

# **NICKEL PLATE ROAD**

## **The New York, Chicago and St. Louis Railroad Company**



### **BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL AND INTERLOCKING RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT**



**EFFECTIVE  
SUNDAY, DECEMBER 5th, 1943**

## NOTE

The information presented herein is an excerpt which has been transcribed from the Nickel Plate Railroad's "RULES FOR THE GOVERNMENT OF OF THE OPERATING DEPARTMENT" effective Sunday, December 5<sup>th</sup>, 1943.

Transcription provided by Robert Milhaupt.

# **BLOCK SIGNAL, CENTRALIZED TRAFFIC CONTROL AND INTERLOCKING RULES.**

## **DEFINITIONS**

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

**BLOCK SYSTEM.**—A series of consecutive blocks.

**MANUAL BLOCK SYSTEM.**—A series of consecutive blocks, governed by block signals operated manually upon information by telegraph, telephone or other means of communication.

**AUTOMATIC BLOCK 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.

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

**INTERLOCKING LIMITS.**—The tracks between the home signals of an interlocking.

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

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

**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.

**APPROACH SIGNAL.**—A fixed signal used in connection with one or more signals to govern the approach thereto.

**DWARF SIGNAL.**—A low home signal.

**MEDIUM SPEED.**—A speed not exceeding 35 miles per hour.

**SLOW SPEED.**—A speed not exceeding 15 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.

**CENTRALIZED TRAFFIC CONTROL** (hereinafter referred to as CTC).—An automatic block signal system upon which is superimposed direct control of certain signals and certain switches by train dispatcher or by some other employe acting upon authority of train dispatcher.

**DUAL CONTROL SWITCH.**—A power-operated switch controlled and operated from a distant point, and which is so equipped that it may be manually operated by trainmen or other employes only when authorized to do so by the train dispatcher or signalman.

**SPRING SWITCH.**—A switch through which trailing movements may be made with points in reverse position without operating by hand.

**CONTROLLED SIDING.**—A siding protected by controlled signals.

**CONTROLLED ELECTRIC SWITCH LOCK.**—A controlled electrically-operated mechanism which locks switch in normal position until released by train dispatcher or signalman.

**AUTOMATIC ELECTRIC SWITCH LOCK.**—A controlled electrically-operated mechanism which locks switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

**Note.** — Location of dual-control switches, spring switches, controlled sidings, and electric switch locks will be designated by Special Instructions.

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

251. On portions of the railroad, and on designated tracks so specified in the time-table (or by special instructions), trains will run with reference to other trains in the same direction by block signals, whose indications will supersede the superiority of trains.

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

254. Except as affected by Rule 251 all Block Signal Rules and Operating Rules shall remain in force.

## **RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

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

262. A train must not cross over, except as provided in Rule 261, without authority from the train dispatcher or signalman.

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

264. Except as affected by Rule 261, all Block Signal Rules and Operating Rules remain in force.

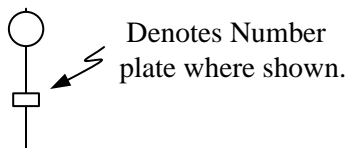
## FIXED SIGNALS

### Rules 281 to 292 inclusive

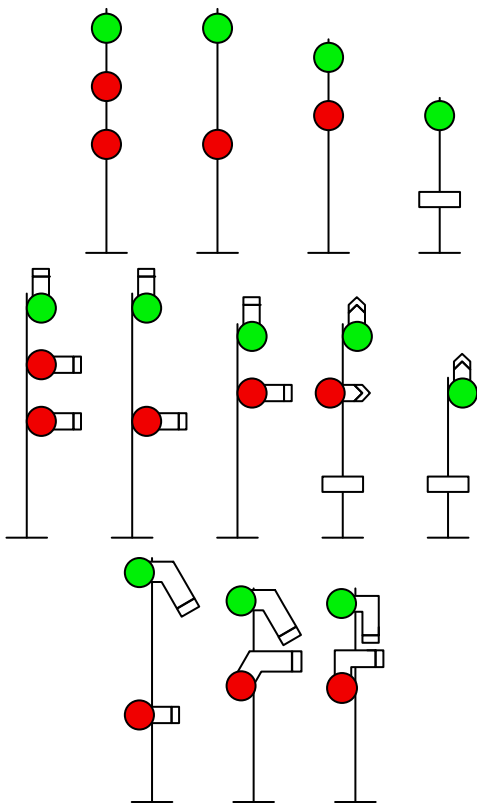
Aspects may be shown by the position of semaphore arms, color of lights, position of lights, or a combination of color and position of lights.

Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

**Note.** – In the following illustrations of typical signal aspects, Rules 281 to 292, inclusive,



# RULE 281

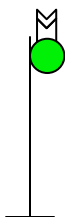


Indication—Proceed.

Name: Clear.



## RULE A281

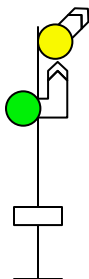
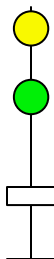
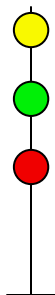


**Note.** – Used only in territory not protected by Automatic Block Signals, as approach signal to an Interlocking Home Signal, or as a Distant Switch Signal.

Indication – Proceed.

Name: Clear.

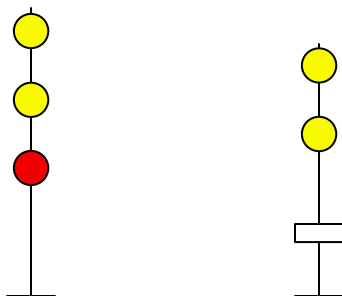
## RULE 282



Indication—Proceed approaching next  
signal at medium speed.

Name: Approach medium.

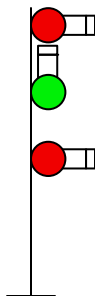
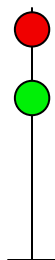
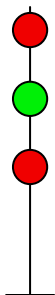
## RULE 282A



Indication—Proceed preparing to stop at second signal.

Name: Advance approach.

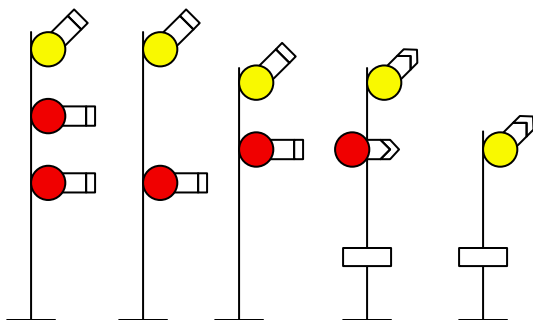
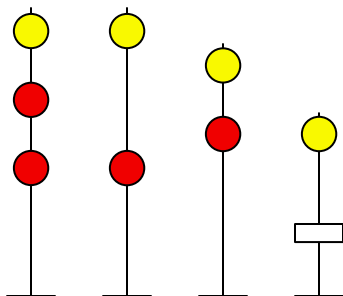
## RULE 283



Indication—Proceed; medium speed within interlocking limits.

Name: Medium—clear.

## RULE 285

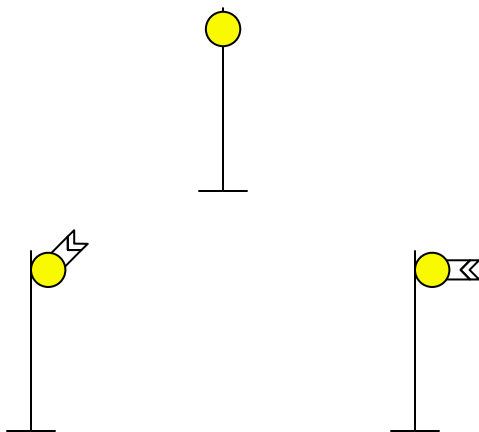


Indication—Proceed preparing to stop at next signal.

Train exceeding medium speed must at once reduce to that speed.

Name: Approach.

## RULE A285

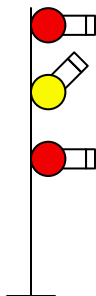
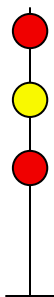


**Note.** – Used only in territory not protected by Automatic Block Signals, as approach signal to an Interlocking Home Signal, or as a distant switch signal.

**Indication** – Approach Home Signal or Switch  
with caution prepared to stop.

**Name:** Caution signal.

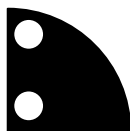
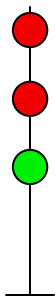
## RULE 286



Indication—Proceed at medium speed  
preparing to stop at next signal.

Name: Medium—approach.

## RULE 287

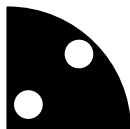
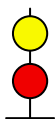


Indication—Proceed; slow speed within interlocking limits.

Name: Slow—clear.



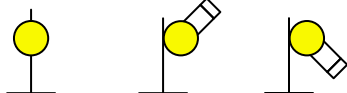
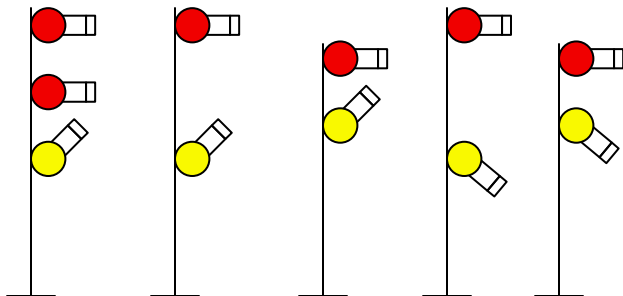
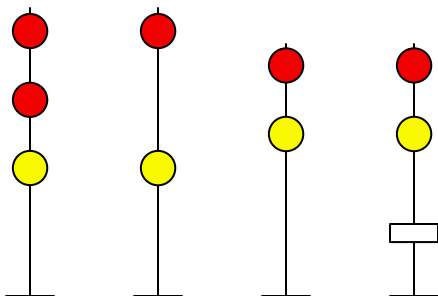
## RULE 288



Indication—Proceed preparing to stop at next signal; slow speed within interlocking limits.

Name: Slow—approach.

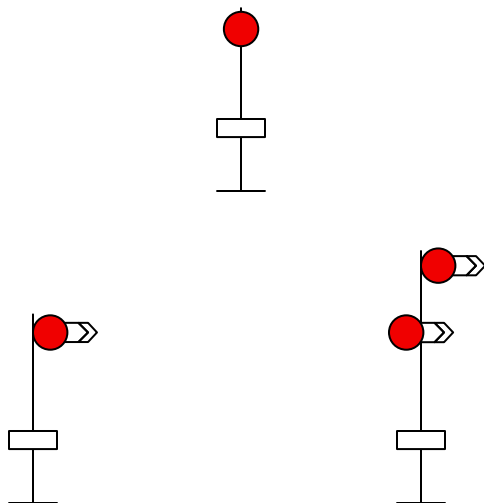
RULE 290



Indication—Proceed at restricted speed.

Name: Restricting.

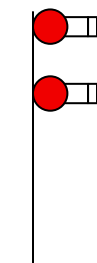
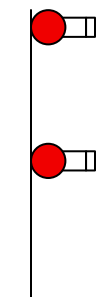
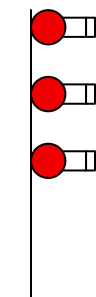
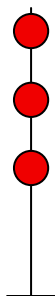
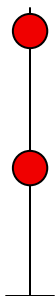
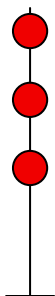
## RULE 291



Indication—Stop; then proceed at restricted speed.

Name: Stop and proceed.

# RULE 292



Indication—Stop.

Name: Stop.

293. 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 given by that signal, except that when the day indication is plainly seen, or when sufficient lights in a position or color position light signal are displayed to determine indication of the signal, it will govern.

A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be promptly reported to the Chief Train Dispatcher.

294. All members of engine and train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

## **MANUAL BLOCK SYSTEM.**

### **RULES.**

305. Block signals govern the use of the 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.

306. When a block station is open at an irregular hour, trains must be notified when possible by train orders.

307. A train having entered a block on other than a proceed indication, must not

accept a proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

308. When Clearance Form A is used information will be shown as to the condition of block "clear" or "occupied". If block is occupied train will proceed prepared to stop short of train ahead.