



RULES AND REGULATIONS
OF THE
TRANSPORTATION DEPARTMENT
—
SOUTHERN PACIFIC COMPANY
PACIFIC LINES

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SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

RULES AND REGULATIONS

OF THE

TRANSPORTATION DEPARTMENT

Effective July 1, 1960

The rules herein set forth govern the railroads operated by the Southern Pacific Company (Pacific Lines). They supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

W. M. JAEKLE
General Manager

Approved:
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Vice President
System Operations

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GENERAL NOTICE

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

Obedience to the rules is essential to safety and is required.

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. Courtesy is the outward expression of an inward consideration for others.

To obtain promotion, ability must be shown for greater responsibility. One of the best recommendations for promotion is that an employe has so performed his duties as to win the good will and friendship of patrons for the railroad and for himself.

Suggestions from employes intended to promote safety, economy, or service, are solicited and will receive consideration.

The public judges a railroad by the appearance and conduct of its employes, quality of service, and condition of the property. Courteous, considerate treatment of patrons is of first importance in retaining and increasing the volume of business, and affects the extent of security and opportunity for employes in the Company's service.

GENERAL RULES

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

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

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

C. Employes must pass the required examinations.

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

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

F. Accidents, failure in the supply of water or fuel, defects in track, bridges or signals, or any unusual condition which may affect the movement of trains, must be promptly reported to the chief train dispatcher from first available point of communication, and if first reported orally, confirmed by telegram, and also by mail on the prescribed form when required, to the Superintendent.

G. The use of intoxicants or narcotics by employes subject to duty is forbidden. Being under the influence of intoxicants or narcotics while on duty, or their use or possession while on duty, is sufficient cause for dismissal.

H. The use of tobacco by employes in uniform while on duty, or by those serving patrons in or about stations or on passenger trains, is forbidden.

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

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

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

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

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

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

Carelessness by employes of the safety of themselves or others will not be condoned.

Each personal injury suffered by an employe, no matter how trivial; and any injury to another employe, or other person, of which an employe has personal knowledge, must be reported without delay to his immediate superior; and written report completely and correctly made must thereafter be promptly mailed to Superintendent.

Conductors, engineers, foremen, and other supervisors must make report without delay, by wire, of any personal injury to employes under their jurisdiction, or to other persons reported to them or of which they have knowledge; with written report in full on prescribed form promptly forwarded thereafter.

DEFINITIONS

Absolute-Permissive Block. A block within which the movement of trains on a designated section of track or tracks is directed by signals automatically controlled and without train-order authority and without superiority of trains.

A-PB. Abbreviation for Absolute-Permissive Block.

Absolute Signal. A home signal, the indications of which authorize and govern the movement of trains and engines and supersede the superiority of trains.

Approach Medium Signal. A fixed signal used in connection with an approach signal to govern approach thereto. (For example, see Rule 285-A).

Approach Signal. A fixed signal used in connection with a home signal to govern the approach thereto. (For example, see Rule 285).

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

ABS. Abbreviation for Automatic Block Signal System.

ATS. Abbreviation for Automatic Train Stop.

Block. A length of track between consecutive home signals governing in one direction; or from a home signal to sign reading "End of Block" or "Block System Limit"; the use of which by trains is governed by block signal.

Block Signal. A fixed signal at the entrance of a block, or within a block, to govern trains entering and using that block.

Block System. A series of consecutive blocks within A-PB, ABS, CTC and interlockings.

Centralized Traffic Control. A method of operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals and controlled from a designated point without requiring the use of train orders and without superiority of trains.

CTC. Abbreviation for Centralized Traffic Control.

Controlled Siding. A siding within CTC which may, or may not, have block signal control between fouling points on siding.

Crossover. A connection between two adjacent parallel tracks.

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

Distant Signal. A fixed signal used in connection with a home signal to govern the approach thereto. (For example, see Rule 286).

Division. That portion of a railroad assigned to the supervision of a Superintendent.

Double Track. Two main tracks, on one of which the current of traffic is in a specified direction, and on the other in the opposite direction.

Dual Control Switch. A power operated switch which is also equipped for hand-throw operation.

Dummy Mast. A short mast placed on top of a bracket post or bracketed to the side of a signal mast, to indicate another track between the bracket post or signal mast and the track or tracks for which signals are provided.

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

Extra Train. A train not authorized by a timetable schedule. It may be designated:

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, such as train-order, interlocking, absolute or automatic block signal; switch; stop signs; yard limit signs or speed signs.

Grade Signal. An automatic home signal distinguished by a disk bearing the letter "G" on signal mast.

Holidays. When this term is used in timetables, timetable bulletins and train orders, it will apply to the following days:

New Years Day, January 1st,
Washington's Birthday, February
22nd,
Decoration Day, May 30th,
Independence Day, July 4th,
Labor Day, first Monday in September,
Thanksgiving Day, fourth Thursday
in November,
Christmas Day, December 25th.

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

Interlocking. An arrangement of signal appliances so interconnected that their movements must succeed each other in a predetermined order. It may be operated manually or automatically.

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

Interlocking Signal. A home signal of an interlocking.

Main Track. A 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 signal indication.

Overlap Post. A post installed when necessary to mark the limit of control of a block signal.

Pilot. An employe assigned to a train when the engineer or conductor is not acquainted with the rules or portion of the railroad over which the train is to be moved.

Regular Train. A train authorized by a timetable schedule.

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.

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.

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

Speeds:

Medium Speed. A speed not exceeding forty miles per hour.

Restricted Speed. Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, not exceeding twenty miles per hour.

Slow Speed. A speed not exceeding twenty miles per hour.

With Caution. To run at reduced speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch, derail, or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

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 in 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 governing the movement of trains subject to the rules. It contains the classified schedules of regular trains, and special instructions.

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

Train of Superior Class. A train given precedence by timetable.

Train of Superior Direction. A regular 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 used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed.

Yard. A system of tracks within defined limits, other than main track and siding, provided for the making up of trains, storing of cars and other purposes, over which movements may be made without train-order authority, but subject to direction of a yardmaster, if on duty, and such rules, instructions and signals as may be prescribed.

Yard Engine. An engine assigned to yard service.

Yard Limits. The territory between signs placed adjacent to main tracks to designate the points between which engines may operate on main track without train-order or timetable authority, and within which limits engines and certain trains are restricted in their movement on all tracks.

Note. Where, in these rules, special instructions, timetable bulletins, or in train orders, the following terms appear, they will apply as follows:

Train or Trains: In connection with speed restrictions or the observance of signals (except train-order signals), also applies to engines.

Conductor: To conductor or yard-engine foreman.

Trainmen: To conductors and brakemen; yard-engine foremen and yardmen.

Engineman or Enginemen: To engineers, firemen, hostlers and hostler helpers.

Outside of Block System Limits: Also applies to movement on any track which is provided with block signals for movement in one direction only, when movement is being made in the direction for which block signals are not provided.

10-G. When an unattended red flag or red light is displayed to the right of main track in direction of approach, train, after stopping, must be preceded for a distance of three-fourths mile from point where signal is displayed, by a flagman who must carefully examine track and structures.

A signal so displayed will not apply to the track on which train is running if displayed beyond the first rail of an adjoining track.

An unattended red flag or red light placed between the rails of any track other than main track requires that train or engine stop and not proceed until flag or light has been removed by an employe of the class that placed it there.

10-H. When a yellow signal is required it will be displayed to the right of track in direction of approach, one and one-half miles from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track.

Trains must not exceed the speed specified by train order, or timetable bulletin, or restricted speed if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the restricted limit.

Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed one and one-half miles beyond the yellow signal.

A green signal will be displayed to the right of each track at the limit of restriction, and trainman will give signal 12(c) after rear of train has passed it.

A yellow flag by day and a yellow light by night may be displayed on speed sign post to direct attention to figures on speed sign, and will not be considered a yellow signal as prescribed by this rule.

10-I. When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed one and one-half miles in advance of the red sign.

Before orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

A green signal will be displayed to the right of each track at the limit of restriction unless foreman orally authorizes train to proceed at maximum speed. Trainman will give signal 12(c) after rear of train has passed green signal.

10-J. Speed signs will be located to the right of track in direction of approach where practicable. On double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed signs that prescribe reduction in speed will be located three-fourths mile from initial point of restriction, and where used to authorize an increase in speed will be located at the point where higher permissible speed commences, and speed may be increased accordingly as soon as rear of train has passed the speed sign. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in timetable.



Fig. 1



Fig. 2

The higher number on speed sign indicates the maximum speed for trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed for all other trains. Where but one number is shown, it indicates the maximum speed for all trains.

Certain speed signs have the word "SIGNAL" above the figures. Such speed signs in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed sign, unless distant signal can plainly be seen to be displaying green aspect. Such speed signs in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed sign until indication of home signal can plainly be seen.

11. When an unattended fusee is burning on, or near, a track within block system limits, train may proceed without stopping, but must not exceed restricted speed for one-half mile from point where fusee is displayed.





When an unattended fusee is burning on, or near, a track outside of block system limits, train must stop and not proceed until fusee has burned out.

An unattended fusee burning beyond the first rail of an adjoining main track will not apply to the track on which train is running.

11-A. Fusees must not be placed in timber-lined tunnels, nor on bridges, road crossings, signs; nor at places where damage from fire may result, and must not be placed between rails of a track when practicable to avoid it.

12. HAND, FLAG AND LAMP SIGNALS

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

MANNER OF USING	INDICATION
(a) Swung at right angle to track.	<p data-bbox="519 408 601 444">Stop.</p> 
(b) Slight horizontal movement at arm's length at right angle to track.	<p data-bbox="519 759 640 826">Reduce speed.</p> 
(c) Raised and lowered vertically.	<p data-bbox="519 1059 684 1214">Proceed, also trainmen's answer to signal 14(k).</p> 
(d) Swung vertically in a circle at right angle to track.	<p data-bbox="519 1435 612 1471">Back.</p> 

17. The headlight must be displayed to the front of every train day and night but will be extinguished when meeting trains under the following conditions:

Outside of CTC limits, if train is clear of main track, and has stopped.

When standing at end of double track, or at a junction.

When standing on main track, if switch, and derail if any, have been lined for the opposing train, but not until headlight has been blinked as assurance to the opposing train that route is properly lined, and opposing train has also blinked its headlight as acknowledgment.

17-A. When an engine is running by day, headlight must be displayed to the front in direction of movement, when such movement involves crossing of streets, roads or highways at grade.

When an engine is standing or running by night, headlight or white light if no headlight, must be displayed to the front and rear. When coupled to a car, headlight next to car must be extinguished.

17-B. If headlight fails, a white light must be substituted. Headlight failures must be reported by wire to the chief train dispatcher.

17-C. When the rules require headlights to be displayed, electric headlights will be dimmed to the front, except when nearing street or highway crossings, as follows:

When standing or running on yard tracks.

When approaching stations where other trains are standing.

On double track, when approaching stations, momentary blink, followed by dimming of headlight, as a signal to an opposing train that speed will be reduced, or stop made if necessary, to permit opposing train to receive or discharge traffic.

When passing head end and rear end of trains on adjoining track.

At other points to permit passing of signals, delivery of train orders, or when the safety of employes requires.

17-D.—Oscillating white light on engines so equipped must be operated during stormy weather day and

night, foggy weather during daylight hours only and must be operated approaching road crossings at grade both day and night under all conditions.

Oscillating red light on engines so equipped shall be operated by day or night, only when the train is proceeding under the provisions of Rule 510(b) or when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or enginemen from compliance with Rules 99, 102, and other rules. A train or engine on the same or adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

S-17. Except in CTC, until the headlight of a train turned out to meet another is extinguished, it is an indication that the main track is obstructed. The opposing train must approach with caution, and if the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed.

19. Markers must be displayed while train is authorized and be removed when train arrives at destination, except that lights of markers permanently installed must be extinguished.

One of the following lighting arrangements (with instructions covering their use) will fulfill the requirement for markers:

- (1) Oil-burning lamps which must be displayed as illustrated in Figs. 1 to 8. Night indication must be displayed through tunnels and sheds.
- (2) Side electric lights or roof-line lights permanently installed on certain passenger cars, or portable single unit electric red light.
- (3) Combination electric oscillating red light and auxiliary green light. Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train.
- (4) Combination portable electric white back-up light and red light, or electric signal lights.
- (5) Electric red and green lights permanently installed on top of cabooses. Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train outside of block system limits.

Electric marker lights must be lighted by day and by night, and display red to the rear except as otherwise provided in (3) and (5).

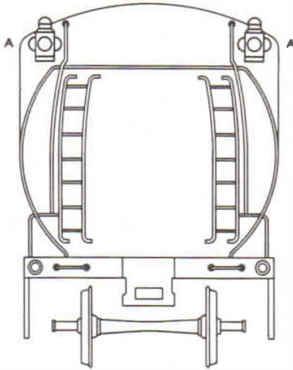


Fig. 1.

Running Forward by Day, Without Cars or at the Rear of a Train Pushing Cars.
 Marker lamps not lighted at AA as markers.

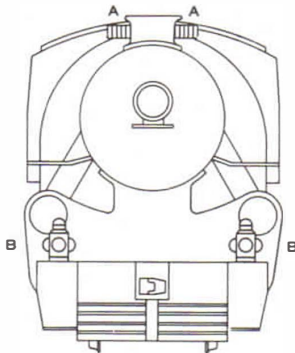


Fig. 2.

Running Backward by Day, Without Cars or at the Rear of a Train Pushing Cars.
 Indicators illuminated at AA.
 Marker lamps not lighted at BB as markers.

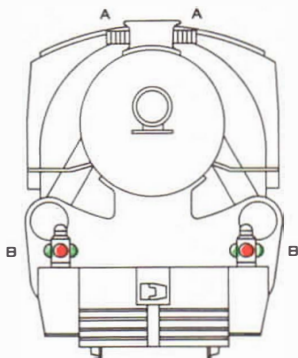


Fig. 3.

Running Backward by Night Without Cars or at the Rear of a Train Pushing Cars.

Indicators illuminated at AA.

Lights at BB as markers, showing green to side and in direction engine is moving and red in opposite direction.

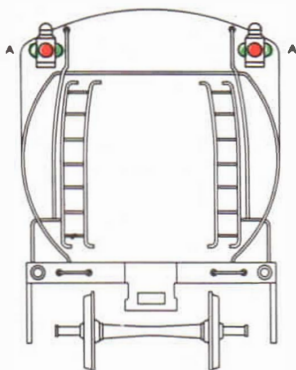


Fig. 4.

Running Forward by Night, Without Cars or at the Rear of a Train Pushing Cars on Single Track, and With the Current of Traffic on Double Track.

Lights at AA as markers, showing green to the front and side and red to the rear.

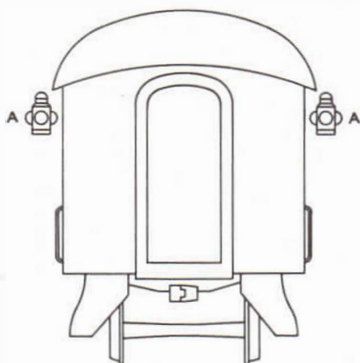


Fig. 5.

Rear of Train by Day.

Marker lamps not lighted at AA as markers.

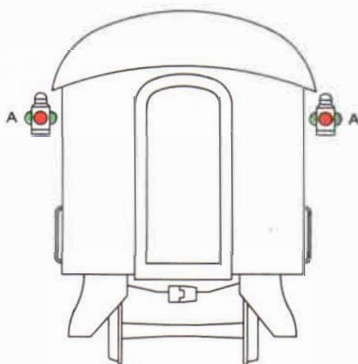


Fig. 6.

**Rear of Train by Night While Running on Single Track,
and With the Current of Traffic on Double Track.**

Lights at AA as markers, showing green to the front and side and red to the rear.

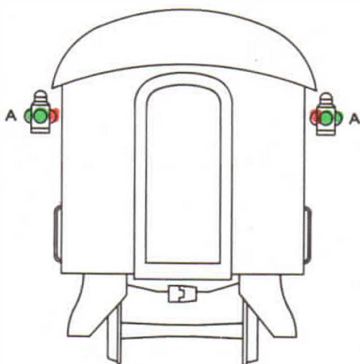


Fig. 7.

Rear of Train by Night When on Siding to Be Passed by Another Train, Outside of Block System Limits.

Lights at AA as markers, showing green toward engine, side and to rear.

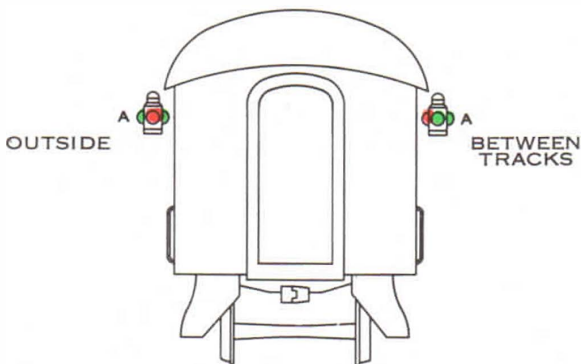


Fig. 8.

Rear of Train by Night, Turned Out or Running Against the Current of Traffic, on Double Track.

Lights at AA as markers, showing green to front and side and green to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving and red to the rear on the opposite side.

19-A.—Outside of block system limits, when markers display red lights to the rear, it is an indication that the main track is obstructed. A following train must approach with caution, and if the rear of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed.

19-B. Oscillating red light on rear of trains so equipped must be operated continuously day and night while train is on main track, except may be extinguished when a train is between siding or yard track switches to permit passing of signals. Light must be extinguished when train is clear of main track. Red light shall be turned on and turned off by trainmen; or by enginemen on light engines. Display of red light does not relieve conductors or engineers from providing proper flag protection, or from complying with other rules.

20. All sections except the last will display signals as follows:

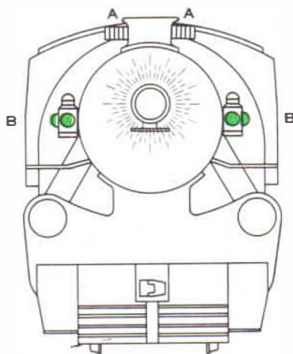


Fig. 1.

**Running Forward by Day or Night Displaying Signals
for a Following Section.**

Indicators illuminated at AA.
Green lights at BB.

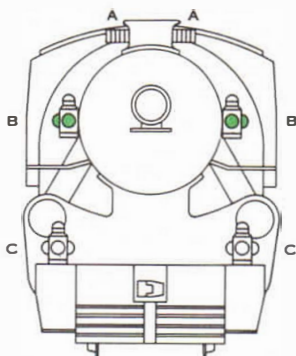


Fig. 2.

Running Backward by Day, Without Cars or at the Rear of a Train Pushing Cars, and Displaying Signals for a Following Section.

Indicators illuminated at AA.
Green lights at BB.

Marker lamps not lighted at CC as markers.

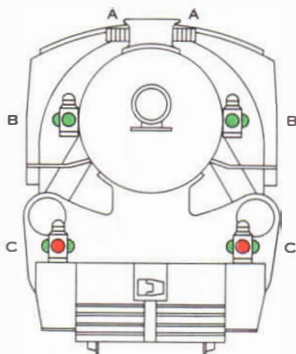


Fig. 3.

Running Backward by Night, Without Cars or at the Rear of a Train Pushing Cars, and Displaying Signals for a Following Section.

Indicators illuminated at AA.
Green lights at BB.

Lights at CC as markers, showing green to side and in direction engine is moving and red in opposite direction.

21. Trains must be identified by train indicators displayed on the engine when so equipped; if an engine on a regular train is not so equipped, all other trains to be met or passed must be given train order advice of the engine number.

Identification of opposing trains in CTC or on double track is required only as prescribed by special instructions in timetable.

21-A. Extra trains with engines equipped with train indicators must display identification as follows, unless otherwise provided:

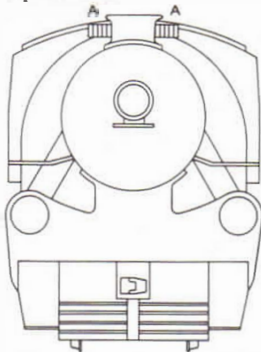


Fig. 1.

Running Forward by Day as an Extra Train.
Indicators illuminated at AA.

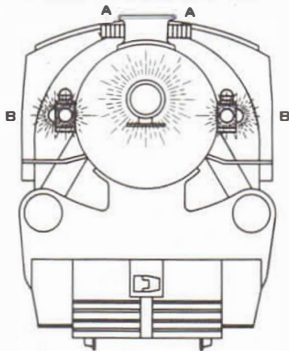


Fig. 2.

Running Forward by Night as an Extra Train.
Indicators illuminated at AA.
White lights at BB.

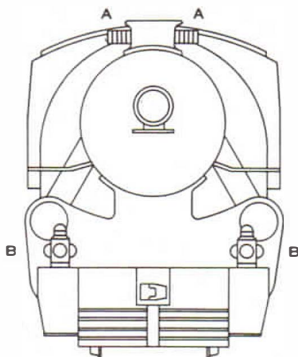


Fig. 3.

Running Backward by Day as an Extra Train, Without Cars or at the Rear of a Train Pushing Cars.

Indicators illuminated at AA.
 Marker lamps not lighted at BB as markers.

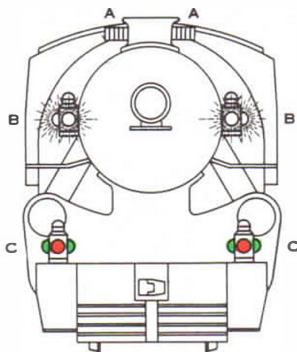


Fig. 4.

Running Backward by Night as an Extra Train, Without Cars or at the Rear of a Train Pushing Cars.

Indicators illuminated at AA.
 White lights at BB.
 Lights at CC as markers, showing green to side and in direction engine is moving and red in opposite direction.

21-B. Extra trains with engines not equipped with train indicators will display identification as follows:

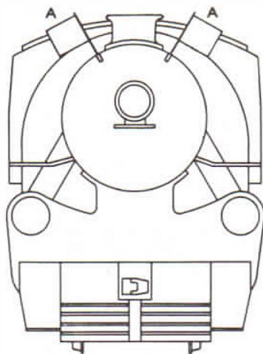


Fig. 1.

Running Forward by Day as an Extra Train.
White flags at AA.

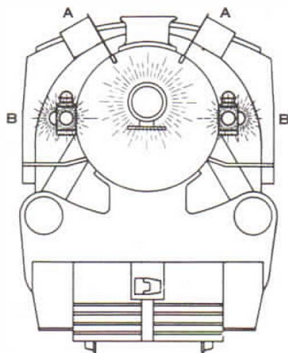


Fig. 2.

Running Forward by Night as an Extra Train.
White flags at AA and white lights at BB.

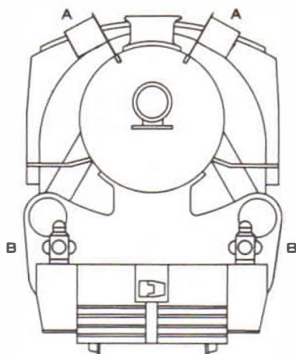


Fig. 3.

Running Backward by Day as an Extra Train, Without Cars or at the Rear of a Train Pushing Cars.

White flags at AA. Marker lamps not lighted at BB as markers.

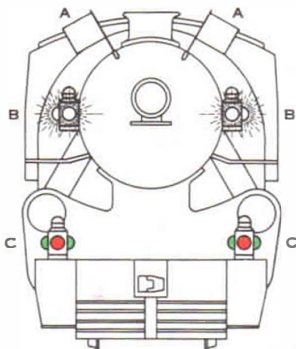


Fig. 4.

Running Backward by Night as an Extra Train, Without Cars or at the Rear of a Train Pushing Cars.

White flags at AA. White lights at BB. Lights at CC as markers, showing green to side and in direction engine is moving and red in opposite direction.

21-C. A train with engine equipped with train indicators must not leave its initial station until identification is displayed. Unused spaces must be filled in with black blanks. Train indicators must be displayed as follows:



No. 2, or Last section No. 2



First 4



Extra 2795, or Work Extra 2795

Before making change in train indicators, such action as may be necessary must be taken to protect other trains.

The section of a schedule not required to display signals must display the schedule number only.

Enginemen must not put up, take down, nor change indicators while engine is in motion.

Train indication must be removed on arrival at destination, unless otherwise provided.

22. When two or more engines in service are coupled at the head of a train, the leading engine only will display signals and train indication; except that when road engine is coupled behind a helper engine over part of a subdivision, the road engine may display signals and train indication the same as displayed on helper engine.

BLOCK SIGNAL AND INTERLOCKING RULES

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

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

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

D-254. Except as affected by Rule D-251 all block signal rules and other rules remain in force.

FIXED SIGNALS

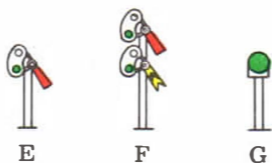
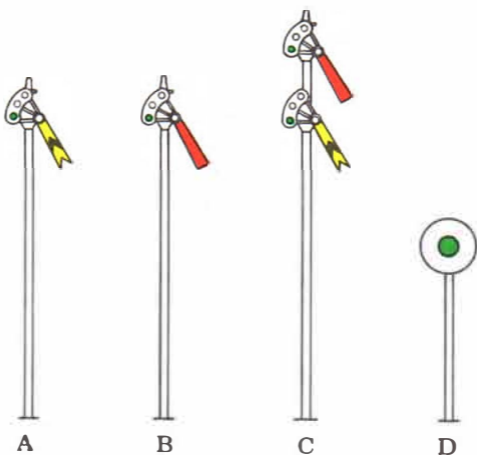
Automatic block signals will bear number plates attached to signal masts. The number plate on a distant light signal will bear the prefix "D".

Interlocking signals will not bear number plates, but may have plates bearing the letters "SA".

Absolute signals will not bear number plates, but will have plates bearing the letters "A" or "SA".

Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used.

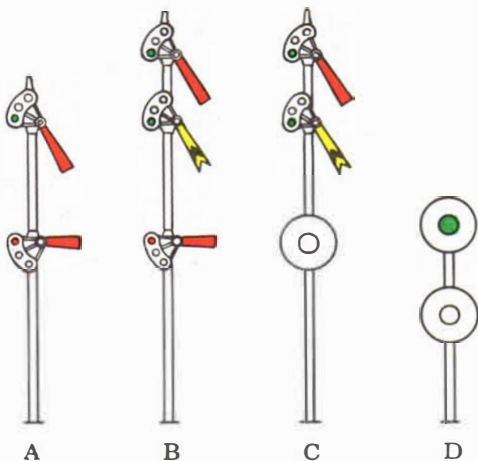
RULE 281.



Indication: PROCEED

Name and Aspect: BLOCK SIGNAL GREEN

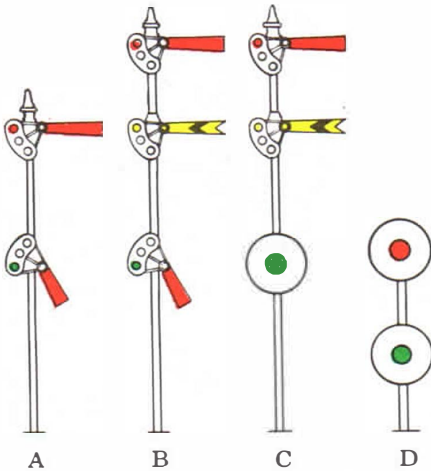
RULE 282.



Indication: PROCEED EXCEPT ON DIVERGING ROUTE

Name and Aspect: BLOCK SIGNAL GREEN

RULE 283.



Indication: PROCEED ON DIVERGING ROUTE
Name and Aspect: BLOCK SIGNAL GREEN FOR DIVERGING ROUTE

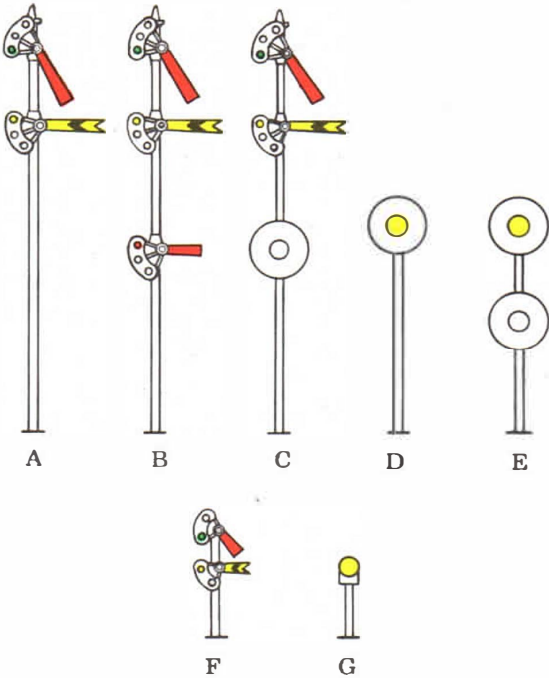
RULE 284.



Indication: REDUCE TO MEDIUM SPEED AND PROCEED. NEXT SIGNAL INDICATES "PROCEED ON DIVERGING ROUTE"

Name and Aspect: BLOCK SIGNAL YELLOW OVER GREEN

RULE 285.

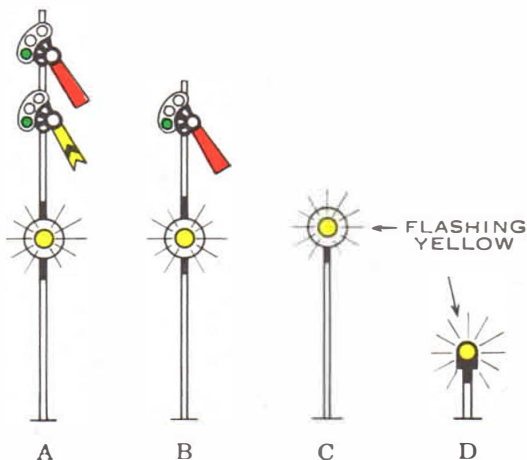


Indication: PROCEED NOT EXCEEDING MEDIUM SPEED, PREPARED TO STOP SHORT OF NEXT HOME SIGNAL

Name and Aspect: APPROACH SIGNAL YELLOW

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of the signal permits. After entering the block speed may be resumed provided next signal can be seen displaying proceed indication (green aspect).

RULE 285-A.



Indication: PROCEED PREPARED TO PASS NEXT SIGNAL AT NOT EXCEEDING MEDIUM SPEED.

Name and Aspect: APPROACH MEDIUM—FLASHING YELLOW

After passing signal displaying flashing yellow and next signal displays green aspect, trains may proceed at maximum speed.

RULE 286.

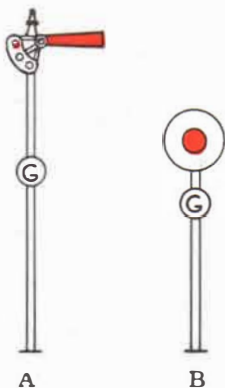


Indication: PROCEED NOT EXCEEDING MEDIUM SPEED, PREPARED TO STOP SHORT OF NEXT HOME SIGNAL

Name and Aspect: DISTANT SIGNAL YELLOW

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of the signal permits. After passing the signal speed may be resumed provided next signal can be seen displaying proceed indication (green aspect).

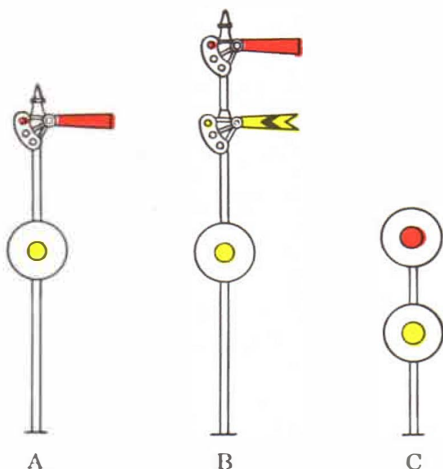
RULE 287.



Indication: REDUCE TO RESTRICTED SPEED
AND PROCEED

Name and Aspect: GRADE SIGNAL RED

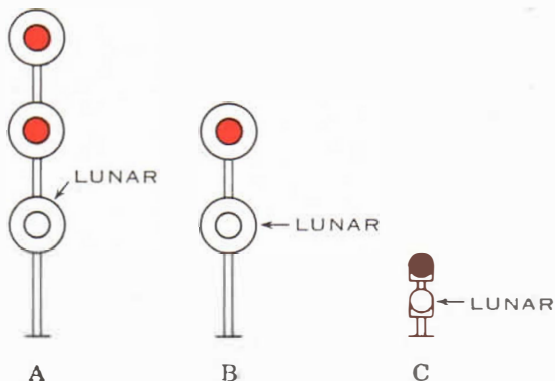
RULE 288.



Indication: PROCEED ON DIVERGING ROUTE
AT RESTRICTED SPEED

Name and Aspect: HOME SIGNAL YELLOW FOR
DIVERGING ROUTE

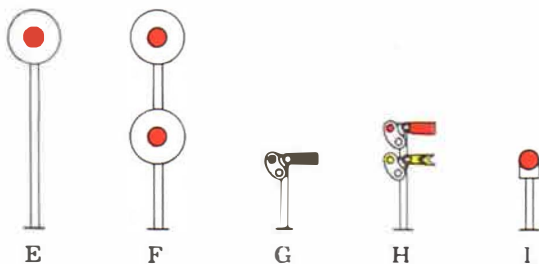
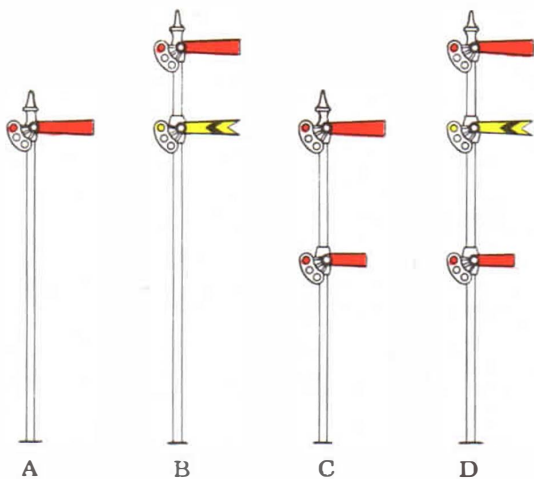
RULE 289.



Indication: PROCEED WITHOUT STOPPING
AT RESTRICTED SPEED ON
OTHER THAN MAIN TRACK.

Name and Aspect: HOME SIGNAL RED OVER LUNAR.

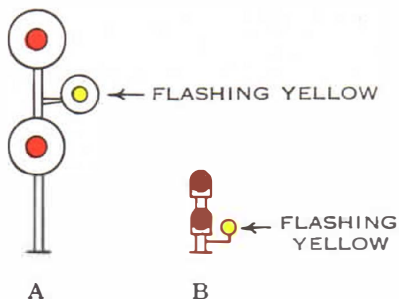
RULE 290.



Indication: STOP

Name and Aspect: HOME SIGNAL RED

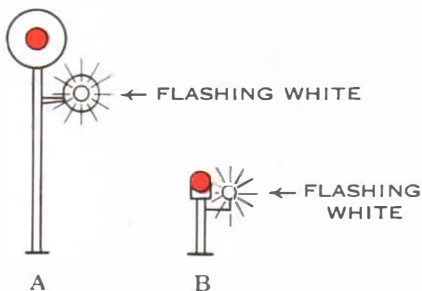
RULE 291.



Indication: STOP. THEN PROCEED AT RESTRICTED SPEED WITHOUT CALLING TRAIN DISPATCHER OR SIGNAL OPERATOR

Name and Aspect: FLASHING YELLOW

RULE 292.



Indication: STOP. WHEN FLASHING WHITE DISPLAYED BE GOVERNED BY SPECIAL INSTRUCTIONS

Name and Aspect: FLASHING WHITE

RULE 293.



A



B

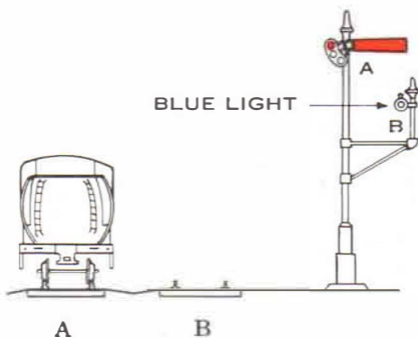


C

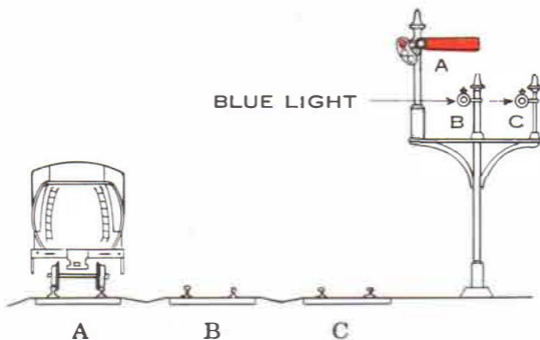
Indication: STOP. INSPECT TRAIN, TRACK OR STRUCTURE AS PROVIDED IN SPECIAL INSTRUCTIONS, AND PROCEED THROUGH REMAINDER OF THE BLOCK IN ACCORDANCE WITH PROVISIONS OF RULE 507, 509, 510, 663, 744, OR 776, AS THE CASE MAY BE.

Name and Aspect: HOME SIGNAL RED, WITH TRIANGULAR PLATE

RULE 297. DUMMY MASTS



SIGNAL A GOVERNS TRAIN ON TRACK A
DUMMY MAST B REFERS TO TRACK B



SIGNAL A GOVERNS TRAIN ON TRACK A
DUMMY MAST B REFERS TO TRACK B
DUMMY MAST C REFERS TO TRACK C

RULE 298. BLOCK INDICATORS



FIG. 1
BLOCK OCCUPIED

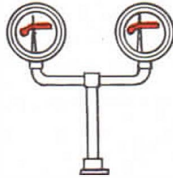


FIG. 2
BLOCK OCCUPIED IN
BOTH DIRECTIONS



FIG. 3
BLOCK CLEAR



FIG. 4
BLOCK CLEAR IN
BOTH DIRECTIONS

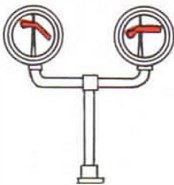


FIG. 5
BLOCK OCCUPIED
TO THE RIGHT
CLEAR TO THE LEFT

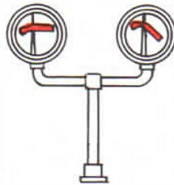


FIG. 6
BLOCK OCCUPIED
TO THE LEFT
CLEAR TO THE RIGHT

301. A signal improperly 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 given by that signal.

The absence of a light, or a white light displayed where a colored light should be, in a block signal, must be regarded as the most restrictive indication that can be given by that signal, except that when day indication is plainly seen it will govern.

When a block signal is out of order and not so indicated, or is improperly displayed, or working improperly, or light is out at night, report must be made to the chief train dispatcher from the next open train-order office.

303. Interlocking or absolute signals may govern movements into the ABS adjoining interlocking or CTC limits. When so arranged they will be designated "semi-automatic" and distinguished by a plate bearing the letters "SA". Trains stopped by such signals must observe interlocking or CTC rules within the interlocking or CTC limits, and ABS rules within the automatic portion of the block beyond interlocking or CTC limits.

304. When automatic block signals are to be taken out of service for an extended period of time, train order, Form Z Example (1) and timetable bulletin must be issued, and arms removed and lights extinguished in semaphore signals, or lights covered in light signals. Train order and timetable bulletin must remain in effect until signals are restored to service.

When signals are to be again restored to service, train order Form Z Example (2), and timetable bulletin must be issued.

As soon as arms are placed on semaphore signals, or covering removed from light signals, they must be regarded as in service.

305. After passing a signal indicating "proceed", the indication of the next signal may change to "stop", and enginemen and trainmen must be on the alert to observe it.

A train, if delayed in the block, must proceed with caution to the next signal.

306. A home signal with triangular plate bearing the letter "P" is also actuated by some special protective device, and when signal displays stop indication, Rule 507, 509, 510, 663, 744 or 776, as the case may be, will govern; and in addition, careful examination must be made of train, track or structure for which protection is provided to assure that it is safe for the passage of trains. Number or location of such signals will be shown in timetable, with description of the special protection afforded.

When a signal with triangular plate protecting a spring switch displays stop indication, except when the switch is lined by hand for the movement, member of crew must open and close spring switch by hand, removing any obstruction.