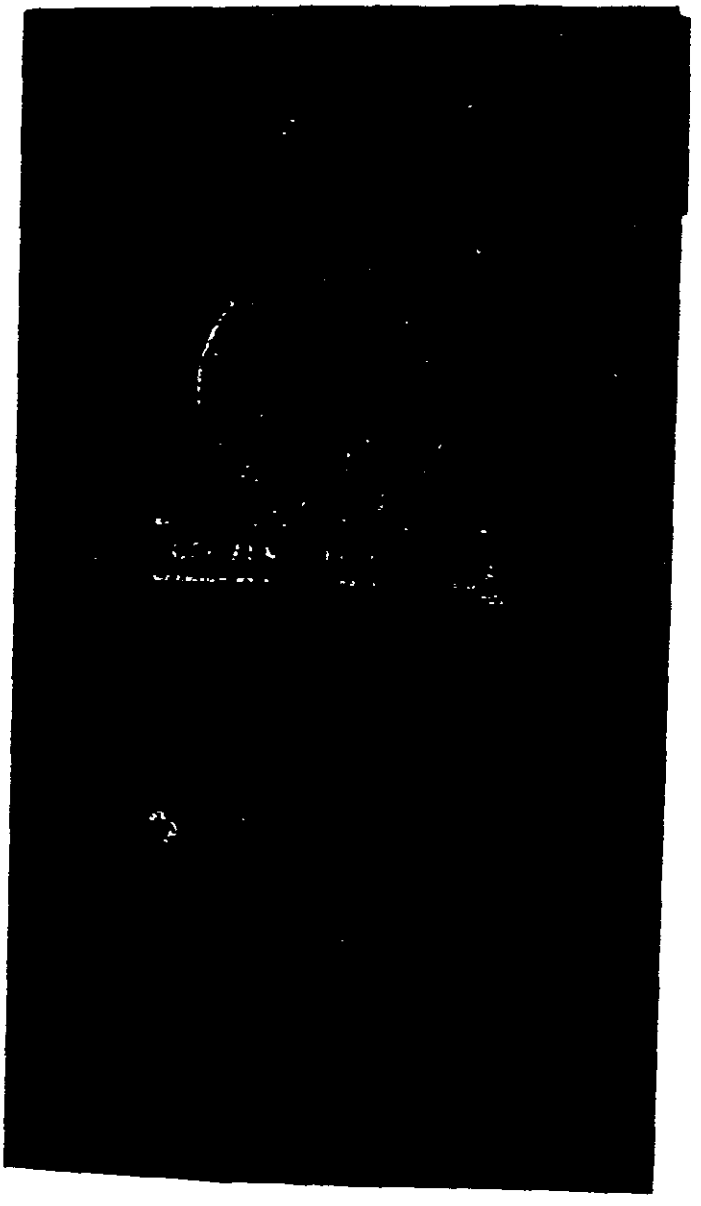


THIS BOOK IS THE PROPERTY OF

SOUTHERN RAILWAY SYSTEM

ISSUED TO

Name

Occupation

and must be returned to the proper officer when called for, or when leaving the service.

Decimal Page Numbers: When issued, pages numbered 56.1 and 56.2, for example, should be inserted *between* page 56 and page 57, etc.

This book contains revised pages as follows:

Page	Dated	Page	Dated
1	Dec. 15, 1975	31	Feb. 15. 1975
2	Dec. 15, 1975	35	Dec. 15. 1975
3	May 1, 1972	36	Dec. 15. 1975
4	Nov. 1, 1974	36.1	Dec. 15. 1975
5	May 1, 1972	36.2	Dec. 15. 1975
6	May 1, 1972	37	Feb. 17. 1975
7	Dec. 15, 1975	38	Feb. 17. 1975
11	Dec. 15, 1975	38.1	Feb. 17. 1975
12	Dec. 15, 1975	38.2	Feb. 17. 1975
13	Dec. 15, 1975	44	Feb. 17. 1975
14	Dec. 15, 1975	44.1	Feb. 17. 1975
20	Nov. 1, 1974	44.2	Feb. 17. 1975
21	Nov. 1, 1974	47	Apr. 25. 1973
24	Feb. 17, 1975	48	May 1. 1972
24.1	Feb. 17, 1975	49	May 1. 1972
24.2	Feb. 17, 1975	50	Dec. 15. 1975
28	Feb. 17. 1975	50.1	Dec. 15. 1975
29	Feb. 17, 1975	50.2	Dec. 5. 1974
30	Feb. 17. 1975	51	Dec. 5. 1974

(Cont'd)

Page Revised
Dec. 15. 1975

List of revised pages (cont'd)

Page	Dated
52	Apr. 25, 1973
55	May 1, 1972
56	May 1, 1972
56.1	May 1, 1972
56.2	Nov. 1, 1974
57	Nov. 1, 1974
58	Nov. 1, 1974
59	Nov. 1, 1974
60	Nov. 1, 1974
62	Apr. 25, 1973
67	Feb. 17, 1975
68	Feb. 17, 1975
70	Feb. 17, 1975
71	Feb. 17, 1975
72	Feb. 17, 1975
84	Feb. 17, 1975
85	Feb. 17, 1975
89	May 1, 1972
92	Feb. 17, 1975
92.1	Feb. 17, 1975
92.2	Feb. 17, 1975
92.3	Feb. 17, 1975
92.4	Feb. 17, 1975
100	Dec. 15, 1975
101	Dec. 15, 1975
102	Dec. 15, 1975
123	Apr. 25, 1973
124	Apr. 25, 1973
125	Apr. 25, 1973
126	Nov. 1, 1974
136	Dec. 15, 1975
136.1	Nov. 1, 1974
136.2	Nov. 1, 1974
137	Nov. 1, 1974
140	Dec. 15, 1975
158	Nov. 15, 1972
159	Apr. 25, 1973
160	Apr. 25, 1973
160.1	Apr. 25, 1973
160.2	Apr. 25, 1973
164	May 1, 1972
167	Nov. 15, 1972
177	Nov. 1, 1974
178	Nov. 1, 1974
179	Nov. 1, 1974
180	Nov. 1, 1974
181	Nov. 1, 1974
182	Nov. 1, 1974
183	Nov. 1, 1974
184	Nov. 1, 1974
185	Nov. 1, 1974
186	Nov. 1, 1974
187	Nov. 1, 1974
188	Nov. 1, 1974
189	Nov. 1, 1974
190	Nov. 1, 1974
i	Feb. 17, 1975
ii	Dec. 15, 1975

SOUTHERN RAILWAY SYSTEM

OPERATING RULES

The rules herein set forth govern operations on the lines of Southern Railway System. The words "railroad" or "railway" or "Company" herein cover any company whose management by proper order makes these rules effective.

All previous Operating Rules applicable to System companies are hereby superseded. To the extent previous bulletin instructions or special instructions are inconsistent herewith, and only to that extent, they are hereby superseded.

Further instructions may be issued by proper authority.

L. S. CRANE
Executive Vice President,
Operations

Effective June 1, 1970
Revisions effective as dated

Page Revised
May 1, 1972

SOUTHERN RAILWAY SYSTEM

The Alabama Great Southern Railroad Company
Atlantic and East Carolina Railway Company
Camp Lejeune Railroad Company
Central of Georgia Railroad Company
The Cincinnati, New Orleans and Texas Pacific Railway Company
The Georgia Northern Railway Company
Georgia Southern and Florida Railway Company
Interstate Railroad Company
Live Oak, Perry and South Georgia Railway Company
Louisiana Southern Railway Company
New Orleans Terminal Company
Norfolk Southern Railway Company
St. Johns River Terminal Company
State University Railroad Company
Southern Railway Company
Tennessee, Alabama & Georgia Railway Company
Tennessee Railway Company
Woodstock & Blocton Railway Company

Page Revised
Nov. 1, 1974

GENERAL NOTICE

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

Obedience to the rules is essential to safety.

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

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

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

Cooperation is essential to success.

Operating rules have evolved from experience of many people on many railroads over many years, and will continue to do so. Constructive suggestions to improve operating rules, when submitted to transportation officers, will be forwarded through channels, with recommendations, to the Executive Vice President—Operations.

GENERAL RULES

A. Employees whose duties are prescribed by these rules must provide themselves with a copy.

Employees whose duties are in any way affected by the timetable must have a copy of the current timetable with them while on duty.

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

If bulletin instructions conflict with special instructions, the instructions bearing the later date will govern.

C. Employees must pass the required examinations.

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

F. Accidents, detention of trains, failure in the supply of water, fuel or electric power, defects in track, bridges, signals, pole lines, highway crossing protective devices, fires on or near the right of way, or any unusual conditions that may affect the movement of trains, must be promptly reported by quickest available means of communication to the proper authority.

G. An employee who reports for duty under the influence of alcohol or other intoxicant, an amphetamine, a narcotic drug, a hallucinogenic drug, or a derivative or combination of any of these, or who uses any of the foregoing while on duty, will be dismissed. Use of or being under the influence of any of the foregoing while on Company property or equipment is cause for discipline. *(Effective March 10, 1972)*

H. The use of tobacco by employees on duty while serving patrons at stations and on passenger cars in the presence of passengers is prohibited. Smoking will not be permitted in areas protected by "No Smoking" signs.

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

K. Employees and others authorized to transact business at stations and on or about trains must be courteous, neat in appearance, orderly

and quiet. The distribution of advertising literature is prohibited unless authorized by proper officer.

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

M. Some platforms, bridges and other structures, mail cranes, switch stands and tunnels will not clear a person on the top or side of a car or engine. Employees must become familiar with these and other places and protect themselves from injury.

Employees must not do any work in a manner that will jeopardize their own safety, or that of their fellow employees. They must know that appliances, tools, supplies and facilities used in performance of their duties are in proper condition. If not, they must have them put in order before using them. It is the duty of every employee to examine them to determine their condition.

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

N. Accidents involving personal injuries to employees, passengers or others must be promptly reported by quickest available means of communication to the proper authority.

If medical attention is needed, Company physician must be called. If he is not available, the nearest physician must be called. *(Effective Dec. 13, 1975)*

If fatal injury occurs, the proprieties must be observed, and body left in charge of a public officer, an agent or responsible employee.

When a number of persons, whether passengers, employees or others, have been injured, after proper attention has been given to the injured, the conductor must render Accident Report, Form 22, to the superintendent, giving the names and addresses of the injured and the extent of their injuries. The names and addresses of non-injured passengers are required in cases of derailments or other serious accidents to passenger trains.

O. When persons are injured by appliances on engines, cars, tools or machinery, such equipment must be immediately inspected and Accident Report, Form 22, must be made, giving the numbers and initials of engines and cars, with names, occupations and addresses of the persons making the inspection, which must be made before the cars or engines leave the place where the accident occurred, and afterward at the first opportunity an inspection must be made by a mechanical representative. Such tools, machinery or other equipment or appliances must be marked for identification and when practicable placed in custody of an officer and held subject to the order of the claim agent or superintendent.

P. When persons are injured or when automobiles or other vehicles are struck by or collide with trains, engines or cars on railroad tracks, at crossings or elsewhere, the conductor in filling out Accident Report, Form 22, must obtain the names and addresses of all persons at or near the crossing or arriving soon after the accident, and full license tag identification of all automobiles nearby, whether or not the occupants admit

knowing anything about the accident. Where crossing gates or flashing light signals are in operation, an effort should be made to determine who, among the witnesses, can testify that the apparatus was properly functioning, and who can testify regarding whistle and bell signals given by the engineer.

R. Employees must not divulge to any person other than the shipper, consignee or a duly authorized public officer, any information concerning shipments of freight, which information might be used to the disadvantage of the patrons of the railroad.

Information detrimental to the Company's interests must not be divulged except to proper officers or to others authorized to obtain such information.

GENERAL REGULATIONS

GR-1. These General Regulations, so styled for convenience, may be cited as "Rule GR-1," etc.

GR-2. As a condition precedent to entering the service, all applicants will be required to fill out prescribed forms and pass required examinations.

GR-3. Rules are subdivided and captioned for convenience. They must be observed when they relate in any way to the proper discharge of the duties of any employee.

GR-4. All employees must follow instructions from proper authority, and must perform all duties efficiently and safely.

GR-5. An employee will not be permitted to engage in other business that is detrimental to, or in competition with, the Company. An employee must not perform work for himself or others on Company property or during his tour of duty without permission.

GR-6. An employee having a financial interest, either directly, or indirectly through any member of the employee's family, in any sale or purchase by the railway of salvage material, or acting in any capacity as, or as the representative of, a buyer, seller, or commission agent dealing in railroad salvage, without written approval of the Vice President—Operations, will be disciplined.

GR-7. An employee suspended or dismissed from one department or division will not be employed by another department or division without approval of the General Manager.

GR-8. The rules in regard to Hours of Service must be properly applied and observed. Employees must fill out time returns showing hours on duty and other information called for thereon.

GR-9. Inspection of passing trains for hot journals, dragging equipment, sticking brakes, insecure lading or any other hazard to safe movement, with appropriate notification by hand signal or other communication to employees on the train, is required of all employees who are near the track. They must also notify the train dispatcher when any such hazard is observed. Inspection on both sides is required when two or

more employees can safely position themselves in advance.

GR-10. Bulletins will be issued and canceled over signatures of general and division officers.

Bulletins will be numbered consecutively on each division beginning January 1 each year, and must be posted in each bulletin book. Employees in charge of bulletin books must post bulletins as received, noting on them date and hour posted.

Locations of bulletin books will be listed in division and terminal timetables.

Conductors, engineers, trainmen, firemen, yardmasters, yardmen, hostlers and hostler helpers must read and comply with the instructions in posted bulletins. *(Effective April 15, 1973)*

Note—Firemen, hostlers and hostler helpers are not used in all circumstances. Rules for firemen, hostlers and hostler helpers, wherever printed in this rule book, apply when such employees are used.

GR-11. Train and engine service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy roof of a car or caboose may do so only when equipment is standing.

GR-12. When a pilot is assigned to a train the requirements of the rules, including the execution of train orders, also apply to the pilot.

GR-13. *(Effective Sep. 1, 1975)*

Employees must not:

(a). Ride on side or end of moving equipment when passing platform or building, or stand between moving equipment and platform or building.

(b). Mount or ride the end footboard of a moving engine.

(c). Ride, step or stand on cut lever, coupler or center sill.

(d). Ride in or place arms or legs in cars with lading that may shift, except when necessary to load or unload material in cars moving no faster than 5 MPH.

(e). Ride or walk on tank car running board near dome when movement may cause contents to splash.

(f). Stand on track in front of approaching car or engine to board same.

(g). Mount moving flat cars.

(h). Adjust drawbar with foot.

(i). Operate hand brake with foot.

(j). Go between moving cars or engines to couple air hoses or to adjust drawbars or knuckles. Standing equipment must be separated by not less than 20 feet before adjusting drawbars or knuckles.

(k). Step on rails, guard rails, switches or frogs.

(l). Attempt to move cars with push pole or similar device between cars or between engine and car.

(m). Cross from side to side between coupled cars except over end or brake platforms.

(n). Dismount engines or cabooses unless facing the steps.

GR-14. Employees must maintain constant lookout when riding on side of moving equipment.

GR-15. Employees must close both angle cocks before uncoupling air hoses. When opening angle cock where air hose is already uncoupled, lower

Page Revised
Dec. 15, 1975

end of hose must be firmly held.

GR-16. Employees must keep premises subject to their control neat and clean. Buildings, facilities and equipment must not be defaced. Only authorized material may be posted.

GR-17. Doors and windows of unoccupied engines and of cabooses not in use must be kept closed.

GR-18. Every care should be exercised by employees to prevent fires. Frequent inspections must be made of the premises and fire hazards found must be promptly corrected or reported to the proper officer.

GR-19. Employees who are required to handle shipments of inflammables, explosives and other dangerous commodities must familiarize themselves with the rules and regulations pertaining to proper packing, stowing and handling, and see that such rules are complied with while shipments are in their charge.

Loaded oil tank cars and cars containing explosives or inflammables must be placed in trains in accordance with rules of Bureau of Explosives.

GR-20. Passengers will not be transported on freight trains except when specifically authorized.

GR-21. Weight limits of engines, cars and other equipment that may be moved over each division are prescribed in timetables. The weight limits, and rules and instructions pertaining to loading and clearance limits, must be observed.

GR-22. Engines must not be run over live rails of track scales when running rails are provided.

GR-23. Rule books and ticket punches must be receipted for and the receipts filed with each employee's personal record.

Switch keys issued to employees must be kept in secure places and out of the hands of persons not qualified or authorized to use them.

All such Company property must be turned in to the proper officer by employees leaving the service.

GR-24. No persons are permitted within the enclosures of train order or telephone offices except officers, those on duty therein, repairmen in discharge of duty, and agents and yardmasters at their respective stations.

GR-25. Those in charge of stations must see that train dispatcher is contacted frequently to determine expected arrival of trains and that current information is promptly posted.

GR-26. Articles found in trains or stations must be labeled with car number, train number, name of station, date and name of finder, and reported to superintendent with description, showing also in whose charge the articles are left.

GR-27. Employees are prohibited from having loaded or unloaded firearms in their possession while on duty or on Company property, except security and forestry officers authorized to do so in the performance of their duties or those given special permission in writing by the division superintendent. *(Effective November 1, 1972)*

GR-28. A conductor or engineer who is asked his train's location must furnish this information promptly. When appropriate, he may provide additional information, such as, "Train *(identification)* is at *(place)* and will not leave here before *(time)*." He is responsible for the correctness of information thus furnished. *(Effective Sep. 1, 1974)*

DEFINITIONS

Absolute Block—A block in which a train or engine is not permitted to enter while it is occupied by another train or engine except under conditions prescribed by rules.

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

Automatic Block Signal System—A series of consecutive blocks governed by block signals, actuated by a train, or engine, or by certain conditions affecting the use of a block.

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

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

Centralized Traffic Control System (CTC)—A block signal system under which train and 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 Station—A place from which a CTC or remote control system is operated.

Controlled Siding—A siding equipped with controlled signals that authorize trains or engines to enter or leave the siding.

Controlled Signal—A fixed signal at the entrance of a route or block, controlled manually or otherwise, to govern trains or engines entering and using that route or block.

Current of Traffic—The movement of trains on a main track, in one direction, specified by the rules or by special instructions.

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

Dual-Controlled Derail—A power-operated derail that is also equipped for hand-throw operation.

Dual-Controlled Switch—A power-operated switch that is also equipped for hand-throw operation.

Dwarf Signal—A low home signal.

Electric Switch Lock—An electrical locking device applied to a hand-operated switch or derail.

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 timetable schedule. It may be designated as—

- **Extra**—for any extra train except work extra.
- **Work Extra**—for work train extra.

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

Note—The definition of "Fixed Signal" includes switch, train order, block, interlocking, semaphore and other signals, stop signs, yard limit signs, speed limit signs, or other means for displaying indications that govern movements of trains or engines.

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

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

Interlocking Signals—The fixed signals of an interlocking.

Interlocking Limits—The tracks between the home signals of an interlocking.

Interlocking Station—A place from which an interlocking is operated.

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.

Manual Block—A block established by train order or by special instructions where conditions require.

Non-Signaled Territory—Territory not equipped with automatic block, CTC or remote control systems.

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

Power-Operated Switch—A track switch controlled and operated electrically or pneumatically.

Register Station—A station at which train register is located.

Regular Train—A train authorized by a timetable schedule.

Remote Control System—A term applied to a system of operating outlying signal appliances from a designated point.

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, and so designated in the timetable.

Signal Aspect—The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Signal Indication—The information conveyed by the aspect of a signal.

Signaled Territory—Territory equipped with automatic block, CTC or remote control systems.

Single Track—A main track upon which trains are operated in both directions.

Special Instructions—Instructions so captioned in the timetable.

Speed:

- **Limited Speed**—A speed not exceeding 45 miles per hour.
- **Medium Speed**—A speed not exceeding 30 miles per hour.
- **Reduced Speed**—Proceed prepared to stop short of train or obstruction.
- **Restricted Speed**—Proceed prepared to stop short of another train, obstruction, or switch not properly lined and look out for

broken rail, but at a speed not exceeding 15 miles per hour.

• **Slow Speed**—A speed not exceeding 15 miles per hour.

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

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

Station—A place designated on the timetable by name.

Subdivision—A portion of a division designated by timetable.

Superior Train—A train having precedence over another train.

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

Train—An engine or more than one engine coupled, with or without cars, displaying a marker. Rule 19.

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.

Train of Superior Right—A train given precedence by train order.

Train Register—A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure

of trains, and such other information as may be prescribed.

Two or More Tracks—Two or more main tracks upon any of which the current of traffic may be in either specified direction.

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

Yard Engine—An engine assigned to yard service.

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

STANDARD TIME

1. Standard Time obtained from an authorized observatory will be transmitted from designated offices at twelve o'clock, noon, Eastern Time, and eleven A.M., Central Time, daily, except Sunday.

2. Watches that have been examined and certified to by a designated inspector must be used by train dispatchers, conductors, engineers, firemen, engineer trainees, trainmen, hostlers, yardmasters, yardmen, switch tenders, operators, levermen, maintenance of way foremen, bridge foremen, signal and telephone maintainers, and such other employees as may be designated. *(Effective April 15, 1973)*

The certificate in prescribed form must be renewed annually between October 1 and December 31. *(Effective Sep. 15, 1973)*

Page Revised
Nov. 1, 1974

3. Unless otherwise provided, conductors, engineers, pilots and others who have access to a standard clock must compare time before commencing each day's work. The time when watches are compared must be registered on a prescribed form. Conductor must compare time with engineer and trainmen, and engineer with conductor and fireman, before commencing day's work or starting on trip, if practicable. *(Effective April 15, 1973)*

The locations of standard clocks will be shown in the timetable.

Conductors and engineers who do not have access to a standard clock must compare time with each other before commencing each day's work and, when practicable, with conductors and engineers who have standard time and have registered, or with the train dispatcher. At the first opportunity, other crew members must compare with the conductor or engineer.

All other employees who are required to use standard watches must compare at least once each week with standard clock or with conductors, engineers, or other employees who have access to standard clock.

TIMETABLES

4. Each timetable, from the moment it takes effect, supersedes the preceding timetable, and its schedules take effect on any division or subdivision at the leaving time at their initial stations on such division or subdivision. But when

a schedule of the preceding timetable corresponds in number, class, day of leaving, direction, and initial and terminal stations 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 division or subdivision date from their initial stations on such division or subdivision.

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

The words "Daily" and "Except Sunday," etc., printed at head and foot of schedule for a train, indicate the "day of leaving" its initial station on each division or subdivision.

4(a). Notice of new timetable must be bulletined at least seventy-two hours prior to its taking effect.

"19" train order Form "Q" must be issued twenty-four hours prior to and six days after the new timetable takes effect.

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, they are the arriving and the leaving time.

The time applies at the switch where an opposing train enters the siding; where there is no siding, it applies at the place from which train order signal is operated; where there is neither siding nor train order signal, it applies at the station. At end of two or more tracks time applies

at the junction switch, unless otherwise provided.

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

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

Where there are one or more trains to meet or pass a train at any station, attention is called to it by the numbers of the trains to be met or passed in small figures adjoining.

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

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

Lv.—leave.
Ar.—arrive.
s—regular stop.
f—flag stop to receive or discharge passengers.

The following letters, when placed in the columns provided, indicate:

B—track scale.
D—day train order office.
N—continuous train order office.
NC—non-continuous train order office.
O—oil.
P—telephone.
T—turntable.
W—water.
X—yard limits.
Y—wye.

7. Employees whose duties may require them to give signals must provide themselves with the proper appliances, including portable radio when available, keep them in good order and ready for immediate use. *(Effective Feb. 17, 1975)*

7(a). Signals must be used strictly in accordance with the rules, and trainmen, yardmen, engineers, firemen and others must keep a constant lookout for them. Those giving signals must locate themselves so as to be plainly seen and give them so as to be plainly understood. The utmost care must be exercised to avoid taking signals that may be intended for other trains or engines. In case of doubt no move must be made until it is definitely determined for whom the signals are intended. When moving a train, engine or cars, by hand or light signals, the disappearance from view of employee or light by which signals are given must be construed as a stop signal, unless radio communication is used to complete the movement. *(Effective April 15, 1973)*

7(b). Should conditions require, radio communication must be used in lieu of hand signals. When directing a move by radio communication, person directing the move, after establishing identification, will give engineer direction of move and distance seen to be clear. When one-half the last distance received has been covered, engineer will stop the move unless he is receiving additional signal from person directing move. *Exception:* Commencing five car lengths before coupling or stop is to be made, person directing move will call out distances in car lengths, as:

"five cars"; "four cars"; "three cars"; etc. During this countdown, engineer will stop the move immediately after moving one car length unless he is receiving additional signal from person directing move. *(Effective Feb. 17, 1975)*

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

8(a). Electric lanterns may be used for displaying white lights only.

Page Revised
Feb. 17, 1975

(This page intentionally left blank)

Page Revised
Feb. 17, 1975

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

Night signals must be displayed from sunset to sunrise.

9(a). Fusees and torpedoes, a red flag and a red lantern (kept lighted at night) must be kept in the operating cab of engine, in baggage car, on caboose and on or near rear of passenger trains, available for immediate use.

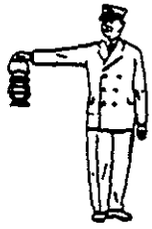
10. COLOR SIGNALS

Color	Indications
RED	Stop, unless otherwise provided.
YELLOW	Proceed as prescribed by the rules.
GREEN	Proceed and for other uses prescribed by the rules.
LUNAR WHITE	Yard switch lined for straight track or lead by night and for other uses prescribed by the rules.
WHITE	Main track switch lined for straight track by day and for other uses prescribed by the rules.
BLUE	1. Stop. Repairing cars. Rule 26. 2. Fixed signal not adjacent to track governed.

11. A train or engine finding a burning fusee *unattended* on or near its track may pass and proceed at restricted speed for one mile.

12. HAND, FLAG, AND OIL OR ELECTRIC LANTERN SIGNALS

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

Manner of Using	Indication	Illustration
12(a). Swung across the track.	Stop.	
12(b). Held horizontally at arm's length.	Reduce speed.	
12(c). Raised and lowered vertically.	Proceed.	

HAND, FLAG, AND OIL OR ELECTRIC LANTERN SIGNALS—Cont'd.

Manner of Using	Indication	Illustration
12(d). Swung vertically in a circle at half-arm's length across the track when the train is standing.	Back.	
12(f). Swung horizontally above the head when the train is standing.	Apply air brakes.	
12(g). Held at arm's length above the head when the train is standing.	Release air brakes.	

13. Any object waved violently by anyone on or near the track is a signal to stop.

14. ENGINE WHISTLE SIGNALS

Note—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed. In addition to engine whistle signals, radio communication when available must be used in conveying the indication of rules preceded by'*. *(Effective Feb. 17, 1975)*

Sound	Indication
* (a). o	Apply brakes. Stop.
* (b). — —	Release brakes. Proceed.
* (c). — o o o	Flag protect rear of train.
* (d). — — — —	Flag may return from west or south. Rule 99.
* (e). — — — — —	Flag may return from east or north. Rule 99.
* (f). o o o —	Protect front of train.
* (g). o o	Answer to 14(k) or any signal not otherwise provided for.
* (h). o o o	When standing, back. Answer to 12(d) and 16(c).
	When running, answer to 16(d).
* (i). 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 or engine, the train displaying signals must stop and ascertain the cause, except as provided in Rule 23. This signal will also be given when passing track car operators, roadway and signal forces.
(Effective Feb. 17, 1975)	

14. ENGINE WHISTLE SIGNALS—Cont'd

Sound	Indication
	(Two or More Tracks) To call attention of engine and train crews of trains of the same class and of inferior trains moving in the same direction and of yard engines, to signals displayed for a following section. This signal will also be given when passing track car operators, roadway and signal forces.
(l). — — o —	Approaching street or road crossings at grade. The signal will commence no later than arrival at whistle sign or place where such sign is normally located. The signal to be repeated or the last sound prolonged until engine has passed over the crossing. *(Effective Feb. 17, 1975)*
(m). ————	Approaching stations, junctions, railroad crossings at grade, intermediate block stations and drawbridges. *(Effective Feb. 17, 1975)*
* (n). — — o	Approaching meeting or waiting points. Rule S-90.
* (o). o —	Inspect train line for leak or for brakes sticking.
(p). Succession of short sounds	Alarm for persons or livestock on the track.
(Effective Feb. 17, 1975)	

Page Revised
Feb. 17, 1975

14. ENGINE WHISTLE SIGNALS—Cont'd

Sound	Indication
(q). — o	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured and to warn trackmen or other workmen. *(2) Approaching passenger or freight trains and when passing freight trains. *(3) Preceding whistle signals 14(d) or 14(e).
(s). — o o —	Approaching tunnels and warning to trackmen or other workmen of approaching train or engine. *(Effective February 17, 1975)*

15. The explosion of two torpedoes is a signal to proceed at reduced speed until the way is seen to be clear. The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must be placed on rail 100 feet apart, and must not be placed at stations, on public crossings, or where they may cause injury.

16. COMMUNICATING SIGNALS

Each car of a passenger train must be connected with the engine by a communicating signal ap-

pliance when engine is so equipped. In addition to communicating signals, radio communication when available must be used in conveying the indication of rules preceded by *. When engine or car is not equipped or signal appliance becomes inoperative, radio communication when available or hand signal must be used. Employees on engine must be on lookout for hand signals where circumstances may require. *(Effective Feb. 17, 1975)*

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

Sound	Indication
* (a). o o	When standing—start.
* (b). o o	When running—stop at once.
* (c). o o o	When standing—back.
* (d). o o o	When running—stop at next passenger station.
* (e). o o o o	When standing—apply or release air brakes.
* (f). o o o o	When running—reduce speed.
* (g). o o o o o	When standing—recall flag.
* (h). o o o o o	When running—increase speed.
* (i). o o o o o o	Increase train heat.
* (k). o — o	Shut off train heat.
* (l). ————	When running — brakes sticking; look back for hand signals.
* (m). —— —— o *(Effective Feb. 17, 1975)*	Approaching meeting or waiting point. Rule S-90.

TRAIN SIGNALS

17. The headlight will be displayed to the front of every train by day and by night. In non-signaled territory when a train turns out to meet another the headlight must be extinguished after the train has stopped clear of the main track.

17(a). Except when approaching and moving over public crossings at grade, the headlight must be dimmed at night under the following conditions:

(1) Approaching and passing front and rear of trains standing or moving on adjacent tracks.

(2) While standing in or passing through yards where yard engines are working.

(3) Approaching train order signals at open offices.

(4) When standing to meet a train at a junction or at end of two or more tracks or while standing on main track at meeting point after route has been lined for opposing train.

(5) While standing in a siding in signaled territory.

17(b). When an engine is running backward at night a white light must be displayed on the leading end.

17(c). When the headlight fails en route a white light must be used in its place, speed reduced where necessary, bell rung continuously, whistle sounded frequently and train dispatcher notified.

18. Yard engines when moving will display headlight in the direction of movement. When

not provided with headlight to the rear, a white light must be displayed. The headlight may be extinguished on the end coupled to cars that obscure view of the headlight. The headlight will be dimmed approaching and passing other engines and when other engines or trains are passing on adjacent tracks.

19. A reflectorized disc, showing red when on main track and changed to show yellow when clear of main track, will be displayed to the rear as a marker to indicate the rear of the train.

A train not equipped to display such marker to the rear will display a red flag by day and in addition a red light by night to indicate the rear of the train.

When rear car of a train is equipped with built-in marker displaying red to the rear (lighted by day and by night when on main track and extinguished when clear of main track), this may be used in lieu of other markers to indicate the rear of the train.

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

21. Extra trains will display two white flags, and in addition two white lights by night, in the places provided for that purpose on the engine.

22. One flag or light displayed where Rules 20 or 21 prescribe two will indicate the same as two, but proper display of all train signals is required.

23. If whistle fails, or if both lights prescribed by Rules 20 or 21 fail, a train displaying signals must not leave the point of meeting or passing a train of the same or inferior class until the crew of that train, by radio or direct communication, has acknowledged complete identification of the train displaying signals. In such circumstances acknowledgment by whistle signal, Rule 14(g), must not be accepted.

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

When emergency repair work is to be done under cars in a train and a blue signal is not available, the engineer and trainmen must be notified and protection must be given by the train and engine employees to those engaged in making repairs.

27. The absence of a light, a white light displayed where a colored light should be, a signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be displayed by that signal. *Exceptions:* (1) If the day indication can be plainly seen, it will govern. (2) If one or more lower units be dark but the top unit is illuminated, the signal will be

observed as though the dark unit or units displayed the red aspect.

A signal imperfectly displayed must be promptly reported to train dispatcher.

28. A white signal will be used to stop a train at flag stations indicated on its schedule or in special instructions.

When it is necessary to stop a train at a point that is not a flag station on its schedule or in special instructions, a red signal must be used.

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

30. The engine bell must be rung when an engine is about to move, except after momentary stops in continuous switch movements. It must also be rung while approaching and passing public crossings at grade and stations, and through tunnels.

31. The whistle must be sounded where required by rule or law.

31(a). When approaching tunnels, or when view is restricted by weather, curvatures, or other conditions, engineers must sound whistle signal prescribed by Rule 14(s), to warn trackmen and others.

32. Unnecessary use of whistle or bell is prohibited.

Page Revised
Dec. 15, 1975

34. *(Effective July 7, 1975)*

Employees located in the operating compartment of an engine must communicate to each other in an audible and clear manner by its name the indication of each signal affecting movement of their train or engine as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the train or engine.

If the engineer becomes incapacitated or fails to operate or control the train or engine in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once. If he then fails to properly control the speed of the train or engine, other members of the crew must take action necessary to insure the safety of the train or engine, including operating the emergency valve.

Page Revised
Dec. 15, 1975

(This page intentionally left blank)

35. The following signals will be used for flagging:

Day signals	A red flag, Torpedoes and Fusees.
Night signals	A red light, Torpedoes and Fusees.

36. Derailing devices of various types, operated by hand, are maintained on tracks requiring their use. Normal position is set for derailing, whether or not there are cars on the track.

Derails are not equipped with targets or color indications by day and are not equipped with light indications by night.

Train and engine employees are responsible for proper position of derails before and after using tracks where hand-throw derails are maintained.

RADIO COMMUNICATION

37. Whenever railroad radio systems are used, the following rules and procedures will be observed by all employees:

37(a). All employees are responsible for the proper care and use of radio equipment. *(Effective Feb. 17, 1975)*

37(b). A voice test of radios to be used is required at the beginning of each tour of duty. If

a radio transmitter appears not to be operating properly, its use must be discontinued and the proper officer be notified by quickest available means of communication. *(Effective Feb. 17, 1975)*

37(c). Every radio transmitter (base, mobile or hand unit) must be orally identified when used. Identification ***must be made prior to the end of each transmission,*** except that in a continued exchange of communications identification must be made at the end of the series of transmissions. If an exchange of communications continues without substantial interruption, identification must be made at the end of each 15-minute period.

The required identification will include the railroad's name and, when applicable, the train number, division, yard run designation, name of fixed wayside transmitting point or name of employee. On all System lines, the required identification will include the words "Southern" or "Southern Railway." Examples:

"Southern dispatcher at Somerset, calling Train 151."

"Southern Train 85, engine calling caboose."

"Southern Train 38, calling dispatcher at Macon."

"Southern Railway Alabama Division Train 154, calling Inman Tower."

"This is the Southern yardmaster at Spencer."

"Brakeman Jones, Southern Train 58, calling the engine."

"Southern Detector Center, Atlanta, calling Train 50."

MofW foreman will give the required identification by stating his name, railroad name, gang

number and division or location. Example:

"This is Foreman W. W. Williams, Southern T&S Gang 3, Tennessee Division, at MP 312." *(Effective Feb. 17, 1975)*

37(d). No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language by radio. *(Effective Feb. 17, 1975)*

37(e). Instructions and messages received by radio communication must be acknowledged to the sending station. *(Effective Feb. 17, 1975)*

37(f). Adjustments to railroad radio sets will be made only by specifically authorized personnel. Such personnel must carry FCC operator license or verification card when on duty. *(Effective Feb. 17, 1975)*

38. The conductor is responsible for securing a portable radio where available. *(Effective Feb. 17, 1975)*

38(a). While a crew is on duty, radios permanently mounted on engines and cabooses in their charge must be "on" unless otherwise instructed and volume controls must be set high enough for crew to hear calls directed to their train or engine which must be promptly and properly acknowledged. *Exception:* engines in tow; deadhead cabooses; radio-controlled engines. *(Effective Feb. 17, 1975)*

39. Radio communication must not be used to inform a train of the contents of a train order not yet transmitted to or received by that train, nor to give advance information concerning the indication displayed by a fixed signal except in an emergency when necessary to stop the train. *(Effective Feb. 17, 1975)*

40. When a train order is to be transmitted directly to a train by radio, the dispatcher or operator will call the train and state this fact. The crew member who is to copy the order will state his name, train identification, exact location, and that he understands a train order is to be transmitted. *(Effective Feb. 17, 1975)*

40(a). Train orders may be transmitted by radio directly to a moving train but must not be copied or repeated by an employee operating the controls of a moving engine. *(Effective Feb. 17, 1975)*

40(b). Copy of a radio-transmitted train order shall be signed by and furnished to both the conductor and engineer, and to pilot(s) if any. *(Effective Feb. 17, 1975)*

40(c). Train orders transmitted by radio directly to a train must be copied on train order Form 19-R in multiple and repeated by a crew member or other qualified employee on the controlling unit of engine. When conductor is not on engine to sign and receive his copy, he must also copy and repeat the order. When conductor is not on engine and has no communication enabling him to copy and repeat the order, train order must not be transmitted by radio directly to the train. *(Effective Feb. 17, 1975)*

"Complete" must not be given to a radio-transmitted train order until both conductor and engineer have signed the copied order and their signatures transmitted to the dispatcher. Dispatcher will record in train order book name of person repeating order, transmitted names of conductor and engineer signing the copied order, and time "Complete" is given. *(Effective Feb. 17, 1975)*

Upon receipt of response "Complete," each person copying and repeating the order will write the word "Complete," the time, and his last name in full on the order. *(Effective Feb. 17, 1975)*

40(d). "Complete" must not be given to a radio-transmitted train order for an inferior train until response "Complete" has been acknowledged by the superior train. *(Effective Feb. 17, 1975)*

40(e). Train orders transmitted by radio directly to two or more trains, or trains and offices, must be transmitted simultaneously to as many of them as practicable. *(Effective Feb. 17, 1975)*

When a train is to be restricted by a radio-transmitted train order at the point where the train will receive the order, train must be stopped and dispatcher notified of train's exact location before order is transmitted. *(Effective Feb. 17, 1975)*

40(f). The "X" response must not be used for radio-transmitted train orders. *(Effective Feb. 17, 1975)*

40(g). Information contained in radio-transmitted train orders must not be acted upon by other than those to whom the orders are addressed. *(Effective Feb. 17, 1975)*

40(h). During radio transmission of a train order, should communication fail after order number is received and prior to receiving the word "Complete" and the time, those trains addressed must stop and not proceed until communication is reestablished. *(Effective Feb. 17, 1975)*

A train order transmitted by radio must not be acted upon until the word "Complete" and the time is received. *(Effective Feb. 17, 1975)*

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

SUPERIORITY OF TRAINS

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

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

Right is superior to class or direction.

Direction is superior as between trains of the same class.

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

Right is conferred by train order; class by timetable.

Right is superior to class.

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

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

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS

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

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order, except within territory where movements are authorized under Rules D-251, S-261 or 530.

83. Except within territory where movements are authorized under Rules D-251, S-261 or 530, a train must not leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track, or leave territory operated under Rules D-251, S-261 or 530, until it has been ascertained that all trains due, that are superior, have arrived or left.

Entries made in train registers will not be used as evidence of the arrival or departure of an extra train by a train that is restricted by such extra unless authorized by train order.

83(a). Stations at which train registers are located will be designated by timetable. At such stations, except as otherwise provided, the conductor, or engineer if no conductor, will enter the required information on train register, except at stations where an operator is on duty he may enter the departing time. When not necessary to check train register to ascertain which trains have arrived or left, and there is an operator on duty at such station, trains may register by register ticket, Form 721, and operator must enter the information on the train register. Report must be given from train register promptly and train dispatcher advised as to signals registered. Register tickets must be preserved ten days from their date.

83(b). Information required by Rule 83 must be ascertained by conductor and engineer by:

(1) Checking timetable and train register;

(2) Use of timetable and train order, Form "V"; or

(3) Proper identification.

At initial stations, when practicable, the engineer must check train register and register his name and time he compares with standard clock, where provided. At register stations where it is not practicable for the engineer to check the register, he will require information from the conductor that overdue superior trains have arrived or left.

83(c). Unless otherwise provided, a train must not leave its initial station on any division or subdivision without a clearance card, Form 603. The clearance card may identify the schedule on which a train will run subject to Rules 95 and 97. If there are no orders for the train, clearance card must be authorized by the train dispatcher. Within territory where movements are authorized under Rules D-251, S-261 or 530, a train may be given identity orally by authority from the train dispatcher, or by a clearance card. A train given identity before entering such territory will retain the same identity unless otherwise provided.

83(d). The number of a section of a regular train will be specified out on clearance cards, train registers and register tickets.

83(e). Except within territory where movements are authorized under Rules D-251, S-261

S-87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes, unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

S-88. At meeting points between extra trains, including work extras, the train in the inferior timetable direction must take siding unless otherwise provided.

S-89. At meeting points the inferior train must take siding and clear the time of the superior train not less than five minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting points with trains of the same class unless switch is properly lined and track clear.

S-89(a). Trains must pull into sidings when practicable. If necessary to back in, trains must first be protected as prescribed by Rule 99, unless otherwise provided.

S-89(b). When a train that is to hold the main track is first to arrive at meeting point fixed by train order, switch must be properly set for opposing train to enter siding.

S-89(c). Trains meeting at end of two or more tracks by schedule or train order will meet at the junction switch unless otherwise provided.

89(d). On a regular train the engine number is additional identification of the train. On an extra train the engine number is complete identification of the train. An engine will be identified by the number of the control unit.

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

On other trains, if communication is available the conductor, at least two miles before reaching a meeting or waiting point, must remind the engineer of any timetable or train order restrictions affecting their authority to proceed, and the engineer must acknowledge. If communication is not available the engineer must sound Rule 14(n) at least two miles before reaching a meeting or waiting point. If the engineer does not acknowledge, or sound whistle signal, or prepare to stop short of fouling point, the conductor must immediately stop the train. *(Effective Feb. 17, 1975)*

S-90(a). The engineer of train to hold main track at a meeting point established by train order, not less than one mile preceding first switch of designated meeting point, must call engineer of opposing train by radio to determine that opposing train has cleared or will clear main track. *(Effective Feb. 17, 1975)*

90(b). On all trains, when communication is available, the conductor must remind the engineer two miles in advance of slow orders and conditional stop sign orders. If the engineer does not acknowledge, or prepare to comply with such orders, the conductor must immediately stop the train. *(Effective Feb. 17, 1975)*

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

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

(This page intentionally left blank)

Page Revised
Feb. 17, 1975

93. Within yard limits the main track may be used, clearing the time of first class trains at the next station where time is shown, by not less than five minutes. *Exception:* At locations where special instructions require all trains, including first class trains, to move at yard speed, the main track may be used without protecting against first class trains, but inferior trains and engines must not delay first class trains.

Within yard limits protection against second and third class, extra trains and engines is not required.

Second and third class, extra trains and engines must move within yard limits at yard speed, except that in CTC or remote control territory movements will be governed by signal indication.

A train or engine must not move against the current of traffic within yard limits until provision has been made for the protection of such movement.

When running against the current of traffic all trains and engines, including first class trains, must move within yard limits at yard speed.

Note—Yard limits are indicated in timetable by letter "X" adjacent to station name or by appropriate entry in special instructions. Fixed signals reading "Yard Limit" mark the boundaries of yard limits.

94. A train that overtakes another train so disabled that it cannot proceed will pass it, if practicable, and, if necessary, will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the train dispatcher. The disabled train will assume the

right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between communicating stations by an inferior train or a train of the same class having right or schedule that permits it to proceed, the delayed train may, after proper understanding with the following train, precede it to the next available point of communication, and there must report to the train dispatcher. When opposing trains are met under these circumstances, it must be fully explained to them by the leading train that the expected train is following.

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

Each section has equal timetable authority.

A train must not display signals for a following section, except as prescribed by Rule S5, without train order authority, except as provided by the rules within territory where movements are authorized under Rules D-251, S-261 or 530.

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

97. Unless otherwise provided, extra trains must not be run without train orders.

98. Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless

switches are properly lined, signals indicate proceed, and track is clear. Where required by rule or law, trains must stop.

Cars must not be left fouling the end of two or more tracks or junctions or railroad crossings at grade when engine is detached to perform switching or other work, except in unavoidable circumstances. In such circumstances, railroad crossings at grade must be afforded flag protection. *(Effective January 15, 1972)*

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

When a train stops under circumstances in which it may be overtaken by another train, the conductor or a trainman must go back immediately with flagging signals a sufficient distance to insure full protection, place 2 torpedoes on rail 100 feet apart and, when necessary, also display lighted fusees. In addition, the engineer must immediately signal for protection of the rear as prescribed by Rule 14(c).

When ready to proceed the engineer will recall the conductor or trainman and, when safety to the train will permit, he may return, leaving the torpedoes and a lighted fusee.

The front of the train must be protected immediately in the same way when necessary by the conductor, forward trainman, fireman, or other competent employee. *(Effective April 15, 1973)*

Within signaled territory, protection against following trains or engines on the same track

is not required, except when running against the current of traffic.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must be used.

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

99(a). When a flagman is sent out with specific instructions affecting the authority of a train to proceed, such instructions must be in writing and, after reading, the engineer will sign to signify his understanding.

When a flagman is sent to a point on a train with written instructions restricting the superiority of other trains, he must ride on the engine, and engineer must stop at that point or, if at a siding, stop at a point fouling the switch to be used by a train leaving the siding. If necessary for the flagman to proceed beyond the first location where a train is found, the engineer will wait for the flagman to deliver the instructions to the engineers of trains at the first point and return to his engine before proceeding.

When flagging instructions provide that designated trains are to be excepted and permitted to proceed unrestricted and other trains are to be held or restricted, flagman must stop all trains, including the excepted train or trains, unless positive identification is otherwise established. Trains will be governed by the instructions.

99(b). Rail test cars and similar equipment cannot be depended on to actuate automatic block or highway crossing signals. When such equipment, in either signaled or non-signaled territory, stops or is moving under circumstances

in which it may be overtaken by a train, flag protection must be provided against trains moving at maximum speed authorized by the timetable.

99(c). Before a rail test car or similar equipment moves into automatic interlocking limits, it must be protected against conflicting movements.

100. If conductor or trainman protecting rear of the train is left behind, another crew member, if necessary, must take his place on the train.

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

101(a). If any defect or condition that might cause an accident is discovered in track, bridges or culverts, a flagman must protect it if necessary and notice must be given to other trains and to the train dispatcher.

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

101(b). Detectors that check for equipment defects do not relieve employees of making required visual inspections.

101(c). When either end of a train stands near a grade crossing or train has been cut for a crossing, a crew member must when practicable protect the crossing for movements on adjacent tracks.

101(d). When a train or engine has activated an automatic crossing protective device and is delayed, the train or engine must not enter the crossing until the device is known to be operating or the crossing has been protected by flag. *(Effective Sep. 1, 1975)*

102. When a train makes an emergency stop, radio communication must immediately be used to stop trains on any adjacent track. Also, such tracks must immediately be protected by flag until it is ascertained that there is no obstruction. The train must be inspected before it is moved.

102(a). When, for any reason, an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to keep the train from moving. By night, or when view is obscured, a red light must be placed on front end of equipment left standing. When safety requires, torpedoes must be placed a sufficient distance ahead of the standing equipment and a crew member must protect the returning engine.

103. *(Effective Dec. 5, 1974)*

When shoving cars at any location, train and yard crews must take such action as necessary to prevent damage and to avoid fouling other tracks. If a shoving movement must be controlled from the leading end or will require protecting other tracks or other possible movements and protection has not been otherwise arranged, a crew member suitably equipped for the purpose must place himself at or ahead of the leading car.

Before a train or engine shoves cars into a street or road crossing, a crew member on the ground at the crossing must warn highway traffic, then when the way is clear, he may signal the

engine to shove over the crossing. *Exception:* This paragraph does not apply at a crossing protected by a designated employee.

103(a). When necessary to control cars by hand brakes it must be known, before cars are cut off, that such brakes are in good order.

103(b). Running switches are prohibited except when they can be made without danger to employees, equipment or contents of cars. It must be known that the track is clear and the switches are in working order and the engine must be run on straight track, when practicable. Such movements must not be made with cars placarded "explosives" or "dangerous," with cars occupied by persons or livestock, to tracks occupied by such cars, or to tracks leading to trestles or buildings.

(This page intentionally left blank)

Page Revised
Dec. 5, 1974

103(c). When cars are cut off to an open track, precautions must be taken to prevent fouling other tracks. Care must be exercised in handling cars to prevent damage to equipment or lading.

103(d). Proper precautions must be taken to prevent damage or fouling other tracks before coupling to equipment that may roll away when coupling is attempted.

Before coupling to or moving cars that are being loaded or unloaded, dock boards, tank car couplings and similar connections must be removed and in the clear. Persons in or about cars must be warned, and must be requested to vacate cars, if practicable, while being switched. Cars must be left at their proper places.

103(e). Cars or engines left standing on tracks must be properly secured, must clear insulated joints, other tracks, public or private crossings, and must be left at least 100 feet from crossings if possible.

104. The position of a switch or derail being used is the responsibility of the employee handling it. This, however, does not relieve other crew members of responsibility where and when they are in position to observe the positions of switches and derails.

Conductors, when practicable, must know that main track switches, derails, and switches to

tracks connected with sidings, are in normal position before leaving.

Engineers and firemen must see that switches and derails within view from their positions on engines are properly lined. *(Eff. April 15, 1973)*

104(a). The normal position for a main track switch is set and locked for movement on the main track; for a switch connecting any track except main track to a siding is set and locked for movement on the siding; for a derail is set and locked in derailing position. They must be left in normal position after having been used, and locks must be tested to know that they are secured. If locks are found defective or missing, immediate report must be made to the train dispatcher, and to a track supervisor or foreman, if available.

104(b). Employees lining switches must see that points fit properly and that switches having latches are securely latched.

104(c). A switch must not be left open unattended. When another train or engine is to use a switch, it may be left open when left in charge of a member of the crew of such train or engine.

104(d). When a train is in a siding to meet an opposing train, main track switch must be lined and locked for main track movement. No member of the crew will go nearer to the main track switch than clearance point until the opposing train has passed over the switch.

After lining a main track switch for a train or engine to make a movement facing the switch

points, the employee tending the switch must move at least 20 feet away from the switch stand.

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

Where trains or engines are required to be reported clear of main track, such report must not be made until switch has been secured in its normal position.

Note—Provisions of Rules 104 through 104(e) apply to hand-operated switches and derails. They also apply to spring switches and to dual-controlled switches or derails when operated by hand.

104(f). Locations of spring switches will be designated in special instructions.

Trailing movement may be made through a spring switch when points are in normal position.

A train or engine trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train or engine is on switch points until switch has been thrown by hand.

Movements against the current of traffic must approach spring switches at restricted speed.

Sand must not be used while passing over a spring switch.

105. Unless otherwise provided, trains and engines using other than a main track must proceed at yard speed.

Sidings of assigned direction must not be used in opposite direction unless authorized by train order, or in emergency under flag protection.

106. Both conductor and engineer are responsible for safety of the train or engine and for observance of the rules. Under conditions not provided for by the rules, they must take every precaution for protection. This does not relieve other employees of their responsibility under the rules.

107. Trains or engines must run at reduced speed in passing a train receiving or discharging passengers or mail at a station, except where safeguards are provided. They must not pass between the train and the platform unless the movement is properly protected.

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

109. A train or engine must not be run faster than the maximum speed authorized in the timetable. Speed restrictions shown in timetables, bulletins, by speed limit signs, reduce speed signs, or by any other method, must be observed.

109(a). A train using other than its regular running track will be governed by the speed authorized on the track being used.

109(b). When passenger trains handle freight cars or box-express cars equipped with freight

trucks, maximum speed for freight trains will govern.

109(c). Due consideration must always be given by the conductor and engineer to conditions of the track, weather, and all other circumstances. Speed must be reduced on curves and at other points, where conditions require, to insure safe and comfortable movement.

109(d). Unless otherwise provided, the speed restriction indicated by a speed limit sign must be observed until the rear of the train passes the similar sign that governs opposing trains. If a more restrictive signal intervenes, its indication also must be observed.

109(e). Engines in service or in tow, with or without cars, must not exceed the maximum speed authorized for the unit having the lowest authorized speed.

109(f). Except when specifically authorized, engines having total wheel base less than 39 feet must not exceed 30 MPH.

Page Revised May 1, 1972

109(g). Engines may be run through water not in excess of three inches over top of rail, at a speed not exceeding three MPH.

109(h). Engines in tow must, when practicable, be handled near the head end of train, except that an engine of light construction should be handled near the rear of train.

109(i). Permission must be secured from the chief dispatcher before forwarding restricted engines in tow, locomotive cranes, scale test cars, derricks and roadway equipment on its own wheels. He will designate the train in which such equipment is to be handled, and will restrict the speed by train order, as required.

109(j). Machines equipped with booms, on own wheels or loaded on open top equipment, must not be handled in trains unless boom end is trailing, even though the boom is detached, except that they may be handled in local freight and work trains with boom forward when properly anchored and speed is restricted to insure safe movement.

110. A train holding train order Form "Y" must not proceed beyond the conditional stop sign at the point designated in the order until notified by radio communication or in person by the MofW foreman named therein that the track is clear. When this notice has been so given the train may proceed on its rights to do so under governing rules and other train orders it may hold.

A train must not reverse direction or make a reverse movement between conditional stop signs located at mile posts stated in Form "Y" order. *(Effective March 20, 1972)*

If conditional stop sign is not found at the point designated by train order, a train must not pass the mile post stated in the order until notified by the named MofW foreman, and the engineer will report the incident. *(Effective March 20, 1972)*

If conditional stop sign is found at a point not designated by train order, dispatcher must be notified immediately and train must not proceed until the sign is removed by proper authority. *(Effective March 20, 1972)*

D-151. Where two main tracks are in service, trains and engines must keep to the right unless otherwise provided.

Work extras and yard engines must move with the current of traffic unless otherwise provided.

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

D-153. Two or more tracks must not be used in reverse direction except by train order or under proper protection according to Rule 99.

D-154. In territory signaled only for movement with the current of traffic, speed of movements against the current of traffic must not exceed 59 MPH for passenger trains, 49 MPH for freight trains.

D-155. Trains or engines moving against the current of traffic must approach spring switches and crossing protective devices at restricted speed.

MOVEMENT BY TRAIN ORDERS

201. For movements not provided for by timetable, unless otherwise provided, train orders will be issued by authority and over the signature of the chief dispatcher and only contain information or instructions essential to such movements.

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

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

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

203. Train orders must be numbered consecutively each day, beginning at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineer, also to anyone who acts as its pilot. A copy for each employee addressed must be supplied by the operator.

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

Engineers must show train orders and clearance cards to firemen and, when practicable, to forward trainmen. Conductors must show train orders and clearance cards, when practicable, to trainmen. *(Effective April 15, 1973)*

Trainmen and firemen must keep orders in mind and, should conditions require, remind conductors and engineers of their contents. *(Effective April 15, 1973)*

205. Each train order must be written in full in a book provided for that purpose in the office of the train dispatcher; and with it recorded the time and the signals that show when, from what offices and by whom the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

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

206. In train orders regular trains will be designated by numbers and words, as "No. 10 ten" and sections as "Second No. 10 ten," adding engine numbers. Extra trains will be designated by engine numbers, and the direction as "Extra 798, 'East' or 'West'." For the movements of an engine of another company the initials as well as the engine number will be used.

Even hours as "10 00 A.M." must not be used in stating time in train orders.

In transmitting or repeating train orders by telephone or radio, train numbers and time must be stated in figures and duplicated in words.

In transmitting or repeating train orders by telephone or radio, the numbers of trains and engines in the address must be pronounced and then spelled, letter by letter. All stations and numerals in the body of an order must first be plainly pronounced and then spelled, letter by letter, thus, "Aurora, A-u-r-o-r-a," and "One Naught Five, O-n-e N-a-u-g-h-t F-i-v-e." The dispatcher must write the order as he transmits it and underscore each word and figure at the time of each repetition.

When two extras are mentioned in train orders the word "two" must be used; for example, "Meet two extras 2900 and 4104 East."

207. To transmit a train order the signal "19," followed by the direction, must be given to each office addressed, the number of copies being stated—thus: "19, East, copy 3."

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

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

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

A train order restricting movement from the station where the restricted train receives the order must not be made "Complete" for any train until the restricted train's engineer or conductor, by radio or other communication, has confirmed understanding to stop at that station for orders. Time and name of crew member confirming this understanding must be noted in the train order book. The "X" response must not be used in these circumstances. The order must recite: "*(Identification of restricted train)* gets this order at *(station)*." See also Rule 211(a). ***Exception:*** This paragraph does not apply to an order for delivery at the restricted train's initial station. *(Effective Sep. 30, 1973)*

208(a). A train that is advanced to a meeting or waiting point where the opposing train receives the order must approach such station at reduced speed. Where location of the train order signal may permit an opposing train to overrun siding switch, a flagman must protect ahead as prescribed by Rule 99.

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

If the requisite number of copies cannot be made at one writing, operators must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. The name of the original receiving operator will be shown with the initials of the operator who recopies the order. The train dispatcher will place notation in train order book of the repetition, but the original date of issue and time completed will not be changed.

210. When necessary to relay a train order, the dispatcher will transmit it to the relay point from which point it will be transmitted to the crew addressed. The person relaying the order will, when transmitting the order to those addressed, transmit simultaneously to the dispatcher, who will check to see that the order is

correct. As the person or persons addressed repeat the order, the person at relay point will check and underline each word and figure. The dispatcher will then, if correct, authorize "Complete" as per Rule 211. When orders are so sent, clearance Form 603 is not required.

211. When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order must observe whether the others repeat correctly and must at once call attention to any discrepancy. When the order has been repeated correctly by an operator, the response "Complete" and the time with the initials of the chief dispatcher, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "Complete," the time and his last name in full, and deliver a copy for each person addressed. But when delivery to an engineer will take the operator from the immediate vicinity of his office, the engineer's copy will be delivered by the conductor or trainman.

211(a). When a train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, or such train is already restricted at that point, the train must be brought to a stop before delivery of the order.

211(b). Clearance card, Form 603, must be properly filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the

number of each train order, if any, addressed to a train. He will then repeat from clearance card, Form 603, to the train dispatcher the information shown thereon. The dispatcher will make the required record on form provided and if correct will reply "Clear" (giving train number and numbers of train orders as transmitted by the operator) and will give the time and chief dispatcher's initials. The operator will then insert time given in space provided on clearance card and may then deliver the orders in accordance with Rule 211, accompanied by clearance card for that train.

Operators will retain a copy of each clearance card, Form 603.

If all orders held for a train have been completed, and communication fails before clearance Form 603 has been OK'd by train dispatcher, the operator may deliver such orders accompanied by clearance Form 603, and bearing notation "Communication has failed," which will be acted upon as though "OK" had been given in the usual way. When communication is restored, operator will notify train dispatcher of each train cleared, the time, and the numbers of the orders delivered, which train dispatcher will check and record in train order book.

Clearance Form 603 must be delivered together with all train orders to each person addressed. Conductors, engineers (or pilots), firemen, and when practicable trainmen, must see that the information shown on clearance Form 603 corresponds with the train orders received. *(Effective April 15, 1973)*

212. When so directed by the train dispatcher, a train order, having been transmitted, may be

acknowledged before repeating, by the operator responding:

"Order Number_____to Number (of train)_____. X."

with the operator's initials and office signal. The operator must then write on the order his initials and the time.

The "X" response may be used only in regard to orders that will be delivered in writing.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

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

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

216. When the train dispatcher issues a train order that is to be delivered to a train by the dispatcher, a carbon impression must be made in the train order book at the time the order is written. If later the order is to be sent to another office, it will be transmitted from the copy in the book. The requirements for delivery are the same as at other offices.

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 (or between)_____ care of_____."

and forwarded and delivered by the conductor or other person in whose care it is addressed, and who is responsible for its delivery. The numbers of such train orders must be shown in the usual manner on clearance Form 603 of the train making delivery.

For orders sent in the manner herein provided to a train, the superiority of which is thereby restricted, the operator will be directed to make an extra copy of the order, which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature 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. Under such circumstances "Complete" must not be given to the order for an inferior train until the train dispatcher has received the signatures of the conductor and engineer of the superior train. "Complete" will be given to the order for the superior train upon receiving the signature of the person by whom the order is to be delivered.

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

219. An operator must not repeat or give the "X" response to a restricting train order for a train that has been cleared or the engine of which has passed his train order signal until he has obtained the signatures of the conductor and engineer to the order.

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

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

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

221. Unless otherwise provided, a fixed signal must be used at each train order office, and must indicate STOP when there is an operator on duty, except when changed to PROCEED in view of the engineer to allow a train to pass for which there are no train orders, or changed to APPROACH where three-position train order signal is used to indicate the delivery of "19" train order. Until the orders have been delivered or annulled, the signal for the direction involved must not be changed to PROCEED for a train moving in that direction. While STOP or

APPROACH is indicated, trains must not proceed without a clearance Form 603.

A signal from the operator on the ground by a yellow flag by day or yellow light by night when two-position train order signal is in STOP position will indicate the delivery of "19" train order.

When a "19" train order is held for delivery to a train, the operator, after assurance from the dispatcher that the movement of such train is not restricted for another at his station, will display APPROACH or yellow indication before such train comes within view of the train order signal.

The signal must be returned to STOP as soon as the train has passed.

APPROACH indication or yellow signal indication must not be displayed if the order requires the train to stop at that station; in such case, STOP must be displayed.

At stations where a fixed signal is not provided, a red flag by day, and in addition a red light by night, will be displayed when trains are to be stopped for train orders.

Indications of train order signals apply only to main track, and trains passing these signals while on sidings or yard tracks must receive clearance Form 603 before proceeding.

On two or more tracks the train order signal governing a train moving with the current of traffic will govern it when moving against the current of traffic.

Operators must have the proper appliances for hand signaling ready for immediate use.

Note—In non-signaled territory the train order signal may be used as a block signal.

221(a). Unless otherwise provided, on two or more tracks, or in automatic block signal territory, a fixed signal must be used at each train order office, and must indicate STOP when trains are to be stopped for train orders. When there are no orders or the operator is not on duty the signal must indicate PROCEED.

When an operator receives the signal "19," followed by the direction, he must immediately display the proper signal and then reply: "Signal displayed 19," adding the direction, and, until the orders have been delivered or annulled, the signal must not be restored to PROCEED for trains moving in that direction. While STOP or APPROACH is displayed, trains must not proceed without a clearance Form 603.

TRAIN ORDER SIGNALS

The following signals will appear where conditions require their use:

221(b).

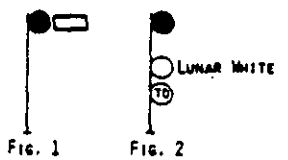


FIG. 1 FIG. 2

INDICATION—STOP
NAME—STOP SIGNAL

Note—To deliver train order or clearance card without stopping train, operator will display a yellow signal from the ground.

(Effective Feb. 17, 1975)

221(c).

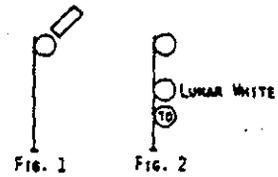


FIG. 1 FIG. 2

INDICATION—APPROACH AT REDUCED SPEED TO RECEIVE TRAIN ORDER OR CLEARANCE CARD; IF TRAIN ORDER OR CLEARANCE CARD IS NOT RECEIVED, OR IF TRAIN IS NOT AUTHORIZED TO PROCEED, IT MUST STOP.
NAME—APPROACH SIGNAL

(Effective Feb. 17, 1975)

221(d).

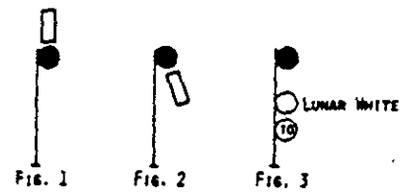


FIG. 1 FIG. 2 FIG. 3

INDICATION—PROCEED
NAME—PROCEED SIGNAL

(Effective Feb. 17, 1975)

222. Operators must promptly record and report to the train dispatcher the time of arrival and departure of all trains and the direction of extra trains.

Operators must, when practicable, observe trains, make every effort to notify them if the proper signals are not displayed or any condition exists that may affect their safe movement, and report it at once to the train dispatcher.

Unless some form of block system is used, operators must space trains in the same direction in accordance with Rule 91.

223. The following signals and abbreviations may be used:

Initials for signature of chief dispatcher; such office and other signals as are arranged by the chief dispatcher.

C&E	—Conductor and Engineer
C&__	—Conductor and_____
X	—Train will be held until train order is made "Complete."
Com	—Complete
OK	—Correct
OS	—Train Report
No	—Number
Eng	—Engine
Sec	—Section
Psgr	—Passenger
Frt	—Freight
Mins	—Minutes
Jct	—Junction
MP	—Mile Post
MPH	—Miles per Hour
Dispr	—Train Dispatcher
Opr	—Operator
19	—To clear the line for train orders and for operators to ask for train orders.
SD	—Stop Displayed
19D	—"19" Signal Displayed

The words "extra," "north," "east," "south," and "west" must not be abbreviated in train orders.

FORMS OF TRAIN ORDERS

Note—Forms with a prefix "S" are for single track, those with a prefix "D" are for two or more tracks; those without prefixes "S" or "D" are for single or two or more tracks. The words and figures in italics in the forms are examples, indicating the manner in which the orders are to be written.

S-A.

FIXING MEETING POINTS FOR OPPOSING TRAINS

(1) *NO 1 ONE ENG 111 TAKE SIDING AND MEET NO 2 TWO ENG 112 AT B. (Effective Feb. 17, 1975)*

NO 4 FOUR ENG 114 TAKE SIDING AND MEET NO 3 THREE ENG 113 AT B. (Effective Feb. 17, 1975)

NO 5 FIVE ENG 115 TAKE SIDING AND MEET EXTRA 116 EAST AT B. (Effective Feb. 17, 1975)

EXTRA 117 NORTH TAKE SIDING AND MEET EXTRA 118 SOUTH AT B. (Effective Feb. 17, 1975)

(2) *NO 2 TWO ENG 112 AND SECOND NO 4 FOUR ENG 114 TAKE SIDING AND MEET NO 1 ONE ENG 111 AND NO 3 THREE ENG 113 AT C AND TAKE SIDING AND MEET EXTRA 123 WEST AT D. (Effective Feb. 17, 1975)*

NO 1 ONE ENG 111 TAKE SIDING AND MEET NO 2 TWO ENG 112 AT B, TAKE SIDING AND MEET SECOND NO 4 FOUR ENG 114 AT C AND TAKE SIDING AND MEET EXTRA 127 EAST AT D. (Effective Feb. 17, 1975)

The order must specify which train will take the siding at each meeting point. *(Effective Feb. 17, 1975)*

Page Revised
Feb. 17, 1975

Train and engine crews and operators must note any failure of meet orders to include the above instructions and obtain proper order before the train leaves the place the train order is received. *(Effective Feb. 17, 1975)*

Trains receiving these orders will proceed to the designated points and there meet in the manner prescribed by the rules. *(Effective Feb. 17, 1975)*

When a train order is sent to a train at the meeting or waiting point, or at a point where its superiority is restricted, the fact will be stated in the order, by adding to Example (1) or (2), where such wording applies:

NO 2 TWO GETS THIS ORDER AT B.
(Effective Feb. 17, 1975)

When an emergency requires train to pull by and back in at meeting point, there will be added to Example (1) where such wording applies:

NO 1 ONE PULL BY UNDER PROTECTION OF FLAG AND BACK IN.
(Effective Feb. 17, 1975)

B.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN

(1) *NO 1 ONE ENG 111 PASS NO 3 THREE ENG 113 AT K. NO 3 THREE TAKE SIDING AT K.*

Both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly. The order must specify which train will take siding.

(2) *EXTRA 133 EAST RUN AHEAD OF NO 6 SIX ENG 169 M TO B.*

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

(3) *NO 51 FIFTY ONE ENG 2100 RUN AHEAD OF NO 3 THREE ENG 2900 A TO Z UNLESS OVERTAKEN.*

The first-named train will run ahead of the second-named train to the last-named station unless overtaken before reaching the last-named station. When the first-named train is overtaken, that is, it is ascertained by radio or other means that the second-named train is about to be delayed by the first-named train, it must be arranged for the following train to pass promptly. Unless otherwise provided, the train to be passed will take siding. *(Effective Feb. 17, 1975)*

(4) *EXTRA 1393 WEST PASS NO 3 THREE ENG 1360 AT K AND RUN AHEAD OF NO 7 SEVEN ENG 1339 M TO Z. NO 3 THREE TAKE SIDING AT K.*

When an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. The order must specify which train will take siding. *(Effective Feb. 17, 1975)*

S-C.

GIVING RIGHT OVER AN OPPOSING TRAIN

(1) *NO 1 ONE ENG 1393 HAS RIGHT OVER NO 2 TWO ENG 1369 C TO N.*

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

(2) *EXTRA 37 EAST HAS RIGHT OVER NO 3 THREE ENG 1333 F TO A.*

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

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

---

(3) *EXTRA 623 EAST HAS RIGHT OVER NO 11 ELEVEN ENG 1272 F TO A AND WAIT AT D UNTIL 1020 TEN TWENTY AM FOR NO 11 ELEVEN ENG 1272.*

(4) *EXTRA 72 SOUTH HAS RIGHT OVER EXTRA 91 NORTH A TO Z AND WAIT AT N UNTIL 210 TWO TEN PM R UNTIL 245 TWO FORTY FIVE PM FOR EXTRA 91 NORTH.*

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

When example (4) is used between extra trains the right conferred must extend to the end of the run of the first-named extra train.

When it is desired that the first-named train hold the main track at the point last named, or the point to which right is given, add: *AND HOLD MAIN TRACK AT* _____ (naming the station).

When a train is given right over a section of a schedule the order must include all remaining sections unless it is otherwise arranged for the inferior train to go beyond the point to which right is given for the remaining sections.

E.

TIME ORDERS

(1) *NO 1 ONE ENG 1860 RUN 50 FIFTY MINS LATE A TO G.*

(2) *NO 1 ONE ENG 1860 RUN 50 FIFTY MINS LATE A TO G AND 20 TWENTY MINS LATE G TO K* (etc.).

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

(3) *NO 1 ONE ENG 1860 AND NO 3 THREE ENG 1858 WAIT AT N UNTIL 959 NINE FIFTY NINE AM Q UNTIL 1030 TEN THIRTY AM R UNTIL 1055 TEN FIFTY FIVE AM* (etc.).

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

S-E.

(1) *NO 1 ONE ENG 1860 WAIT AT H UNTIL 959 NINE FIFTY NINE AM FOR NO 62 SIXTY TWO ENG 787.*

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

F.

FOR SECTIONS

(1) *ENG 20 DISPLAY SIGNALS AND RUN AS FIRST NO 1 ONE A TO Z.*

To be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2), both being single-order examples.

(2) *ENG 25 RUN AS SECOND NO 1 ONE A TO Z.*

(3) *SECOND NO 1 ONE ENG 65 DISPLAY SIGNALS B TO E FOR ENG 99.*

(4) *ENGS 20, 25 AND 99 RUN AS FIRST, SECOND AND THIRD NO 1 ONE A TO Z.*

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

(5) *ENG 55 DISPLAY SIGNALS AND RUN AS SECOND NO 1 ONE A TO Z. FOLLOWING SECTIONS CHANGE NUMBERS ACCORDINGLY.*

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

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

(6) *ENG 85 IS WITHDRAWN AS SECOND NO 1 ONE AT H. FOLLOWING SECTIONS CHANGE NUMBERS ACCORDINGLY.*

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

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

(7) *ENG 18 INSTEAD OF ENG 85 DISPLAY SIGNALS AND RUN AS SECOND NO 1 ONE R TO Z.*

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

Following sections need not be addressed.

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

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

(8) *SECOND NO 1 ONE ENG 18 TAKE DOWN SIGNALS AT D.*

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

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

(9) *ENGS 99 AND 25 REVERSE POSITIONS AS SECOND AND THIRD NO 1 ONE H TO Z.*

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

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

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

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

G.

EXTRA TRAINS

(1) *ENG 99 RUN EXTRA A TO F.*

This gives the extra no right to occupy the main track between the switches of the siding at the point last named.

(2) *ENG 99 RUN EXTRA A TO F AND RETURN TO C.*

The extra must go to F before returning to C.

This gives the extra no right to occupy the main track between switches of the siding at F on the going trip, and at C on the return trip.

(3) *ENGS 110-115 COUPLED RUN EXTRA A TO F AND RETURN TO C.*

The extra must go to F before returning to C.

This gives the extra no right to occupy the main track between switches of the siding at F on the going trip, and at C on the return trip.

This form to be used when operating with two or more units in multiple service. The numbers of the first and last units will be stated in the order, and number of leading unit in direction of movement will be used as identification.

(4) *ON MARCH ELEVENTH AFTER 645 SIX FORTY FIVE AM ENG 214 RUN EXTRA Z TO G.*

This form to be used to authorize in advance a later movement of an extra train from a point at which there is no means of communication, or at which the office is closed.

S-H.

WORK EXTRA

(1) *ENG 292 WORKS EXTRA 645 SIX FORTY FIVE AM UNTIL 545 FIVE FORTY FIVE PM BETWEEN D AND E.*

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

This may be modified by adding:

(2) *NOT PROTECTING AGAINST EASTBOUND EXTRA TRAINS.*

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

(3) *NOT PROTECTING AGAINST EXTRA TRAINS.*

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

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

(4) *WORK EXTRA 292 CLEARS (or PROTECTS AGAINST) EXTRA 76 EAST BETWEEN D AND E AFTER 210 TWO TEN PM.*

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

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

(5) *WORK EXTRA 292 PROTECTS AGAINST NO 55 FIFTY FIVE (or _____ CLASS TRAINS) BETWEEN D AND E.*

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

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

(6) *WORK EXTRA 292 HAS RIGHT OVER ALL TRAINS BETWEEN D AND E 715 SEVEN FIFTEEN PM UNTIL 115 ONE FIFTEEN AM.*

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

---

(7) *ON NOVEMBER THIRTIETH ENG 292 WORKS EXTRA 645 SIX FORTY FIVE AM UNTIL 545 FIVE FORTY FIVE PM BETWEEN D AND E.*

This form to be used to authorize in advance a work extra from a point at which there is no means of communication, or at which the office is closed.

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

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

Whenever extra trains are operated within working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, such other trains will run expecting to find the work extra protecting itself.

Work train conductors must provide themselves with flagging instructions Forms 895 and 896. Work train conductors and flagmen must use the forms as prescribed.

Examples (1), (6) and (7) confer no right to the work extra to occupy the main track between switches of the siding at either of the points named.

WORK EXTRA

(1) *ENG 292 WORKS EXTRA ON _____ TRACK (or _____ TRACKS) 645 SIX FORTY FIVE AM UNTIL 545 FIVE FORTY FIVE PM BETWEEN D AND E.*

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

This form may be modified by adding:

(2) *NOT PROTECTING AGAINST EXTRA TRAINS.*

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

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

(3) *WORK EXTRA 292 PROTECTS AGAINST NO 55 FIFTY FIVE ENG 75 (or _____ CLASS TRAINS) BETWEEN D AND E.*

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

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

When it is desired to move a train against the current of traffic over the working limits, provision must be made for the protection of such movement.

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

(4) *WORK EXTRA 292 HAS RIGHT OVER ALL TRAINS ON _____ AND _____ TRACKS BETWEEN G AND H 701 SEVEN NAUGHT ONE PM UNTIL 101 ONE NAUGHT ONE AM.*

This gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named.

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

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

Examples (1) and (4) confer no right to the work extra to occupy the main track between switches of the siding at either of the points designated.

I.

RELIEF FROM PROTECTING AGAINST FOLLOWING TRAINS

(1) *NO 85 EIGHTY FIVE WILL NOT PROTECT AGAINST FOLLOWING TRAINS BETWEEN B AND H UNTIL 1101 ELEVEN NAUGHT ONE AM.*

The designated train will not protect against following trains between the points named while the order is in effect. Following trains must be given copies of the order and must not enter the limits of the order while it is in effect.

J.

HOLDING ORDER

(1) *HOLD NO 2 TWO ENG 1060.*

(2) *HOLD ALL (or _____ BOUND) TRAINS.*

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

_____ *MAY GO.*

These orders will be addressed to the operator and acknowledged in the usual manner, and 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 ONE DUE TO LEAVE A JUNE SECOND IS ANNULLED A TO Z.*

(2) *SECOND NO 5 FIVE DUE TO LEAVE E FEBRUARY TWENTY NINTH IS ANNULLED E TO G.*

(3) *NO 1 ONE DUE TO LEAVE A SEPTEMBER TWELFTH HAS ARRIVED AT G AND IS ANNULLED G TO Z.*

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

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

L.

ANNULLING AN ORDER

(1) *ORDER NO 10 TEN IS ANNULLED.*

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

"Annulled by Order No _____."

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

M.

ANNULLING PART OF AN ORDER

(1) *THAT PART OF ORDER NO 10 TEN READING NO 1 ONE ENG 963 MEET NO 2 TWO ENG 970 AT S IS ANNULLED.*

(2) *THAT PART OF ORDER NO 12 TWELVE READING NO 3 THREE ENG 1069 PASS NO 1 ONE ENG 965 AT S IS ANNULLED.*

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

S-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 ONE ENG 1111 TAKE SIDING AND MEET NO 2 TWO ENG 1102 AT C INSTEAD OF B. (Effective Feb. 17, 1975)*

Page Revised
Feb. 17, 1975

(2) *NO 3 THREE ENG 1906 PASS NO 1 ONE ENG 1903 AT D INSTEAD OF C. NO 1 ONE TAKE SIDING AT D. (Effective Feb. 17, 1975)*

The superseding order must specify which train will take the siding at each meeting or passing point. *(Effective Feb. 17, 1975)*

An order which has been superseded must not be reissued under its original number. *(Effective Feb. 17, 1975)*

Q.

ISSUANCE OF A NEW TIMETABLE

(1) *TIMETABLE NO 1 ONE IS EFFECTIVE AT 1201 TWELVE NAUGHT ONE AM SUNDAY JULY SIXTH.*

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

D-R.

PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

(1) *NO 1 ONE ENG 999 HAS RIGHT OVER OPPOSING TRAINS ON _____ TRACK C TO F.*

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

See Rule 93 governing train movements against the current of traffic in yard limits.

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

This order may be modified as follows:

(2) *AFTER NO 4 FOUR ENG 1901 ARRIVES AT C NO 1 ONE ENG 999 HAS RIGHT OVER OPPOSING TRAINS ON _____ TRACK C TO F.*

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

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

See Rule 93 governing train movements against the current of traffic in yard limits.

S.

PROVIDING FOR A MOVEMENT IN SIGNALED TERRITORY WHEN A STOP SIGNAL DOES NOT CLEAR AND IT IS KNOWN THAT THERE IS NO CONFLICTING MOVEMENT

To be used in other than CTC and remote control territory:

(1) *BLOCK SIGNALS BETWEEN _____ AND _____* (if on two or more tracks, identify track to be used) *DISPLAYING STOP MAY BE PASSED AT RESTRICTED SPEED WITHOUT STOPPING EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET. THIS ORDER VOID AFTER _____ M.*

To be used in CTC territory:

(2) *BLOCK SIGNALS BETWEEN* _____ *AND* _____ (if on two or more tracks, identify track to be used) *DISPLAYING STOP MAY BE PASSED AFTER STOPPING THEN PROCEEDING AT RESTRICTED SPEED EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET. THIS ORDER VOID AFTER* _____ *M.*

U.

SUSPENSION OF SIGNAL SYSTEM

(1) *SIGNAL SYSTEM IS SUSPENDED BETWEEN* _____ *AND* _____, *BOTH INCLUSIVE. TRAINS AND ENGINES WILL OPERATE BY TIMETABLE, TRAIN ORDERS AND RELATED RULES, PASSENGER TRAINS NOT EXCEEDING 59 MPH, OTHER MOVEMENTS NOT EXCEEDING 49 MPH.*

V.

CHECK OF TRAIN REGISTERS

This form to be used when it is desired to give the information prescribed by Rule 83.

(1) *ALL (SUPERIOR) (FIRST CLASS) TRAINS DUE AT C AT OR BEFORE 650 SIX FIFTY AM (HAVE PASSED) (HAVE ARRIVED) (HAVE LEFT)* as circumstances may require.

This may be modified by adding: *EXCEPT* _____.

When the term "superior" is used, it includes regular trains made superior either by time-table or train order, also extra trains made superior by train order Form S-C.

Provided it is not necessary to check the register against other schedules, when this form of train order is received, the train may register by ticket if the station is a register station for the train and there is an operator on duty. The operator will enter the information on the train register.

W.

TO AVOID STOPPING TRAINS TO REGISTER OR TO RECEIVE CLEARANCE CARD

When it is desired to avoid stopping trains to register, or receive clearance card, the following forms will be used:

(1) *_____WILL NOT REGISTER OR REQUIRE CLEARANCE AT _____ PROVIDED THE TRAIN ORDER SIGNAL INDICATES PROCEED.*

(2) *_____ WILL REGISTER AT _____ BY REGISTER TICKET.*

(3) *_____WILL NOT REGISTER AT _____*

When Example (2) is used a copy of the order will be given the operator at the register station.

Forms V and W may be combined when required.

X.

REDUCE SPEED ORDER

(1) *REDUCE SPEED TO 10 TEN MPH OVER _____ BRIDGE, MP 2.3-T.*

5 FIVE MPH OVER WEST SIDING SWITCH _____.

20 TWENTY MPH MP 37-T TO MP 38-T.

May be modified by adding:

(2) *701 SEVEN NAUGHT ONE AM UNTIL 401 FOUR NAUGHT ONE PM.*

Reduce speed train orders will be numbered consecutively, beginning with 501 (or 601, etc.) and continuing regardless of date issued, to and including 599 (or 699, etc.). Same order of numbering will then be repeated, beginning with 501 (or 601, etc.).

Reduce speed train orders must be annulled and reissued each day and consolidated as far as practicable, and locations will be designated consecutively over each subdivision.

Both the train dispatcher and the operator must tabulate as shown in (1).

Y.

CONDITIONAL STOP SIGN ORDER

This form is to be used when it is desired to give the information prescribed by Rule 110. *(Effective March 20, 1972)*

(1) *APPROACH CONDITIONAL STOP SIGN NORTHBOUND (EASTBOUND) AT MP _____ AND SOUTHBOUND (WESTBOUND) AT MP _____ PREPARED TO STOP AND DO NOT PASS THIS SIGN UNTIL NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY MofW FOREMAN _____ THAT THE TRACK IS CLEAR. THIS ORDER EFFECTIVE FROM _____ TO _____.*

SOUTHERN RAILWAY SYSTEM

Form 403

CLEARANCE CARD

_____ M., _____ 19_____

To C & E _____ at _____

I have _____ orders for your train.

No's. _____ _____ _____ _____ _____ _____

_____ _____ _____ _____ _____ _____

Block _____ _____ Operator

Conductor Engineer

NOTE—The notation "Block clear" or "Block occupied" will be used only in connection with a manual block.

TRAIN IDENTIFICATION

TRAIN NO.			SUB-DIV.		TRAIN DATE	

Manifold copies will be made for each conductor, engineer and operator, as prescribed by rules.

SOUTHERN RAILWAY SYSTEM

FORM 19 — Train Order No. _____ Date _____ 19__ — FORM 19

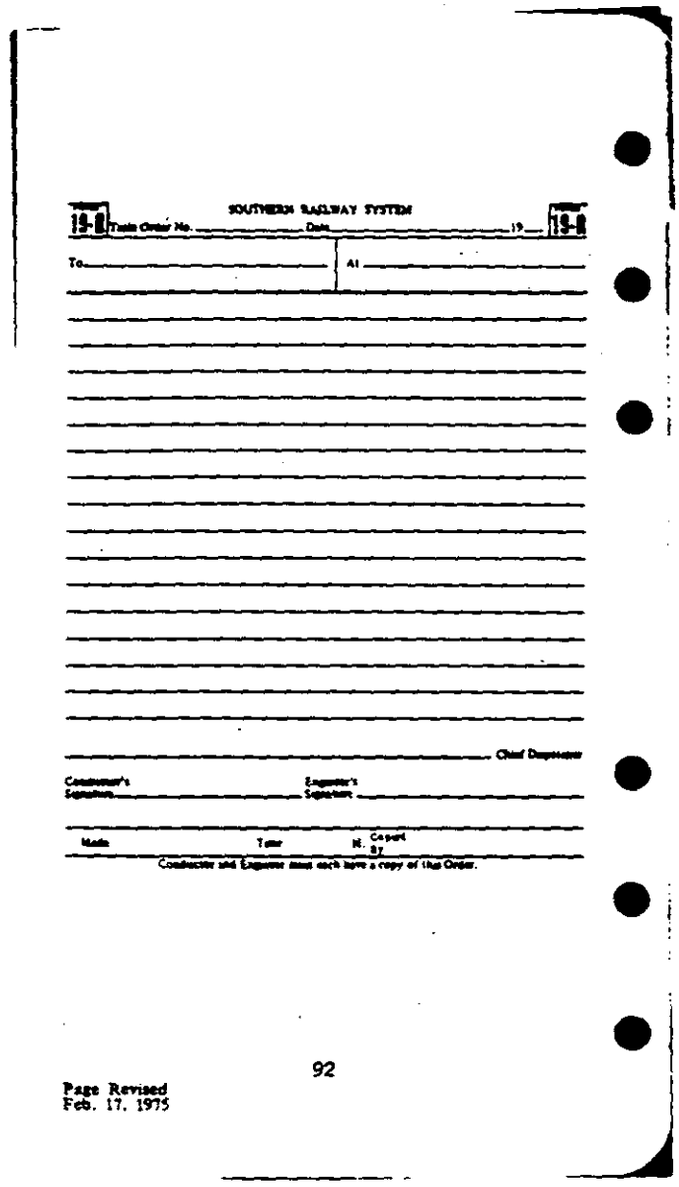
Fo. _____ At. _____

X. _____ Opr. _____ M

_____ Chief Dispatcher

Made _____ Time _____ M. _____ Opr.

Conductor and Engineer must each have a copy of this Order.



SOUTHERN RAILWAY SYSTEM

19-B Train Order No. _____ Date _____ 19__ 19-B

To _____ At _____

_____ Chief Dispatcher

Conductor's Signature _____ Engineer's Signature _____

Made _____ Time _____ M. Copied By _____

Conductor and Engineer must each have a copy of this Order.

Page Revised
Feb. 17, 1975

Train Order "S-(1)"
(To be used in other than CTC and ribbon coupon territory)
SOUTHERN RAILWAY SYSTEM

Form 19-A Train Order No _____ Date _____ 19____ Form 19-A

To _____ At _____

BLOCK SIGNALS BETWEEN _____

AND _____ (If on two or more tracks, identify track to be used) DISPLAYING STOP MAY BE PASSED AT RESTRICTED SPEED WITHOUT STOPPING EXPECTING TO FIND A TRAIN IN THE BLOCK. BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET.

THIS ORDER VOID AFTER _____ M.

_____ Chief Dispatcher

Conductor's Signature _____ Engineer's Signature _____

Made _____ Time _____ M. Copied By: _____

Conductor and Engineer must each have a copy of this Order.

Page Revised
Feb. 17. 1975

Train Order "S-(2)"
(To be used in CTC territory)

SOUTHERN RAILWAY SYSTEM

"FORM" 19-R Train Order No. _____ Date _____ 19 ____ "FORM" 19-R

To _____ At _____

BLOCK SIGNALS BETWEEN _____

AND _____ (If on two or more tracks, identify track to be used) DISPLAYING STOP MAY BE PASSED AFTER STOPPING THEN PROCEEDING AT RESTRICTED SPEED EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET.

THIS ORDER VOID AFTER _____ M.

_____ Chief Dispatcher

Conductor's Signature _____ Engineer's Signature _____

Made _____ Time _____ M. Copied by: _____

Conductor and Engineer must each have a copy of this OI for.

Page Revised
Feb. 17, 1975

(This page intentionally left blank)

Page Revised
Feb. 17, 1975

MANUAL BLOCK

241. Manual block may be established by train order or by special instructions to govern movements between given points, requiring trains to receive clearance card, Form 603, reading "Block clear" or "Block occupied," before entering the block.

Trains or engines must not be permitted to enter the block until all opposing movements have cleared the block.

Trains and engines receiving Form 603 showing "Block occupied" must move through the entire block at restricted speed.

MOVEMENT OF TRAINS ON TWO OR MORE TRACKS BY BLOCK SIGNAL INDICATIONS

D-251. On portions of the railway designated by timetable, trains will run with the current of traffic by block signal indications that supersede timetable superiority of trains.

When required, movement of trains will be directed by the dispatcher, who must be informed in advance of any known condition that will delay a train or prevent its making usual speed.

Except as provided in this rule, all other rules remain in effect.

Page Revised
Feb. 17, 1975

MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNAL INDICATIONS

S-261. On portions of the railway designated by timetable, trains will be governed by block signal indications that supersede timetable superiority of trains and take the place of train orders for both opposing and following movements on the same track.

A train having entered a block must not move in the opposite direction without proper authority or under flag protection.

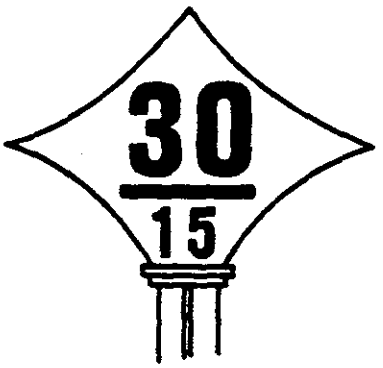
The dispatcher must be informed in advance of any known condition that will delay a train or prevent its making usual speed.

Except as provided in this rule, all other rules remain in effect.

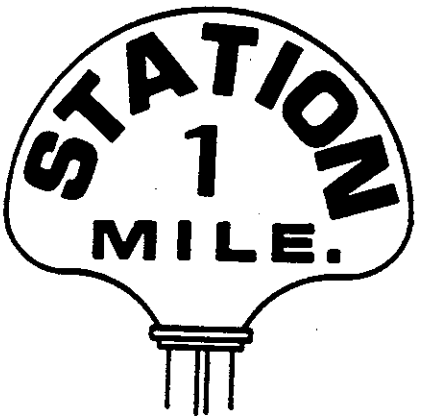
FIXED SIGNALS

The following signals will appear where conditions require their use:

INDICATION—STOP
NAME—STOP SIGN



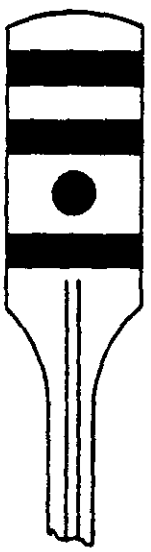
INDICATION—
UPPER FIGURES: PASSENGER TRAINS REDUCE SPEED TO 30 MILES PER HOUR
LOWER FIGURES: FREIGHT TRAINS REDUCE SPEED TO 15 MILES PER HOUR
Where figures differ from those above, they have the same relative meanings.
NAME—SPEED LIMIT SIGN



INDICATION—STATION ONE MILE
NAME—STATION WARNING SIGN

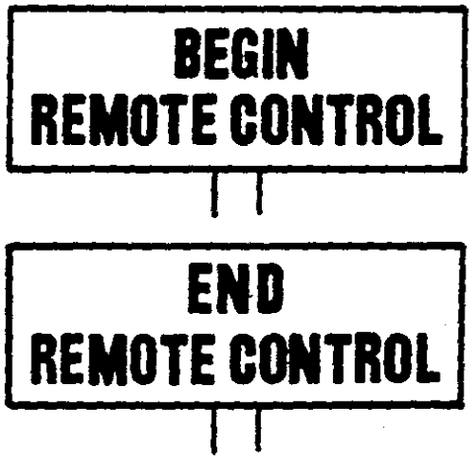
INDICATION—RAILROAD GRADE CROSSING ONE MILE
NAME—RAILROAD CROSSING WARNING SIGN

INDICATION—DISTANCE TO DRAWBRIDGE
NAME—DRAWBRIDGE WARNING SIGN

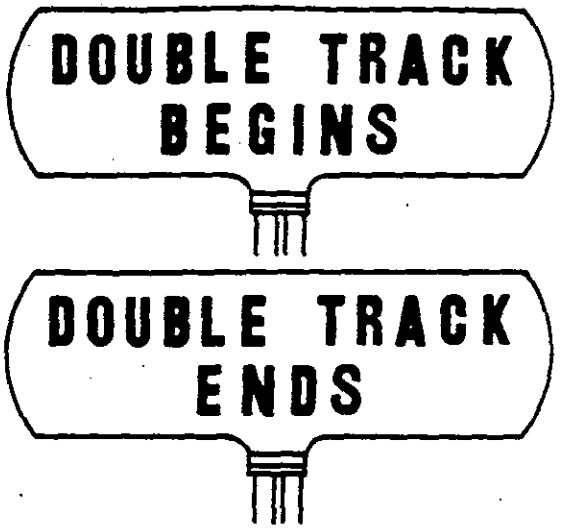


INDICATION—WHISTLE SIGNAL APPROACHING PUBLIC CROSSING
NAME—PUBLIC CROSSING WHISTLE SIGN

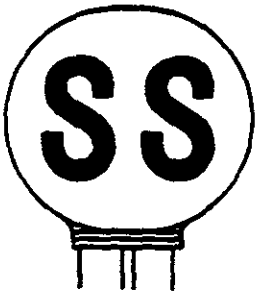
INDICATION—YARD BOUNDARY LINE
NAME—YARD LIMIT SIGN



INDICATION—BEGINNING AND ENDING OF REMOTE CONTROL SYSTEM
NAME—REMOTE CONTROL SIGNS



INDICATION—BEGINNING AND ENDING OF DOUBLE TRACK
NAME—DOUBLE TRACK SIGNS



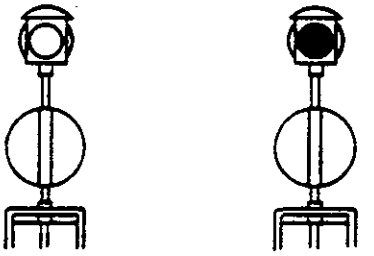
INDICATION—LOCATION OF SPRING SWITCH
NAME—SPRING SWITCH SIGN

"SS" signs, when practicable, will also indicate the clearance point for an adjacent track unless "Clear this Post" sign or a derail is used.

INDICATION—CLEARANCE POINT FOR ADJACENT TRACK
NAME—CLEARANCE SIGN

"Clear this Post" sign will indicate the clearance point for an adjacent track unless "SS" sign or a derail is used.

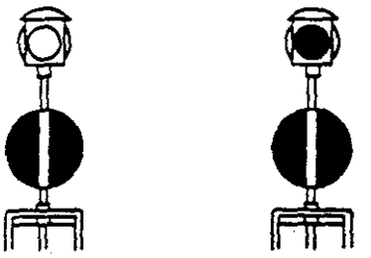
The following switch targets with lights or reflectors will appear where conditions require their use: *(Effective Sep. 1, 1975)*



By day By night

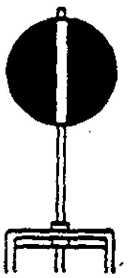
INDICATION—SWITCH LINED FOR MAIN TRACK
NAME—MAIN TRACK SWITCH TARGET AND LIGHT

Page Revised
Dec. 15, 1975



By day By night

INDICATION—SWITCH LINED FOR DIVERGING TRACK
NAME—MAIN TRACK SWITCH TARGET AND LIGHT



INDICATION—MAIN TRACK SWITCH LINED FOR DIVERGING TRACK
NAME—MAIN TRACK SWITCH TARGET

By day By night

INDICATION—SWITCH LINED FOR STRAIGHT TRACK
NAME—INSIDE OR YARD SWITCH TARGET AND LIGHT

(Effective Sep. 1, 1975)

Page Revised
Dec. 15, 1975

By day By night

INDICATION—SWITCH LINED FOR DIVERGING TRACK
NAME—INSIDE OR YARD SWITCH TARGET AND LIGHT

(Effective Sep. 1, 1975)

By day By night — Approaching on single track.

By day By night — Approaching on double track.

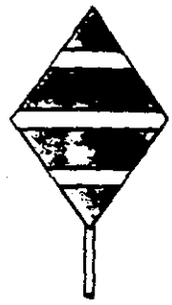
INDICATION—SET TO PASS FROM DOUBLE TRACK TO SINGLE TRACK
NAME—END OF DOUBLE TRACK SWITCH TARGET AND LIGHT

By day By night — Approaching on single track.

By day By night — Approaching on double track.

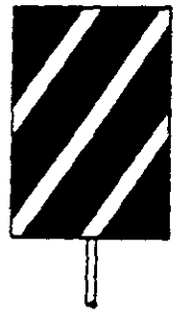
INDICATION—SET TO PASS FROM SINGLE TRACK TO DOUBLE TRACK
NAME—END OF DOUBLE TRACK SWITCH TARGET AND LIGHT

Page Revised
Dec. 15, 1975



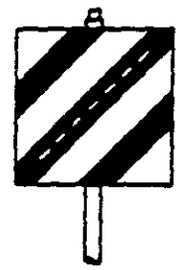
INDICATION—REDUCE SPEED PREPARED TO STOP SHORT OF CONDITIONAL STOP SIGN
NAME—APPROACH PREPARED TO STOP SIGN

This sign is to be displayed not less than 1½ miles in advance of conditional stop sign.



For use in connection with Form Y train order and Rule 110.

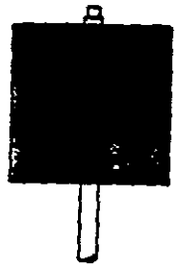
INDICATION—STOP UNLESS NOTIFIED BY RADIO COMMUNICATION OR IN PERSON BY MoW FOREMAN NAMED IN TRAIN ORDER THAT TRACK IS CLEAR
NAME—CONDITIONAL STOP SIGN



By day and night

INDICATION—REDUCE SPEED AS DIRECTED BY TRAIN ORDER OR BULLETIN
NAME—REDUCE SPEED SIGN

Note: Sign to be placed at least one-half mile before point where speed is to be reduced, farther if required by train speed, grade, visibility or other condition.



By day and night

INDICATION—RESUME SPEED WHEN REAR OF TRAIN HAS PASSED THE SIGN

NAME—RESUME SPEED SIGN

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

300(a). Aspects of signals shown in Rules 301 through 318 are displayed by the color of lights, position of lights and the flashing of lights, or a combination of color, position and flashing of lights, or by position of semaphore arms as follows:

Vertical	45 Degrees	Horizontal
Green	Yellow	Red

Signals may or may not have semaphore arms. Most signal illustrations, Rules 301-318, do not show semaphore arms.

300(b). The absence of a light, a white light displayed where a colored light should be, a signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be displayed by that signal. *Exceptions:* (1) If the day indication can be plainly seen, it will govern. (2) If one or more lower units be dark but the top unit is illuminated, the signal will be observed as though the dark unit or units displayed the red aspect.

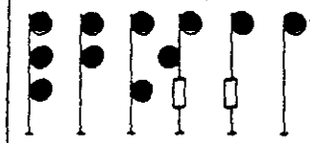
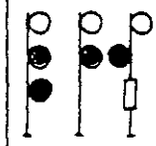
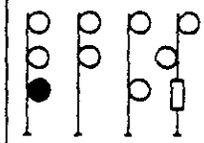
300(c). Signals, as far as practicable, are located to the right of or directly above the track that they govern. Signals may be placed to the left where conditions require.

300(d). Where the space between tracks is not sufficient for a mast adjacent to the track controlled and a signal bridge is not used, signal mast to the right of such track will support the signal together with one "doll" mast for each track intervening between the signal mast and the track governed by the signal. Each doll mast displays a blue light and will be located to the right of the signal mast. See Rule 315.

300(e). A number plate attached to a signal indicates that the most restrictive indication that can be displayed by that signal is PROCEED AT RESTRICTED SPEED. See Rule 309. The absence of a number plate indicates that the most restrictive indication that can be displayed by that signal is STOP. See Rule 310.

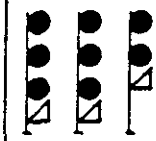
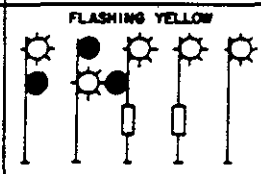
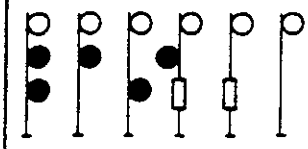
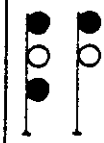
300(f). The yellow marker with forked ends on a signal mast designates it as a NON-AUTOMATIC BLOCK SIGNAL. This signal provides information only about the next signal, not conditions of or on the track. See Rules 311 and 312.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

RULE	HIGH SIGNAL	DWARF SIG.
301		
302		
303		
304		

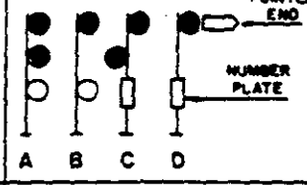
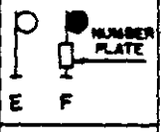
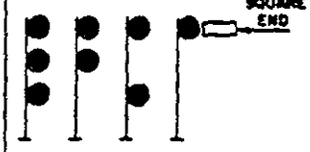
NAME	INDICATION
Clear	Proceed.
Approach Diverging	Proceed, approaching next signal prepared to take diverging route.
Advance Approach	Proceed, preparing to stop at second signal.
Diverging Route Clear	Proceed through diverging route, observing authorized speed through turnout or crossover.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

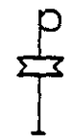
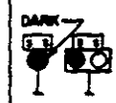
RULE	HIGH SIGNAL	DWARF SIG.
305		
306		
307		
308		

NAME	INDICATION
Diverging Route Clear, Approach Limited	Proceed through diverging route, observing authorized speed through turnout or crossover, and approach next signal at authorized speed, not exceeding Limited Speed. Note: Yellow triangle marker when attached to a signal mast is effective only with aspects as shown in Rule 305.
Approach Slow	Proceed, approaching next signal at Slow Speed. Train exceeding Medium Speed must at once reduce to that speed.
Approach	Proceed, preparing to stop at next signal. Train exceeding Medium Speed must at once reduce to that speed.
Diverging Route Approach	Proceed through diverging route, observing authorized speed through turnout or crossover, then not exceeding Medium Speed, preparing to stop at next signal.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

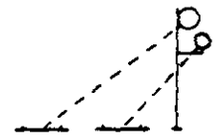
RULE	HIGH SIGNAL	DWARF SIG.
309		
310		

NAME	INDICATION
Restricted Proceed	Proceed at Restricted Speed.
Stop	Stop.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS		
RULE	HIGH SIGNAL	DWARF SIG.
311	 FORKED MARKER	
312	 FORKED MARKER	
313	 A	 DARK B C
314	 A	 B C

NAME	INDICATION
Non-Automatic Block, Clear	Proceed. Note: A train or engine that is delayed after passing this signal must approach next signal prepared to stop. See Rule 300(f).
Non-Automatic Block, Approach	Approach next signal prepared to stop. Train exceeding Medium Speed must at once reduce to that speed. Note: See Rule 300(f).
Spring Switch Marker Light	Switch points in normal position.
Spring Switch Marker Light	Stop and examine switch points.

AUTOMATIC BLOCK, INTERLOCKING, CTC AND REMOTE CONTROL SIGNALS

RULE	HIGH SIGNAL	DWARF SIG.
315		
316	FLASHING RED 	
317		
318		

NAME	INDICATION
Doll Mast	A track intervenes between the signal and the track governed by the signal. When more than one track intervenes, the number of doll masts, with or without blue light, is correspondingly increased.
Dragging Equipment Indicator	Stop and inspect train for dragging equipment.
Take Siding Indicator	When letter "S" is illuminated, take siding.
Holding Signal	When letter "H" is illuminated, stay until authorized to proceed.

AUTOMATIC BLOCK SIGNAL SYSTEM

(Will be operative on portions of the railway designated by timetable.)

505. Automatic block signals govern the use of blocks, but unless otherwise provided do not supersede the superiority of trains, nor dispense with the use or the observance of other signals whenever and wherever they may be required.

507. At places designated by timetable, automatic block, CTC and remote control signals are also interlocking signals and the rules governing interlocking signals must also be observed at those places.

508. On any track signaled for traffic in both directions, automatic block signals apply to trains or engines in the direction of their movement. On any track signaled for traffic in one direction, automatic block signals apply only to trains or engines moving with the current of traffic.

509. When a train or engine is stopped by an automatic block signal displaying a STOP indication it must stay until authorized to proceed and will then proceed at restricted speed. Except in CTC and remote control territory, in case of absence or failure of means of communication it may, after waiting five minutes, proceed when preceded by a flagman to the next signal displaying an indication to proceed, other than a restricted-proceed signal—Rule 309.

When the stop signal does not clear and the train dispatcher knows that there is no conflicting movement, he may authorize the train by train

order Form "S", Example (1), to proceed at restricted speed.

509(a). When a train or engine passes an automatic block signal displaying a PROCEED AT RESTRICTED SPEED indication, it may proceed:

(1)—On any track signaled for traffic in both directions, at restricted speed through the entire block, except that when proceeding under protection of a flagman from the last STOP indication, it must continue under protection of a flagman to the next signal displaying an indication to proceed other than a restricted-proceed signal—Rule 309.

(2)—On any track signaled for traffic in one direction, at restricted speed through the entire block.

510. 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.

511. A train or engine having passed beyond the limits of a block must not re-enter that block except by train order authority or under flag protection.

512. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal.

513. When a train or engine is restricted by an automatic block signal that is evidently out

of order, the fact must be reported to the train dispatcher, giving signal number or location.

514. Both switches of a crossover must be open before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

517. Within automatic block signal territory, before a train or engine enters on or fouls a main track, or crosses over from one main track to another, trainmen will operate all switches involved, and, in addition to other precautions, trains and engines will wait three minutes, unless additional time is required by special instructions, before the movement is made, except that immediately after an opposing train on single track has passed the switches may be thrown and the movement made without waiting.

At spring switches, except when an opposing train on single track has immediately passed, the switch must be thrown for the siding and after waiting the prescribed time, the train or engine will proceed to the frog when the switch will be thrown and locked for the main track and the movement completed.

No waiting period is required at switches where block signals govern movement from siding.

Employees are not relieved of the duty of promptly and properly protecting the movement.

518. A train, engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track near the clearance point.

519. Main track switch must not be closed before train or engine entering siding has cleared main track and passed insulated track joints near the clearance point.

520. Except in CTC and remote control territory, when a flagman is at an automatic block signal with instructions to take a following train through the block, or with proper instructions on Form 893, the train so stopped and instructed may pass the STOP signal and proceed at restricted speed to the next automatic block signal. If a tunnel intervenes, a flagman must precede the train through the tunnel.

521. In foggy or stormy weather, or when the view of automatic block signals is obscured by any other cause, engineer must approach all signals prepared to obey the indication given.

CENTRALIZED TRAFFIC CONTROL (CTC) AND REMOTE CONTROL SYSTEMS

530. On portions of the railway designated by timetable as CTC or remote control territory, train and engine movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track. Within CTC and remote control territory, except as affected by Rules 530 through 548 (both inclusive), and as specifically set forth in other rules, all automatic block signal rules, interlocking rules and other operating rules remain in force.

531. A train or engine that has passed beyond the limits of a block must not re-enter that block without permission of the CTC or remote control station that originally authorized the movement, except as otherwise provided.

532. Trains or engines must not enter or foul the main track, enter a siding, or cross over from one track to another through hand-operated switches until permission has been obtained from control station, and will be governed by Rules 514 and 519.

When permission has been secured to enter the main track at an electrically-locked switch, employees must unlock and throw that switch before operating derail or inside switch.

533. Dual-controlled switches and dual-controlled derails must not be operated by hand unless authorized from control station. Trains or engines entering main track, siding, or crossing over from one main track to another and operating these switches and derails by hand will be governed by Rules 514 and 519. When movements have been completed, these switches and derails must be restored to normal position and the selector lever locked in position for power operation. After these switches and derails have been operated by hand, trains or engines must not proceed except upon proper signal indication or as authorized.

534. A train or engine must not pass a STOP signal until authority has been obtained from control station, except at interlockings in accordance with Rule 663. In CTC territory the con-

trol station may authorize the train or engine by train order Form "S", Example (2), to proceed. In remote control territory the control station may orally authorize the train or engine to proceed. When a train or engine is authorized to pass a STOP signal in CTC or remote control territory, such train or engine, after stopping, must proceed at restricted speed, and power-operated switch, derail, and movable frog points must be observed by a member of train crew stationed at the switch until leading wheels move onto switch points.

535. When a train or engine is delayed at a STOP signal and cause is unknown, or in case of unusual delay, conductor or engineer must notify control station at once.

536. A train or engine approaching a signal displaying a STOP indication must stop before the leading wheels pass the signal.

537. If a signal indication, permitting a train or engine to proceed, after being accepted, is changed to a STOP indication before it is reached, the stop must be made short of obstruction. Such occurrence must be reported to the chief dispatcher.

538. After stop or delay in CTC or remote control territory, a train or engine not otherwise subject to slower speed must be operated in accordance with requirements of Rule 307, APPROACH indication. Rule 510 does not apply in such territory. *(Effective August 15, 1971)*

539. Electrically-lighted call lamps are provided on the track side of CTC and remote con-

trol bungalows. When lighted, crew members of a train or engine standing or working in the vicinity should call control station. Signalmen, trackmen and other employees observing lighted call lamp must, when practical, call control station.

Southern Railway System

TRACK TIME FORM 23A [illegible]

For use in CTC and Remote Control territory ONLY

No.__________ Date______________

______________________ may use No.__________ track

between__________ and__________ until__________

Restrictions ______________________________

Time reported__________ [illegible] __________

540. When a train or engine is to do work in CTC or remote control territory, permission must be obtained from control station and recorded, by the person obtaining such permission, on Track Time Form 23A, specifying time and working limits, and tracks to be used. Tracks specified may then be used in either direction. Flag protection will not be required within the specified limits, except that when another movement as provided in Rule 545(a) has been permitted to enter those limits, all movements must protect against each other and must not exceed restricted speed within such limits.

Train or engine must clear specified tracks not later than the specified time, unless the time is extended on authority of control station and recorded on an additional Form 23A before expiration of previous time limit. *(Eff. April 25, 1973)*

Clearing for time limit or at direction of control station cancels all authority to use any tracks or portions of tracks covered by the governing Form 23A, and no right to use those tracks will exist unless permission is again secured and recorded in the prescribed manner. *(Eff. April 25, 1973)*

After clearing, the person who obtained working limits must report to control station that specified tracks are clear, and must also record on the governing Form 23A the time when this report is acknowledged by control station. *(Effective April 25, 1973)*

If tracks specified are not clear by the time stated, train or engine must be protected by flag in both directions.

Control Stations

542. Signals should be cleared in advance of trains, when possible, to avoid giving them restrictive indications.

543. The control lever and push button for a power-operated switch must not be operated while a train or engine is on the switch as indicated by the red "OS" light.

544. In CTC and remote control territory, a train or engine must not be authorized to pass a STOP signal in accordance with Rule 534, except as provided for in Rule 545(a), unless it is known that no opposing trains or engines are in the block between the STOP signal involved and the controlled signal next ahead of the train or engine to be moved.

Before authorizing such a movement, signals governing opposing movements into that block must be coded to the STOP position and con-

trolling levers or push buttons blocked in that position. Also, levers or push buttons controlling signals and switches for the route to be taken by the train or engine involved must be positioned and control code transmitted for that route.

545. Before authorizing working limits for a train, engine, or on-track equipment, the control station must know that there is no conflicting movement. The control station must record, on Track Time Form 23, identification of the movement, name of person obtaining authority, specified time and working limits, and tracks to be used, and must require this information to be repeated correctly. *(Effective Sep. 1, 1974)*

When the authorized movement has entered the working limits specified, control station must, in single track territory, transmit code to place signals governing movements into that territory at STOP and block controlling levers in that position. In two or more track territory, switches must be lined to divert movements from track specified in working limits and levers blocked in that position, or signals governing movements to that track must be coded to STOP and controlling levers blocked in that position.

(Effective April 25, 1973):

When the authorized movement reports clear, the control station must acknowledge, stating the time this report is received, such as, "OK, 3:21 PM", must require this information to be repeated correctly by the person reporting, and must record that time on Form 23. Until that is done, the control station must not permit another movement to enter

the specified limits except as provided for in Rule 545(a). Failure of any movement to report clear by the specified time must be promptly reported to the chief dispatcher.

545(a). The control station must not permit two movements to enter the same or overlapping time or working limits until notified by each movement that it is protecting against the other and will not exceed restricted speed.

546. The hand operation of dual-controlled switches and dual-controlled derails may be authorized in accordance with Rule 533 when it is known that there is no conflicting movement.

547. Before authorizing a train or engine to enter main track or siding or to cross over from one main track to another through a hand-operated switch in accordance with Rule 532, it must be known that there is no conflicting movement.

548. In case of trouble, the signal maintainer must be promptly notified and given all available information relative to the conditions.

SUSPENSION OF SIGNAL SYSTEM

550. When a major failure of the signal system occurs or construction work necessitates, the signal system, or sections of it, may be suspended upon authority of the General Manager.

The signal system, or sections of it, must not be suspended until all trains, engines and operators in the affected territory have been notified by

train order Form "U" specifying the limits of the suspension, which must be between a block signal displaying a STOP indication for one direction and a block signal displaying a STOP indication for the opposite direction.

When the signal system is suspended, trains and engines will be operated by timetable, train orders, and related rules.

When the signal system is suspended and power-operated switches have been set for hand-throw operation, lined and locked for main track movement, and spring switches that are to be removed from service have been spiked for main track movement and all concerned notified, trains and engines will not be governed by automatic block, CTC or remote control signals, except where such signals govern movements over railroad crossings at grade, end of two tracks, drawbridges or interlockings. Trains and engines must approach such points and first signal left in service at slow speed prepared to stop. Spring switches left in service must be approached at restricted speed when making facing-point movements.

Where start circuits for automatic highway protection devices have been affected as the result of the signals being out of service, the proper speed at these locations must be included in a reduce speed order.

When operation of a signal system is suspended and trains and engines have been notified that power-operated switches are set for hand-throw operation and movement is made through a power-operated switch in its reverse position, the

conductor, after movement is completed, must know that the switch has been set and locked for movement on main track and that selector lever is in hand-throw position before permitting his train or engine to proceed.

RAIL TEST CARS AND SIMILAR EQUIPMENT

560. Rail test cars and similar equipment do not actuate signals sufficiently to provide signal protection or to display accurate information at control stations. Within signaled territory, movement of this equipment must be protected the same as in non-signaled territory as prescribed by Rule 99(b).

Before entering CTC or remote control territory, working limits must be arranged in accordance with Rules 540, 545 and 545(a).

Before entering limits of manually-operated interlockings, levermen must be notified and Rules 616 and 617 must be complied with so that levers affecting movement will not be operated until car or equipment has cleared interlocking limits.

Before entering automatic interlocking limits, flag protection must be provided against opposing and following movements and against conflicting movements on other tracks.

Before entering territory governed by Rule S-261, protection must be provided against opposing and conflicting movements.

All highway-railroad grade crossings equipped with automatic crossing protective devices must be approached prepared to stop until it is known that such devices are operating.

INTERLOCKINGS

(Will be operative at places designated by timetable.)

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

Rules 99 and D-152 do not apply within interlocking limits except as may be required by Rule 671.

Emergency Signals

606. (Whistle signal used by levermen at interlockings so equipped.)

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

Sound	Indication
(a). ——	All trains and engines within interlocking limits stop immediately.
(b). o o	Resume normal movement after receiving the proper signal or permission from the leverman.
(c). o o o	Whistle or horn test.
(d). o o o o	Call signalman or repairman.

607. On portions of the railway where automatic block signal rules are effective, interlocking home signals are also automatic block signals and the rules governing automatic block signals must also be observed at those places.

Levermen

609. Levermen report to and receive instructions from the chief dispatcher. They must obey the instructions of the signal supervisor as to the operation and proper use of interlocking apparatus. When required, signal supervisor will examine and qualify inexperienced levermen.

611. Unless otherwise provided, signals must be kept in the position displaying their most restrictive indications, except when displayed for an immediate movement.

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

613. When the route is set, the signals must be operated sufficiently in advance of approaching trains to avoid delay.

614. Unless otherwise provided, a signal must be restored to display the most restrictive indication as soon as the train or engine for which it was cleared has passed it.

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

616. The lever operating a switch, derail, movable point frog or lock must not be moved when

any portion of a train or engine is standing on or closely approaching the switch, derail or movable point frog.

617. Operating levers must be blocked or marked and should not be used when a track, switch or signal is undergoing repairs or when a track is obstructed.

618. During cold weather the levers must be moved as often as necessary to keep connections from freezing.

619. Levermen must report to chief dispatcher and signal supervisor if those responsible for keeping switches clear are not on hand when snow or sand is drifting.

620. If a signal fails to work properly, its operation must be discontinued and until repaired the signal must be secured to display its most restrictive indication.

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

622. Levermen must not make nor permit any unauthorized repairs, alterations or additions to interlockings.

Any defects in an interlocking must be promptly reported to chief dispatcher and signal supervisor.

623. If there is a derailment or if a switch, movable point frog or derail is run through, or if any damage occurs to track or interlocking, signals must be restored to display their most restrictive

indications, and no movement permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in a safe condition.

624. When necessary to disconnect a switch, movable point frog, derail, facing point lock or electric locking circuits, all switches, movable point frogs and derails affected must be securely spiked or fastened in the required position and the levers blocked or marked in such a manner that they cannot be operated, before any train or engine is permitted to pass over them.

625. When switches, movable point frogs, derails or signals are undergoing repairs, STOP indication must be displayed for any movement that may be affected by such repairs, until it has been ascertained from the signalman that the switches, movable point frogs and derails are properly lined for such movement.

626. Levermen must, as far as practicable, observe all passing trains and note whether they are complete and in order. Should there be any indication of conditions endangering any train, levermen must take such measures to protect the train as may be practicable.

628. When the proper indication cannot be displayed by interlocking signals, levermen may authorize a train or engine to pass an interlocking signal indicating STOP by use of hand signal or other means of communication. Such authority must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the home signal. A yellow

flag by day and a yellow light by night will be used by levermen for hand signals, which must be given from such a place and in such a way that there can be no misunderstanding on the part of engineers and trainmen as to the signals, or as to the train or engine for which they are intended.

630. Levermen are responsible for the care of interlocking stations, lanterns and supplies.

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

633. If a train or engine overruns a STOP indication, the fact must be reported to the chief dispatcher.

634. Levermen must not permit unauthorized persons to enter interlocking stations.

635. During a stated period, an interlocking station may be closed upon authority of the train dispatcher. When so closed, switches and switch levers must be secured for routes that do not conflict, and signal levers so positioned that signals will display the proper indications.

The interlocking station must be securely locked.

636. When it is safe to do so, switches and signals may be operated on request of track and signal forces.

Engine and Train Crews

661. If a signal indication, permitting a train or engine to proceed, after being accepted, is

changed to a STOP indication before it is reached, the stop must be made short of obstruction. Such occurrence must be reported to the chief dispatcher.

663. Trains or engines must not pass an interlocking signal indicating STOP until a member of the train or engine crew is fully informed of the situation. Movement may then be made on authority of the leverman, either by hand signal or other means of communication, at restricted speed.

663(a). Except in CTC and remote control territory, when a train or engine has moved through interlocking limits in accordance with Rules 663 or 671, it must proceed in accordance with Rule 509. In CTC and remote control territory Rule 534 will govern beyond interlocking limits.

663(b). In two or more track territory signaled for traffic in one direction, a train or engine moving with the current of traffic through an interlocking in accordance with Rules 663 and 663(a), or 671, may continue at restricted speed to the next signal beyond the interlocking plant.

664. A train or engine moving against the current of traffic must approach interlocking home signals prepared to stop.

668. A train or engine approaching an interlocking signal displaying a STOP indication must stop before the leading wheels pass the signal.

669. Trains or engines stopped by the leverman within interlocking limits must not move in

either direction until they have received the proper signal from him.

670. When a movement stops with its trailing end within interlocking limits, a move in the opposite direction must not be made without the proper interlocking signal indication, or permission from the leverman or control station. *(Effective Sep. 1, 1975)*

671. In other than CTC and remote control territory, when a train or engine is stopped by a STOP indication of a block signal at a closed interlocking or at an automatic interlocking, and no immediate conflicting movement is evident, a member of the crew must operate the time release at points where such device is in use. If signal does not change its indication at expiration of the required time interval, and if signals on conflicting lines indicate STOP, burning fusees must be placed on the conflicting lines on each side of the crossing. If the interlocking governs movement over a drawbridge, engineer or trainmen must ascertain if bridge is in proper position for passage of a train. Train or engine may then proceed at restricted speed through the interlocking on a hand signal if it is known by the engineer and trainmen that the route is properly lined, being governed by Rule 509 beyond interlocking limits. If a train or engine is on a conflicting route, hand proceed signal must not be given until such movement is stopped. If signals on conflicting routes do not indicate STOP, proper flag protection must be provided before moving through the interlocking.

In CTC and remote control territory the same procedure will be followed, except that move-

752. When train dispatcher issues line-up, he must record this information in train order book. He must also record the identification of each inspection car that will operate on the line-up authority.

The maximum life of a line-up is four hours except for territory where the Superintendent specifically authorizes a longer time. A line-up is effective until its stated expiration time unless before then the employee in charge of each affected inspection car has been notified and has acknowledged that the line-up is canceled.

A line-up must show the latest available time and location, or the earliest departure time from a stated location, for each movement named therein. Unless otherwise available, the dispatcher must obtain this information from conductor, engineer, or employee in charge of inspection car, who will be responsible for the correctness of information thus furnished.

When an inspection car has received line-up authority, dispatcher must not authorize a movement named therein to operate ahead of its stated line-up time, or authorize a movement not named therein to enter the stated limits while the line-up is effective.

An unexpired line-up and permission of the dispatcher authorizes an inspection car to operate on main track in accordance with line-up information and applicable rules.

Dispatchers will endeavor to issue line-ups when requested, consistent with the primary obligation to direct train movements.

(Effective Sep. 1, 1974)

753. Dispatcher who is to be relieved must make a written transfer in ink in train order book over his signature of all outstanding orders and line-ups, and must furnish the relieving dispatcher all necessary information. *(Effective Sep. 1, 1974)*

Relieving dispatcher must check and sign the transfer, and must thoroughly familiarize himself with outstanding orders and line-ups, and with locations of trains before commencing work. *(Effective Sep. 1, 1974)*

OPERATORS

800. Operators will report to the chief dispatcher.

801. Operators will obey the instructions of station agents with respect to any duties required of them in connection with station work, but must not allow such duties to interfere with their duties as operators.

802. An operator must not close an office without permission of the train dispatcher. Before closing the office he must place a notice in the window showing his home address.

803. Operators must make written transfer to relieving operators of undelivered train orders or unfinished business.

804. Operators must notify the train dispatcher promptly of abnormal weather conditions prevailing in the vicinity.

805. Operators must not accept orders for trains unless it is known that such trains have not passed their stations, except on instructions of the dispatcher.

806. Where standard clock is located in a train order office, operator must see that it is regulated daily in accordance with the time signal, unless other provision is made.

807. Operators must have following signal equipment for immediate use:

Red flag
Torpedoes
Fusees

In addition, a yellow flag and lantern at interlockings and at train order offices where two-position train order signals are used.

CONDUCTORS AND YARD FOREMEN

850. Conductors and yard foremen are directly responsible to and must obey the orders of division and terminal officers. They must obey instructions of station agents and yardmasters where such are employed.

The responsibility of conductors and yard foremen continues without interruption until completion of the tour of duty, unless incapacitated or relieved of responsibility by proper officer.

851. Conductors have charge of the trains to which they are assigned and of all employees thereon. They are responsible for the safe and proper management of their trains, for the protection and care of passengers and property, for performance of duty by train employees, and for the observance and enforcement of all rules and instructions.

851(a). Yard foremen must observe all rules for "conductors" that are applicable to yard service. Yard foremen have charge of the engines to which they are assigned and of all employees on their crews. Yard foremen are responsible for the safe and proper management of their engines, for the protection and care of passengers and property, for performance of duty by yard employees, and for the observance and enforcement of all rules and instructions.

852. Conductors must recognize the joint responsibility of engineers for observance of the rules and must consult with them when necessary in regard to safe movement. (See Rule 1004.)

853. Conductors must, when necessary, instruct members of their crews as to proper performance of their duties.

853(a). When a train or yard engine is standing at a junction or meeting or waiting point, the conductor or yard foreman must arrange for inspection on both sides of passing trains.

853(b). When a car is set out for hot journal, conductor must see or ascertain from crew members that fire in journal box is extinguished, lubricator pad is removed and lid is closed to prevent further ignition. If fire has spread from the journal to underside of floor or elsewhere dispatcher must be notified immediately. Prescribed tag must be applied in conspicuous place by a member of the crew setting out the car. *(Effective Sep. 1, 1975)*

854. Conductors must not entrust the duties of flag protection to any person not entirely familiar with those duties except in emergency, and in such case must instruct him as to the requirements. They must not allow any other duties to interfere with proper protection.

855. Conductors must know that members of their crews have current timetables with them, that trains or engines are provided with required equipment, and that prescribed signals are properly displayed.

856. Conductors must examine bulletin books before starting runs and, when practicable, will read, and notify engineers of, new bulletins at intermediate points.

857. Conductors must make proper effort to start and move trains or engines on time. They must report promptly at train order offices when necessary for orders or instructions.

859. Conductors must not allow delay for avoidable causes without permission.

860. In case of delay that may affect movement of other trains or engines, conductors must report to the proper officer.

861. When a conductor is relieved on a trip he must deliver and explain all unfulfilled orders to the relieving conductor, who must compare them with the engineer.

862. Conductors, trainmen and yardmen must inspect running gear and brake and draft rigging on their equipment at stops, when practicable, and when moving must maintain lookout for any condition that may endanger safe movement. They will remedy defects if possible and remove from the consist any cars that are unsafe to run.

Conductors must report all unsafe or defective brakes, hot journals, or other defects, as well as repairs made en route. If the defective equipment may cause accident, those concerned must be orally informed and report must be made at first opportunity to proper authority.

863. Conductors must not permit cars or engines to be set out en route on main track, siding, or other track not having derail protection, without obtaining authority, in each instance, of the chief dispatcher.

864. Conductors must not allow cars or engines to obstruct street or public crossings unreasonably. When opening public crossings, they must be cleared the greatest distance that is reasonable in the circumstances, and before recoupling, a crew member must protect the movement.

865. When switching over public crossings or near passenger stations, conductors must see that crew members give proper protection to the public.

866. Conductors must maintain the records and compile the reports required by proper authority.

Conductors in Passenger Service

900. Conductors must see that their trains are properly cleaned, heated and lighted, provided with water, ice and fuel, and proper tests made of brakes and other appliances; that each member of the crew is in place, wearing prescribed uniform and badge.

901. Rear end hose or conductor's valve must be tested before it is used for back-up movement of a passenger train. With train standing, engineer will place automatic brake valve in lap position and conductor will apply brakes in emergency. Engineer will then release brakes and on proper signal will back up, with conductor controlling brakes and sounding air whistle frequently.

902. Side and trap doors at each end of cars, and the rear end gate on the rear car, must be

kept closed while trains are in motion, and vestibule curtains fastened in position. Doors must be closed promptly after leaving terminals and intermediate stops. When separating cars, the end gates must first be closed and vestibule curtains unfastened. Conductors will require sleeping car employees to comply with the instructions pertaining to side and trap doors and vestibule curtains on sleeping cars.

903. At stations where there is no switching service, conductors are in charge of making up their trains. When trips begin where no car inspectors are employed, conductors with assistance of trainmen must make proper inspection of their trains, must conduct the air brake, steam heat and air signal tests, and must detach any cars that cannot be made safe to run.

904. When cars are taken into trains en route, conductors must see that they are properly inspected and that air brake, steam heat and air signal appliances are tested.

905. When trains are ready for the reception of passengers, conductors must see that trainmen are stationed where they can best direct and assist passengers.

906. At stations, conductors must give attention to their trains and passengers, except when necessary to sign orders, register or examine train registers or bulletin books.

907. Conductors must, when practicable, see that passengers have proper transportation before entering trains.

908. Conductors must not give the starting signal at inspection stations until notified by inspectors, nor at any station until passengers have been properly discharged and received, and when practicable must prevent passengers from attempting to get on or off while trains are in motion.

909. If the train makes an unusual or irregular stop, the conductor must warn passengers not to alight.

910. Conductors must promptly collect tickets, fares or other proper transportation from each passenger, must issue cash fare receipt immediately as each cash fare is collected, and must cancel or punch tickets as may be required, at time of presentation.

911. Conductors must contribute to the comfort of passengers, and give courteous attention to those who are unattended, ill, infirm, inexperienced or otherwise unable to care for themselves.

912. Passengers must be provided with seats so far as practicable. No one will be allowed to occupy more than one seat if there are passengers standing. Conductors must notify the chief dispatcher promptly when additional cars are needed to accommodate passengers. As far as practicable, passengers should be required to occupy space designated for them and not be permitted to occupy places where their safety might be endangered.

913. Conductors must be conversant with and comply with instructions governing the operation of heating and air conditioning equipment of cars

and must give attention as necessary. Conductors will promptly report to the chief dispatcher any failure or unsatisfactory performance of a heating or cooling system by car initial and number.

914. Conductors must not permit unauthorized peddling or soliciting. Beggars, gamblers or confidence men must not be allowed to operate.

915. The conductor must not, if possible to avoid it, allow disorderly persons to board the train, nor allow improper language or conduct objectionable to other passengers in the cars. These regulations must be enforced courteously and quietly, but if they are not observed, the conductor must remove the offender from the train.

916. When necessary to remove a passenger from the train for refusal to present proper transportation or for other proper cause, conductor must proceed with moderation and without display of temper. When the train stops the passenger must be requested to leave the train. Only in case of refusal to do so must force be employed, and then only to the extent necessary to remove him. The conductor will report all circumstances to the superintendent. When a passenger is removed, the ticket should be properly endorsed for the remainder of trip, or a proportionate amount of the fare paid must be returned or tendered.

Removal of a passenger will be made only at a station, not at a place where his safety may be endangered.

917. If persons removed from trains are unable to take care of themselves, conductors must

see that they are placed in the care or attention of the station agent or other competent authority.

918. In every case of removal from the train or other difficulty with a passenger the conductor must, when possible, obtain names and addresses of witnesses, and include them in his report with the number and description of ticket presented by the passenger.

919. Conductors must maintain quiet in and about occupied sleeping cars.

920. Conductors must know the times of trains at connecting points, and must inform passengers as to routes and connections and change of cars.

921. Conductors must have announcements made in cars necessary for the information and guidance of passengers.

922. When passenger service is interrupted or when unusual or serious delay occurs, the conductor must inform passengers on the train as to probable delay or rerouting of the train. If practicable, assistance should be given passengers in making emergency arrangements for completion of trip.

923. Conductors must know that windows and doors of cars set out are closed and locked.

924. Conductors must pass through their trains from time to time, consistent with performance of their other duties, to see that other members of the crew are properly performing their duties.

Overhead racks in passenger cars are provided for small hand baggage, wearing apparel or simi-

lar articles. Heavy articles that might fall from racks should be placed in baggage compartment. The aisles of passenger cars must be kept clear of baggage and other articles.

It is unlawful to transport high explosives, dynamite, blasting caps, detonating fuses, black powder, gun powder, or other like explosives in any car carrying passengers, except fusees, torpedoes, or other devices used for train protection. Dangerous articles, such as loaded firearms, fireworks or gasoline, should not be carried in passenger cars.

925. The duties of a passenger conductor are of a delicate and responsible character, demanding good judgment, tact and courtesy. The safety of the train and passengers are in his keeping and the relations between the Railway and its patrons are to a great extent dependent on his vigilance, care and discretion.

Conductors in Freight Service

950. Conductors are responsible for the security and care of freight and waybills in their charge.

951. Before starting, conductors must secure the prescribed records and know that air brakes have been properly tested and that trains are ready for movement.

952. Conductors must not accept cars that in their judgment are unsafe to run, or loaded beyond capacity or the designated limits of height and width, or the lading of which is not properly distributed or secured, and must notify the chief dispatcher in each such instance.

Conductors must not set cars out short of destination or terminal other than for customary distribution by locals or at turning or regular tonnage breaking points, except in emergency. When necessary to set out a car in emergency, prompt report must be made to the chief dispatcher, giving car initial and number, contents, destination, where car and waybill left and reason for setting out.

953. Conductors must not move cars bearing defect cards until cards are removed by an authorized person.

Where there are no car inspectors, conductors with assistance of trainmen must inspect all cars offered and be assured of their safe condition before accepting them.

954. At stations where there is no switching service, and at other points when necessary, conductors will have charge of making up their trains.

955. When handling cars behind caboose, the conductor must have air cut in to such cars if possible. If this cannot be done, cars must be chained to caboose, kept under observation, and moved no faster than 15 MPH.

956. Conductors must give notice to chief dispatcher and yardmaster of livestock, perishable freight, meat or other commodities in their trains requiring special attention, and must have proper waybill for each loaded car or shipment.

957. Conductors must not move loaded cars on waybills that have been materially altered as to initial or number of car, destination or route

of shipment, unless proper authority is given in writing on the waybills with names of persons making changes.

958. Except on trains designated, conductors must not transport anyone but those discharging duties on their assigned territories.

959. Conductors must, when practicable, ride in cabooses on moving trains in position to observe their trains. If the conductor observes or is notified by radio communication or otherwise of hot journal or other defect in the train, his first duty is to instruct the engineer promptly by radio to stop the train for inspection. In the absence of communication, or if the engineer fails to stop, the conductor must take necessary action to stop the train. If the conductor's presence is required on other parts of the train, a trainman must occupy such position and perform these duties.

Subject to specific orders of the superintendent, conductors must require trainmen to station themselves on trains as in their judgment may be necessary.

960. Conductors must give attention and care to shipments of livestock and see that livestock is not confined in cars beyond the hours prescribed by law.

962. If the work required at stations by agents has not been properly arranged, conductors must do it as expeditiously as possible and report to the trainmaster.

963. A shipment billed with freight charges to be collected from consignee, or shipped order notify, advise, in bond, or C.O.D. must not be

placed for unloading at a non-agency station except on written authority of the governing agent, unless otherwise provided, and unless so arranged, such a car must be left at the governing agency.

964. Delivery of carload freight at a non-agency station requires receipt on Form 2194, Carload Delivery Receipt, if consignee is on hand. Otherwise endorse on waybill, "Consignee not present."

965. Empty cars must be distributed as billed or as directed by proper authority.

966. Conductors must make the required reports of cars on hand and wanted at non-agency stations.

967. Conductors must not leave their trains during trips except to perform duties required by the rules, nor at the end of trips until completion of required duties.

Conductors in Work Train Service

980. Conductors in charge of work trains will observe the instructions of representatives of the service in which they are engaged.

981. Conductors in charge of work trains must furnish their flagmen written instructions. Instructions to hold designated trains at a specified point must be on Form 896. Instructions for trains to look out for work train at a designated point must be on Form 895. Conductors must, when required, send to the trainmaster copies of all Forms 895 and 896 issued.

Form 895

SOUTHERN RAILWAY SYSTEM

Flagging Instructions No. _____

Written _____M. _____ 19

To Conductors and Engineers of _____

All _____ trains will approach _____ very carefully expecting to find * { Work Extra _____ / Pile Driver _____ / Other Propelled Machine _____ } occupying main track at that point.

* { Work Extra _____ / Pile Driver _____ will clear at _____ / Other Propelled Machine _____ }

_____

_____

_____

_____

_____

_____ Conductor or Foreman

* { Work Extra _____ / Pile Driver _____ / Other Propelled Machine _____ }

*NOTE — Cross out the names not applicable. Fill out other spaces properly

Trains Affected By This Order Must Be Governed By Instructions On Back Hereof.

Engineers' Signatures	Train	Engineers' Signatures	Train

Note—Form Printed on Green Paper.

Form 896

SOUTHERN RAILWAY SYSTEM

Flagging Instructions No. _____

Written _____ M. _____ 19___

To Flagman _____ of* { Work Extra _____ / Pile Driver _____ / Other Propelled Machine _____

_____

Hold _____

at _____ until

* { Work Extra _____ / Pile Driver _____ / Other Propelled Machine _____ } _____ arrives

_____

_____

_____

_____

_____ Conductor or Foreman

* { Work Extra _____ / Pile Driver _____ / Other Propelled Machine _____

*NOTE — Cross out the names not applicable. Fill out other spaces properly.

Engineers Endorsing This Order Must Be Governed By Instructions On Back Hereof.

Engineers' Signatures	Train	Engineers' Signatures	Train

Note—Form Printed on Pink Paper.

982. Conductors must see that work train cars are in safe condition, and cars requiring repairs must be reported at once to proper authority.

983. Conductors must, when practicable, see that material is properly loaded and secured before moving. When unloading material, conductors must see that it is properly distributed and does not obstruct the tracks.

984. Conductors must use care to avoid injury to workmen while handling material or moving trains or cars. They must not allow workmen to stand on moving cars or to ride on cars pushed ahead of the engine, when possible to avoid it. They must not allow unauthorized persons to ride on trains.

985. Conductors must keep such records and make such reports of work done by them as may be required.

ENGINEERS

1000. Engineers are directly responsible to and must obey the orders of division and terminal officers.

1001. Engineers must obey orders of shop supervisors within shop limits, orders of their conductors with respect to the handling of their trains or the work in which they are engaged, and instructions of station agents and yardmasters where such are employed.

1002. The responsibility of engineers continues without interruption until completion of the tour of duty, unless incapacitated or relieved of responsibility by proper officer.

1003. Engineers are responsible for proper performance and handling of engines, for care of equipment and economical use of fuel and supplies.

1004. Engineers are jointly responsible with conductors for safe movement and protection of trains and must decline to obey instructions that involve violation of rules or peril to persons or property. The engineer is solely responsible for observance of and compliance with indications given by fixed signals, flagmen's signals or other signals affecting head end forward train movement; the responsibility of the conductor in such cases is to secure compliance to the extent of his ability with indications of signals after they come into his view and according to the prescribed method of operation of fixed signals.

1005. Engineers must not receive information from flagmen until trains stop. Work train flagmen must be required to present Form 895 or 896.

1006. When there is no conductor, or when the conductor is disabled, the engineer will act as conductor.

1007. Engineers must report for duty at the appointed times and places, inspect their engines where required, and report any defects or irregular conditions.

1008. At stations where there is no switching service, and at other points when necessary, engineers must assist in making up their trains.

1009. Engineers must see that their engines are attached to trains in ample time to insure

prompt departure, and that required signals are properly displayed.

1010. Engineers must render necessary assistance in testing air brakes, steam heating or air signal appliances and be assured that they function properly. Where rear end hose or conductor's valve will be used for back-up movement of a passenger train, engineer will be governed by provisions of Rule 901.

1011. Engineers must examine bulletin books before starting runs and when practicable, at intermediate stations, and are responsible for observance of bulletins after having opportunity to read them or after being advised of them by conductors.

1012. To the extent practicable, engineers must maintain regular and uniform speed, and avoid sudden increase or checking of speed except to prevent accident. They must avoid excessive speed on down grades or rounding curves, run with caution where the track is under repair and at any point where conditions require, and observe speed regulations, speed limit signs and reduce speed signs.

1013. Engineers must take necessary precautions for safe movement during or after heavy rains or storms.

1014. For the safety of their trains engineers must keep vigilant lookout ahead and must also frequently look back to rear.

1015. If there is any indication of defect in track or roadway, or of high water, engineers must immediately reduce speed, stop if necessary,

and must be assured that it is safe before proceeding; they must also notify train dispatcher, and when possible other trains, of such conditions.

1016. Engineers must sound whistle signals accurately and in accordance with the rules.

1017. Engineers must obey signals promptly, and if in doubt, stop. When moving a train, engine or cars by hand or light signals, the disappearance from view of employee or light by which signals are given must be construed as a stop signal, unless radio communication is used to complete the movement.

1018. When moving a train, engine or cars by radio communication and contact is lost with employee directing movement, the movement must be stopped until communication is restored or other signals are used to complete the movement.

1019. When block signals, train order signals or other signals affecting movement are obscured, engineers must approach at reduced speed, and if necessary stop and not proceed until it is known that the way is clear.

1020. Engineers must give prescribed whistle and bell signals approaching stations, public crossings and train order offices, and must know that train order signals are operated according to the rules and are displaying proper indications before passing them.

1021. The indications and positions of switches must be carefully observed when approaching them.

1022. The engineer must see that front of train is protected as prescribed by Rules S-87, S-89(a), 99, 102, and otherwise, whenever necessary.

1023. Engineers must always have proper flagging equipment, readily accessible, in the engine cab.

1024. Engineers must anticipate as far as possible the necessity for rear protection. When conditions require front or rear end protection, engineers must give prescribed whistle signals.

1025. If an obstruction is seen on another track, engineers must arrange protection and must notify other trains.

1026. Engineers must require forward brakemen to take proper positions on trains, whenever necessary.

1027. To the extent practicable, engineers must handle their trains to avoid applying brakes or keeping them applied while passing over bridges or trestles.

1028. Engineer must not leave the engine cab while the train is in motion. When the train is stopped, engineer may leave the engine cab only when brakes have been properly applied to prevent the train moving away. Engineer must not leave the engine while on main track, except to perform duties required by the rules.

1029. Engineers must not permit firemen or trainees to operate engines except in accordance with Rule 1054.

1030. When one engineer is relieved by an-

other, they must exchange train orders and instructions and compare with conductor before proceeding.

1031. Engineers must avoid the slipping of wheels to the extent possible.

Engineers must not use sand unnecessarily within interlocking limits or while passing over power-operated switches, derails, spring switches, or rail connections of drawbridges.

1032. If a fire is seen on or near the right of way, engineers must notify train dispatcher promptly, also notify MofW forces if practicable, but if a structure is endangered must stop and extinguish the fire if possible.

1033. The "dead man" pedal on an engine must be held in depressed position only with the engineer's foot. *(Effective November 1, 1972)*

Wedging bail ring of independent brake valve in depressed position is prohibited.

1034. At completion of the tour of duty, the engineer must deliver the engine at the prescribed place, and make prescribed inspection and proper report of its condition.

1035. Engineers notified by radio communication of hot journals or other defects in their trains must by radio promptly acknowledge such notification and stop trains immediately for inspection.

1036. Engineers must not permit persons other than members of crew, general and division officers and employees whose duties require it, to ride on engines without written order from proper authority.

FIREMEN, HOSTLERS, HOSTLER HELPERS

Note—Firemen, hostlers and hostler helpers are not used in all circumstances. Rules for firemen, hostlers and hostler helpers, wherever printed in this rule book, apply when such employees are used.

1050. Firemen are directly responsible to and must obey the orders of division and terminal officers. When assigned to trains or engines, firemen must obey the orders of engineers. Within shop limits, firemen must obey the orders of shop supervisors.

1051. Firemen, hostlers, and hostler helpers must observe all rules relating to their duties; see also Rule GR-3. To the extent applicable, rules for "engineers" govern hostlers, and rules for "firemen" and for "yard helpers" govern hostler helpers. *(Effective April 15, 1973)*

1052. Firemen must report for duty at the appointed times and places and must examine bulletin books when practicable. While on duty firemen must assist engineers in all ways necessary for proper performance of their engines. *(Effective April 15, 1973)*

1053. Firemen are jointly responsible with engineers for proper performance of engines, for proper display of train signals, and for protection of the front of their trains. *(Eff. April 15, 1973)*

1054. Firemen or trainees may operate engines under direct supervision of engineers, but must not do so in absence of engineers except on instructions of division officers.

1055. Steam generators on diesel units must not be blown down in the vicinity of passenger stations or at other locations where it would be hazardous or cause personal injury.

1056. In passenger service, at initial terminals firemen must start steam generators and be prepared to turn steam to the train when called for. At final terminals, firemen must shut down steam generators, unless otherwise instructed by proper authority.

1057. Firemen must keep lookout for signals, obstructions, or defects of track or of their trains, when other duties permit. *(Eff. April 15, 1973)*

1058. Firemen must keep train orders in mind and remind engineers and conductors of them when necessary. *(Effective April 15, 1973)*

TRAINMEN (FLAGMEN, BRAKEMEN, BAGGAGEMEN) AND YARD HELPERS (SWITCHMEN)

1075. Trainmen are directly responsible to and must obey the orders of division and terminal officers. When on duty, trainmen must obey the orders of their conductors and assist them in proper operation of their trains.

Page Revised
Apr. 25, 1973

1075(a). Yard helpers must observe all rules for "trainmen" that are applicable to yard service. When on duty, yard helpers must obey the orders of their foremen and assist them in proper operation of their assignments.

1076. Trainmen must report for duty at the appointed times and places, examine bulletin books when practicable, and have in their possession proper flagging equipment.

1077. Trainmen must keep train orders in mind and remind conductors and engineers of them when necessary.

1078. When riding on engines, trainmen must obey the orders of engineers.

When a freight train is moving between stations the forward trainman must occupy the operating cab of the engine except as provided in this rule, keeping vigilant lookout ahead for indications given by fixed signals and other signals affecting head end forward train movement, and must frequently look back to the rear. *(Effective April 15, 1973)*

If another employee is in the operating cab with the engineer to keep lookout ahead, the forward trainman will position himself as directed by the conductor or engineer, and must keep vigilant lookout to the rear for any conditions that may endanger safe operation. *(Effective April 15, 1973)*

1080. Trainmen on moving trains must observe their trains as often as practicable, especially when rounding curves, for any condition thereon that may endanger safe operation.

Passenger Trainmen

1100. Trainmen must give courteous attention to the comfort, convenience and safety of passengers, especially to those who are unattended, ill, infirm, inexperienced or otherwise unable to care for themselves.

1101. Trainmen must, so far as they can reasonably do so, prevent passengers from riding in vestibules, from getting on or off moving trains, or incurring other risks.

1102. Trainmen must assist in preserving order on trains, but must avoid any altercation or dispute.

1103. Trainmen must give attention to the lighting, heating and cooling of the cars, and see that sufficient lights are burning when needed.

1104. Trainmen must maintain quiet and order in and around occupied sleeping cars.

1105. Trainmen must, when practicable, assist in making proper announcement in each car, including smoking compartments, before reaching stations, junction points, meal stops or other places, using special care if the train runs by or stops before reaching those places.

1106. Trainmen must not give signal to start until authorized by conductor.

1107. When cars are set out en route and at end of run, trainmen must close and lock doors and windows when required.

Train Baggagemen

1120. Baggagemen are responsible for the safekeeping and correct delivery of all property placed in their charge.

1121. Baggagemen must at initial and intermediate stops open baggage cars and receive all baggage, United States mail when required, or railway mail, material and supplies, and other articles properly consigned to their cars, as prescribed in instructions issued by passenger service representatives. Baggagemen must maintain proper records of articles received and delivered and make the prescribed reports en route and at end of their runs.

1122. Baggagemen must examine all baggage handled, and make proper notation as to its condition.

1123. The baggageman must remain in the baggage car while on duty, unless required to take the place of another member of the train crew, or to protect the train.

The baggageman must remain in baggage car at final terminal until baggage is unloaded or receipt obtained from the baggage agent or connecting train baggageman, unless otherwise provided.

Baggagemen must not permit unauthorized persons to ride in baggage or mail storage cars.

STATION AGENTS

1150. Station agents are directly responsible to and must obey the orders of division and terminal officers.

1151. Agents are in charge of the Railway's interests at their stations; of its buildings, sidings, other tracks and grounds within the station limits; of the station appliances; equipment; of its accounts and records; of its material and supplies; of all cars at the station except in trains; of the receipt, care, forwarding and delivery of baggage and freight; of the sale of tickets; of the collection of the station revenues; of the remittance or deposit of money; of such disbursements thereof as may be properly authorized; of all station employees and of other employees while at the station, so far as it relates to their conduct or to the station work.

Agents will also have charge of such other matters as may arise in connection with the station management or may be assigned to them by proper authority.

Agents must report to superintendents any matters affecting the interests of the Railway.

1152. Where there is no yardmaster, the duties of such position, so far as they exist, devolve upon the station agent.

1153. Agents must make daily inspections of station premises and see that they are in safe and proper condition, including protection against fire.

1154. Agents must maintain waiting rooms, offices and toilets in proper condition; station platforms and walks free from ice, snow, dirt or obstructions; see that station grounds and buildings are lighted, waiting rooms heated and provided with drinking water as may be required.

1155. Freight or material received or discharged upon the ground must not obstruct view of tracks at public crossings and must be clear of all tracks.

1156. All station trucks must be locked or blocked and left in safe position.

1157. Cars on sidings must be protected by notice to chief dispatcher.

1158. Cars on any track must clear public crossings and other tracks.

1159. Agents must preserve order in and about stations and designate places where vehicles may be parked.

1160. Agents must cultivate the confidence and good will of the public, extending all proper accommodations conducive to the promotion of cordial relations. Agents must maintain proper freight and passenger tariffs.

1161. Agents must not allow advertising matter to be posted on the station premises.

1162. Freight, passenger and baggage offices must be open at the prescribed times.

1163. Agents must when possible have passengers purchase tickets before boarding the train.

1164. Agents must not sell tickets to persons who may be an annoyance to others or to persons who are not in a condition to take care of themselves, unless with an attendant.

1165. Agents must not, without authority, sell tickets to stations at which trains are not scheduled to stop.

1166. Agents must report to chief dispatchers when shipments of perishable freight are ready to move. *(Effective January 15, 1972)*

1167. Cars must not be accepted if loaded in excess of capacity, or beyond the prescribed limits of height or width. Agents must require shippers to reduce the loads to proper weight or dimensions when necessary.

1168. Before loading cars or assigning them to shippers, agents must see that they are in proper condition.

1169. Agents must not allow shippers to make changes in or additions to cars, unless properly authorized.

1170. Cars set out for defects or other reasons must be given proper attention.

1171. Agents must not allow advertising matter to be attached to cars.

1172. Agents must furnish proper waybills for all shipments.

1173. Agents must promptly receive and deliver United States mails at post offices when required by regulations, notify postmasters of schedule changes, and advise superintendents of changes in locations of post offices.

1174. Agents must see to proper protection of freight and U.S. mail at all times.

Thefts or shortages must be promptly reported to proper officer.

1175. Agents must make prescribed reports as required by proper authority.

YARDMASTERS

1200. Yardmasters are directly responsible to and must obey the orders of division and terminal officers.

1201. Yardmasters have charge of their respective yards, of the making up and distribution of trains and the handling of cars therein, of yard employees, and of train and engine crews while within yard limits. Yardmasters are responsible for efficient handling of yard work and prompt

movement of cars, properly inspected and sealed and accompanied by prescribed billing, and for having crews called and trains started at the appointed times. Yardmasters must observe regulations governing Hours of Service, handling of explosives and inflammable articles, and loading and clearance limits. Yardmasters must require yard employees to be provided with standard watches, current timetables and with prescribed signals.

1202. Yardmasters must give notice to conductors and engineers of cars placed in their trains containing explosives or inflammables.

1203. Yardmasters must require that main track switches be properly lined and locked when not in use; that bad order cars be placed for repairs or transfer; that prescribed records be maintained and designated reports made.

OPERATION OF AIR BRAKE AND AIR SIGNAL EQUIPMENT

1301. Before a train is operated down a grade requiring the use of retaining valves, it must be known that they are in such position that the speed of the train can be safely controlled by the engineer.

Where required, rules and instructions governing the operation of trains on mountain grades and the use of safety tracks are shown in timetables.

1303. After a pusher engine couples to a train, the pusher engine's automatic brake valve must be cut out, air hoses must be coupled, angle cocks must be opened, and air brakes throughout

must be controlled from the leading engine. Before the pusher engine cuts loose from the train, angle cocks must be closed and the pusher engine's automatic brake valve must be cut in.

1306. If necessary to cut out brakes on a car in a passenger train after leaving terminal, the chief dispatcher must be notified and the car must be repaired or cut out at the next repair point or terminal. Cars with brakes cut out must not be handled next to the engine or on the rear of train, and must not be added to train en route.

1309. Before passenger train equipment is separated, communicating signal and steam hoses must be uncoupled by hand in order to avoid damage to connectors and valves. Steam connectors must be properly secured in safety chain hangers. If cars are occupied by passengers, end gates of both cars must be closed before cars are separated. *(Effective August 15, 1971)*

1311. When freight equipment is to be separated a full service brake application must be made and signal received from engineer that brake application has been completed before any angle cock is closed. After separation is made, angle cock on equipment left standing must remain open. *(Effective June 25, 1970)*

At inspection points, angle cock on equipment left standing must be opened slowly without putting brakes in emergency. *(Eff. June 25, 1970)*

After picking up or setting out, or at any time equipment has been separated, the air brakes must be tested before proceeding.

Air brakes should not be depended upon to hold equipment; a sufficient number of hand brakes must be applied.

1312. When necessary to cut out air brakes of a car, close cutout cock in crossover pipe and pull release valve rod to drain auxiliary and emergency reservoirs.

1313. Before making repairs to air brakes of a car, the cutout cock in crossover pipe must be closed. Before making repairs to air brakes of an engine, the main reservoir cutout cock must be closed. In both cases, the reservoirs must be drained.

1314. The brake must not be cut out on more than two (2) cars in consecutive order in any portion of the train, and the brake on the first car of the train must be cut in and operative. A brake must not be cut out unless defective, and when cut out an air brake defect card must be applied on air brake crossover pipe.

1315. Air pressure indication on caboose gauge should be observed, when pressure has been reduced, to assure that pressure is again restored.

1320. The Power Brake Law of 1958, as contained in the Code of Federal Regulations, 49 CFR 232, and as modified by orders of Federal authority, must be observed by all personnel.

Those portions of 49 CFR 232 that relate to duties of train and engine crews are reproduced hereafter for their guidance.

Note—Reproduced below are those portions of the Power Brake Rules that relate to duties of train and engine crews.

RULES FOR INSPECTION, TESTING AND MAINTENANCE OF AIR BRAKE EQUIPMENT

Sec.

§232.10 *General rules; locomotives.* (a) * * *

* * * * * * *

(k) The communicating signal system on locomotives when used in passenger service must be tested and known to be in a safe and suitable condition for service before each trip.

(l) Enginemen when taking charge of locomotives must know that the brakes are in operative condition.

* * * * * * *

§232.11 *Train air brake system tests.* (a) Supervisors are jointly responsible with inspectors, enginemen and trainmen for condition of air brake and air signal equipment on motive power and cars to the extent that it is possible to detect defective equipment by required air tests.

(b) Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

(c) Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10 inches, the air brakes cannot be considered in effective operating condition.

(d) Condensation must be blown from the pipe from which air is taken before connecting * * * motive power to train.

§232.12 *Initial terminal road train air brake tests.* All trains must be given inspection and test as specified by paragraphs (a) to (h) of this section at points: (1) Where a train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; (3) Where train is received in interchange.

Each carrier shall establish designated intermediate inspection points within a limit of not to exceed 500 miles where additional inspection will be made to determine that (1) Brake pipe leakage does not exceed 5 pounds per minute; (2) Brakes apply on each car from a 20-pound service brake pipe reduction; (3) That brake rigging is properly secured and does not bind or foul.

(a) Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve

pipes must be inspected and known to be in condition for service. * * *.

(b) (1) After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

(2) * * *.

(3) When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake tests.

(c) Brake pipe leakage must not exceed 5 pounds per minute.

(d) (1) At initial terminal piston travel of body mounted brake cylinders which is less than 7

inches or more than 9 inches must be adjusted to nominally 7 inches.

(2) Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

(3) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

(e) When test of air brakes has been completed the engineman and conductor must be advised that train is in proper condition to proceed.

(f) During standing test, brakes must not be applied or released until proper signal is given.

(g) * * *.

(h) * * *.

§232.13 *Road train and intermediate terminal train air brake tests.* **(a) Passenger trains:** Before motive power is detached or angle cocks are closed on a passenger train * * *, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation. * * *. Inspector or trainman must determine if brakes on rear car

of train properly apply and release.

(b) Freight trains: Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20-pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.

(c) (1) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(2) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(3) * * *.

(d) (1) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less

than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15-pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with §232.12 (a) to (h) must be so inspected and tested at next terminal where facilities are available for such attention.

(2) (i) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by §232.12 (a) to (h) is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(ii) When cars which have not been previously charged and tested as prescribed by §232.12 (a) to (h) are added to a train, such cars may either be given inspection and tests in accordance with §232.12 (a) to (h), or tested as prescribed by subparagraph (1) of this paragraph prior to departure in which case these cars must be inspected and tested in accordance with §232.12 (a) to (h) at next terminal.

(3) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) (1) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the

brake system is charged to not less than 60 pounds, a 15-pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2) Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with §232.12 (a) to (h).

(f) The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

§232.14 *Inbound brake equipment inspection.*

(a) * * *.

(b) Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20-pound service reduction has been made. * * *.

§232.15 *Double heading and helper service.*

(a) When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive

power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.

(b) * * *.

§232.16 *Running tests.* When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train or * * * cars have been disconnected, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake * * *. * * * [P]ower must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

§232.17 *Freight and passenger train car brakes—(a) Testing and repairing brakes on cars while on shop or repair tracks.* * * *.

* * * * * * *

USE AND OPERATION OF INSPECTION CARS AND OTHER ON-TRACK EQUIPMENT

(See also General Notice, General Rules, and General Regulations, at front of book.)

DEFINITIONS

On-track Equipment—Flanged wheel equipment, other than trains or engines, propelled manually or by other forms of energy, used in the inspection, maintenance, or construction of track, structures, signals and communication equipment, including, but not limited to, inspection cars, track motor cars, trailer or push cars, ballast regulators, tie removal machines, spike pullers, bush hogs, bridge hoists, etc. *(Effective Sep. 1, 1974)*

Inspection Car—A unit of on-track equipment, marked "INSPECTION", which may be operated on line-up authority where rules permit. *(Effective Sep. 1, 1974)*

Note—No equipment but track motor cars and highway-rail vehicles, in models specifically approved by the Vice Presidents—Transportation and Engineering, may be designated as inspection cars. *(Effective Sep. 1, 1974)*

Line-up—Information from train dispatcher about train and inspection car movements within stated territory between stated times, copied on and repeated from Form 702. *(Eff. Sep. 1, 1974)*

Note—Only inspection cars may use line-up information for movement authority. *(Effective Sep. 1, 1974)*

Employee in charge—The person, qualified on

Page Revised
Nov. 1, 1974

these rules, who is in charge of one or more units of on-track equipment as to observance of these rules. In certain circumstances, he may also be the operator.

Operator—The person operating the controls of a unit of on-track equipment.

1501. Operator or employee in charge of on-track equipment will be responsible for its safe and proper movement, operation, care and maintenance.

1502. On-track equipment must always have an employee in charge, whose qualifications include thorough knowledge of equipment, possession of current rule examination certificate, good physical condition, good eyesight and good hearing. *(Effective Sep. 1, 1974)*

1502(a). Employee in charge of on-track equipment must have in his possession while on duty a copy of the current timetable, and must carry a watch that has been examined and certified as prescribed in Rule 2.

1503. On-track equipment will be used only for business of the railway.

Without authority from proper officer, no one but officers of the railway and employees in the discharge of their duties will be permitted to ride on-track equipment.

1504. Before on-track equipment is placed in service, daily inspection must be made for loose bolts, missing cotter keys, fuel leaks, improper brake adjustment, improper wheel gauge, worn wheels, and other items as instructed.

Brakes must be examined each day before using on-track equipment. When equipment is placed on track, a running test of brakes must be made immediately after starting.

On-track equipment should be serviced during daylight hours if possible.

1505. On-track equipment must not be loaded beyond reasonable capacity or be so crowded with men or tools as to create an unsafe condition. The number of persons riding equipment will be limited to the seating capacity.

Operator or employee in charge will arrange a definite plan for loading tools to keep them from engaging moving parts or falling from equipment while in motion, and must see that the plan is followed each time tools are loaded.

(Effective Sep. 1, 1974)

1506. Operator or employee in charge must have proper flagging signals ready for immediate use, separate from tools and materials. There must be not less than one red light, two red flags, 12 fusees and 24 torpedoes. Fusees and torpedoes must be carried in approved metal container.

1507. Before on-track equipment enters or fouls main track, operator or employee in charge must take positive measures for safety.

1507(a). Except in CTC and remote control territory, line-up in writing must be obtained from dispatcher or train order office, where available. When necessary to obtain line-up through oral communication, it must be copied on Form 702 and read back to the sender for confirmation.

Before occupying main track or engaging in work thereon, all information in the line-up must be given to all occupants of the on-track equipment, together with advice of movement to be made and work to be performed. *(Eff. Sep. 1, 1974)*

Before an inspection car is operated on line-up authority, permission of dispatcher must be obtained. *(Effective Sep. 1, 1974)*

Additional line-ups must be secured from time to time as conditions require. New information must be checked against the old line-up, and if all movements have been fulfilled or superseded the old line-up must be destroyed. *(Eff. Sep. 1, 1974)*

Employee in charge of an inspection car may update his line-up information by directly contacting the conductor or engineer of a train or the employee in charge of another inspection car, who will be responsible for correctness of the information he gives. The employee in charge must record this information and the time he obtains it on his unexpired line-up, Form 702. *(Effective Sep. 1, 1974)*

Line-ups do not contain information about all movements within yard limits. *(Eff. Sep. 1, 1974)*

Employees in charge of on-track equipment must observe passing trains for signals and markers. See Rules 19, 20, 21 and 22. *(Effective Sep. 1, 1974)*

1507(b). On-track equipment engaged in construction or maintenance work must be protected by flag in both directions, unless protection has been arranged in advance by train order, by conditional stop signs, by control station in CTC or

1507(c). In CTC and remote control territory, before on-track equipment enters or fouls main track, employee in charge must have authority from the control station. Authority must be written on Track Time Form 23A and repeated to control station for confirmation. Positive identification of time and working limits and tracks to be used must be contained in the authority. See Rule 545.

On-track equipment must clear specified tracks not later than the specified time, unless the time is extended on authority of control station and recorded on an additional Form 23A before expiration of previous time limit. *(Effective April 25, 1973)*

Clearing for time limit or at direction of control station cancels all authority to use any tracks or portions of tracks covered by the governing Form 23A, and no right to use those tracks will exist unless permission is again secured and recorded in the prescribed manner. *(Effective April 25, 1973)*

After clearing, the person who obtained working limits must report to control station that specified tracks are clear, and must also record on the governing Form 23A the time when this report is acknowledged by control station. *(Effective April 25, 1973)*

Should time expire before equipment clears main track, flag protection must immediately be provided in both directions.

Page Revised
Apr. 25, 1973

1507(d). At attended interlockings, permission of leverman must be obtained before on-track equipment moves through interlocking limits. At automatic interlockings, on-track equipment must stop short of crossing or switch where conflicting movement can be involved, and must not proceed until the way is known to be clear.

Page Revised
Apr. 25, 1973

remote control territory, or by leverman in interlocking limits. Line-ups held by other than inspection cars contain information only, do not authorize or restrict any movements, and must not be considered final because operating or emergency conditions may necessitate changes at any time. *(Effective Sep. 1, 1974)*

1507(c). In CTC and remote control territory, before on-track equipment enters or fouls main track or controlled siding, employee in charge must have authority from the control station. Authority must be written on Track Time Form 23A and repeated to control station for confirmation. Positive identification of time and working limits and tracks to be used must be contained in the authority. See Rule 545. *(Eff. Sep. 1, 1974)*

On-track equipment must clear specified tracks not later than the specified time, unless the time is extended on authority of control station and recorded on an additional Form 23A before expiration of previous time limit. *(Effective April 25, 1973)*

Clearing for time limit or at direction of control station cancels all authority to use any tracks or portions of tracks covered by the governing Form 23A, and no right to use those tracks will exist unless permission is again secured and recorded in the prescribed manner. *(Effective April 25, 1973)*

After clearing, the person who obtained working limits must report to control station that specified tracks are clear, and must also record on the governing Form 23A the time when this

report is acknowledged by control station. *(Effective April 25, 1973)*

Should time expire before equipment clears main track or controlled siding, flag protection must immediately be provided in both directions. *(Effective Sep. 1, 1974)*

1507(d). At attended interlockings, permission of leverman must be obtained before on-track equipment moves through interlocking limits. At automatic interlockings, on-track equipment must stop short of crossing or switch where conflicting movement can be involved, and must not proceed until the way is known to be clear.

1507(e). Yard limits do not afford protection for movement of on-track equipment through yards and terminals. Such movement will be governed by information from those in charge of terminals, or will be made under flag protection.

1508. Each employee must be assigned a specific station and duties to be performed when setting equipment on or off the track.

1509. Unless otherwise provided, on-track equipment must clear main track not less than five minutes before the leaving time of a train at the next station where time is shown. *(Effective Sep. 1, 1974)*

1509(a). Employee in charge of an inspection car must determine the time a train is due at intended clearing point by using timetable, line-up, maximum speed for kind of train (passenger or freight), and table of Running Times of Trains shown on timetable, and this time must be cleared not less than five minutes. Failing to clear main

track by the time prescribed by rule, the inspection car must be protected as prescribed by Rule 1511. *(Effective Sep. 1, 1974)*

1510. The following signals will be used for flagging:

Day signals	A red flag, Torpedoes and Fusees.
Night signals	A red light, Torpedoes and Fusees.

1511. When on-track equipment is moving under circumstances in which it may be overtaken by a train, action must be taken as necessary to insure full protection. By day or night, when view is obscured, lighted fusees must be thrown off at proper intervals.

When necessary to protect movement of on-track equipment, competent employee must immediately be sent out with flagging signals a sufficient distance to insure full protection, place two torpedoes on rail 100 feet apart and, when necessary, also display lighted fusees. When recalled and safety will permit, the flagman may return. When conditions require, he will leave torpedoes and a lighted fusee.

When day signals cannot be plainly seen because of weather or other conditions, night signals must also be used. Operator or employee in charge is responsible for protection of the equipment.

Flagging instructions that affect authority of a train, engine or other equipment to proceed must be in writing on Form 895 or 896, and signatures of engineers must be obtained on these forms after they have read the instructions.

When a train or on-track equipment is stopped

by flag, location and nature of obstruction must be given to the engineer or employee in charge.

On-track equipment must not pass a flagman until the operator or employee in charge has learned the flagging instructions.

1512. When a train is passing on an adjacent track, except on trestles or in tunnels, inspection cars must stop, and occupants must alight and stand clear of all tracks.

Employee in charge of on-track equipment must designate specific employees to make visual inspection of passing trains, on both sides if safety permits. Any defect observed must be made known to the train crew if possible, and must also be reported to dispatcher.

1513. Employee in charge of on-track equipment in automatic signal territory must observe indications of block signals on his own and adjoining track, and must understand such indications to the extent that he knows locations of approaching trains when indications change. A proceed signal indication means that no train is, at the moment, occupying main track between that particular signal and point where approaching train changes the indication, but trains may be in sidings, clear of main track, between those points and not affect the signal indications. Signal indication must not be used in lieu of line-up.

1514. In territory where two or more tracks are signaled for movement with the current of traffic, equipment must not move against the current of traffic except under flag protection or by arrangement with dispatcher.

1514(a). On two or more main tracks, where

normal indication of train order signal is PROCEED, if train order signal displays STOP or APPROACH indication, equipment must not proceed until the reason for the restricting aspect has been learned.

1515. When on-track equipment moves through tunnels, special care must be exercised to insure safe movement.

1516. Main track switches must not be lined for equipment that can be set over switch points. When a main track switch has been lined for other on-track equipment, after movement is complete, the switch must be restored to normal position and locked. *(Effective Sep. 1, 1974)*

When employees using on-track equipment inspect or adjust a main track switch, after completing the work and before departing, equipment must make facing-point movement over the switch to be sure it has been properly positioned.

When a main track switch is lined for trailing movement, operator of the last machine through the switch will restore it to normal position, lock it, then operate his machine in facing-point movement over the switch before departing, to be sure it has been properly positioned.

The position of a switch or derail being used is the responsibility of the operator of on-track equipment using the switch or derail.

Spring switches must be operated by hand when necessary to move equipment through them.

1517. Each employee must assist the operator in keeping vigilant lookout for trains, other equipment or obstructions, on or off the track, including persons, vehicles, animals, contractors' equipment

or anything that could cause an accident.

Operators and occupants of equipment must not engage in unnecessary conversation or in boisterous conduct while equipment is in motion.

Warning signal, gong, whistle or other device must be sounded on machines so equipped when necessary to warn of their approach.

1518. On-track equipment must be operated with caution at all times, and must be run at safe and reasonable speed, not exceeding 30 MPH, and slower where safety requires.

Speed must be such that equipment can be stopped in less than half the distance track is seen or known to be clear. When rails are wet or covered with grease, frost or ice, much greater distance than usual is required to stop, and operators must adjust speed to such conditions.

Care must be taken to avoid striking obstructions lying on top of or across rail. For this purpose, speed must be adjusted to visibility conditions.

Brakes must be applied gradually except when necessary to avoid an accident, in which case other occupants should be warned that a sudden stop is to be made.

1519. On-track equipment must be operated with special caution while passing gangs working on or near track and when passing station platforms. Equipment must not be run between a passenger train and station platform while passengers are being received or discharged.

1520. On-track equipment must approach power operated switches, movable point frogs and derails prepared to stop, and when safety

requires. the equipment must be pushed over such locations.

1521. On-track equipment approaching a highway grade crossing must be prepared to stop short and must not enter the crossing until the way is known to be clear. Equipment must not be operated over a crossing protected by manually operated gates or by a watchman until gates are down or watchman is in position to protect movement.

1522. On-track equipment must stop short of railroad crossings at grade and must not proceed until the way is known to be clear.

1523. Approaching drawbridges, on-track equipment must stop before reaching rail joints that connect running rails with draw span, and joints must be inspected to know that bridge is locked in place before proceeding.

1524. Inspection cars must not follow nearer than 600 feet behind moving train or engine on main track, and must not approach standing train or engine nearer than 200 feet except when necessary to clear.

1524(a). Where two or more units of on-track equipment are moving in the same direction, they must be sufficiently spaced to prevent accident. Equipment in advance must not be stopped, except to avoid accident, until operator of following equipment has been signaled and has acknowledged the signal or has stopped.

1525. Inspection cars must be kept ready for immediate use but should not be used at night

except in emergency, in which event a white light must be displayed to the front and a red light to the rear, all lights must be so positioned that they are not obscured by men or material on the car while on main track, and when clear of main track all lights must be extinguished or concealed from view of approaching trains.

1526. Employees may board on-track equipment from the rear after pushing it to start motor, but otherwise equipment must not be boarded or left while in motion, except in emergency.

On-track equipment that must be pushed to start motor must not be started while moving through frogs or switches or on open trestles.

1527. On moving equipment, occupants must not stand, hang legs over side, sit on the machine with feet on another, ride between machines in any way, step from one machine to another, or change from one location to another.

Adjustments to motors of on-track equipment must not be attempted while in motion.

1528. Before attempting to adjust or repair cribber head or broom head of any machine, the motor of the machine must be shut off.

1529. Inspection cars must be provided with rail sweeps at front end. Sweeps must be frequently inspected, kept in good repair, and in sweep position when car is in motion.

Inspection cars should not be operated in re-

verse except in emergency or for short moves to unload tools and material, or to reach a point where car may be turned or set off.

1530. Torpedoes must not be placed at stations or platforms or where they may cause injury, and must not be placed within 100 feet of highway grade crossings.

When on-track equipment explodes torpedoes or sweeps them from rail, the torpedoes must be replaced.

1531. On-track equipment must not push or tow similar equipment except in case of necessity, and then only when coupled with prescribed rigid coupler and safety pins. Employees must not ride on equipment being pushed or towed, or go between such equipment while in motion.

When units of on-track equipment are to be coupled, one unit must be standing, and everyone but operator of the moving unit must stand clear until the moving unit stops in approximate coupling position. Only then may the employee who will make coupling step between units and signal operator to move as necessary to complete coupling.

1532. Unattended on-track equipment not in immediate use must be secured and locked, and must not be left within track circuits of signals or power switches. Such unattended equipment must be left clear of all tracks that are in service and must clear traffic on crossings without blocking view of the track from the crossing.

An inspection car may be left on other than

main track or controlled siding provided operator secures the car and remains within sight of it. *(Effective Sep. 1, 1974)*

Whenever necessary, especially when heavily loaded equipment stops on grades, on-track equipment that may roll away must be secured by placing bars through holes provided for that purpose in the wheels.

1533. Fuel tanks must not be filled or drained while in tool or other houses, nor while motor is running. Tanks must not be drained in or near cars, depots or platforms.

Open flame or burning material must not be used to warm cylinders or manifolds when starting motors.

Gasoline must not be carried on equipment except in approved metal safety gasoline can.

Power-driven equipment must not be moved over burning fusees or fire.

On-track equipment must not be stored in depots, warehouses or on wooden platforms when fuel tanks contain gasoline.

Care must be taken to see that cooling system is protected and does not freeze.

INDEX

INDEX (Cont'd)

Page Revised
Dec. 15, 1975