

UNIFORM CODE OF OPERATING RULES

REVISION OF 1962

(Those Portions Pertaining to
Signaling Rules, Aspects and
Indications)

NOTE

The information presented herein is an excerpt which has been transcribed from the **UNIFORM CODE OF OPERATING RULES**, Revision of 1962, as Approved and prescribed by the Board of Transport Commissioners for Canada, effective October 28, 1962.

Transcription provided by Robert Milhaupt.

The rules herein govern the operation of the following railways, and supersede all previous rules and instructions inconsistent therewith.

The Algoma Central and Hudson Bay Railway
Company

L. C. WAUGH,
President and General Manager

Canadian National Railways
(Including Lines in the United States)

Central Vermont Railway Inc.

Duluth, Winnipeg and Pacific Railway Company

N. J. MacMILLAN,
Executive Vice-President

Canadian Pacific Railway Company

R. A. EMERSON,
Vice-President

Chesapeake and Ohio Railway Company

M. I. DUNN,
Vice-President

Essex Terminal Railway

M. A. KEAYS,
General Manager

Napierville Junction Railway Company

J. P. HILTZ, Jr.,

Vice-President

The New York Central Railroad Company

J. F. NASH,

Vice-President – Operations

Northern Alberta Railway Company

J. F. COOPER,

General Manager

Ontario Northland Railway

A. JARDINE,

General Manager

Quebec North Shore and Labrador Railway
Company

J. A. LITTLE,

General Manager

Sydney and Lewisburg Railway Company

M. A. KEAYS,

General Manager

Toronto, Hamilton and Buffalo Railway Company

P. W. HANKINSON,

General Manager

DEFINITIONS

NOTE – for the purposes of these rules, the following definitions apply.

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

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

BLOCK – a length of track of defined limits, the use of which by trains or engines is governed by block signals, cab signals, or both.

BLOCK INDICATOR – A device located at hand operated or spring switches to indicate track occupancy in the block or blocks to which it refers.

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

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

NOTE: Special instructions will be used to govern the operation of cab signals where in use.

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

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

...

DUAL CONTROL SWITCH – a power operated switch also equipped for hand operation.

DWARF SIGNAL – A low signal used as a block or interlocking signal.

ELECTRIC SWITCH LOCK – An electric lock connected with a hand operated switch to prevent its operation until the lock is released.

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

GRADE SIGNAL – A stop and proceed signal equipped with a marker displaying the letter “G”.

...

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 extreme or outer opposing interlocking signals of an interlocking.

INTERLOCKING SIGNAL – A fixed signal at the entrance to or within interlocking limits to govern the use of the routes.

INTERLOCKING STATION – A place from which an interlocking is operated.

MAIN TRACK – A track extending through yards and between stations, upon which trains are operated by time table or train order, or both, or the use of which is governed by block signals, interlocking signals, or other method of control.

...

ROUTE – The tracks a train or engine may use in passing from one point to another.

...

SIGNAL INDICATION – The information conveyed by a fixed signal or cab signal.

...

SPEEDS:

Restricted Speed – A speed that will permit stopping within one-half the range of vision.

Where ABS rules, interlocking rules, or signal indications require movement at restricted speed, such movements must be made at a speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding SLOW SPEED;

Slow Speed – A speed not exceeding fifteen miles per hour;

Medium Speed – A speed not exceeding thirty miles per hour;

Limited Speed – A speed not exceeding forty-five miles per hour.

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

STATION PROTECTION SIGNAL – A stop and proceed signal equipped with a marker displaying the letters “SPS, used to protect trains or engines occupying the main track in yards or at stations in the block protected by the signal.

...

TRAIN ORDER SIGNAL – A fixed signal provided at train order offices used in connection with the delivery of train orders and as proscribed by Rule 91A.

...

TWO OR MORE TRACKS – Two or more main track upon any of which the current of traffic may be in either specified direction.

NOTE: Where two main tracks are in service, each of which is signaled for traffic in both directions, those tracks will be designated as “North Track” and “South Track” where time table directions are Eastward and Westward, respectively, and “East Track” and “West Track” where time table directions are Northward and Southward, respectively. Where tracks are so designated, There is no specified current of traffic.

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GENERAL DESCRIPTION AND LOCATION OF SIGNALS

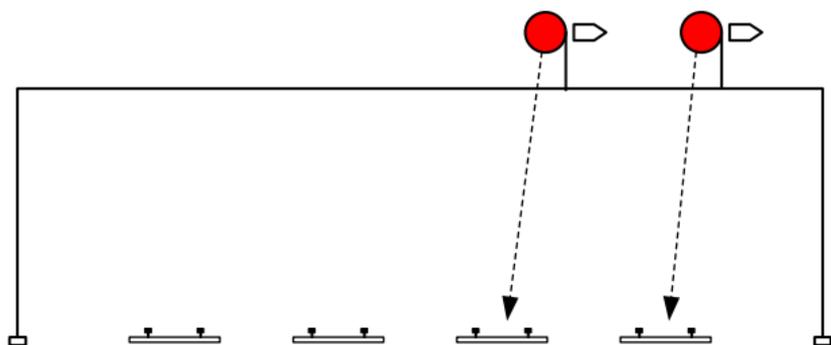
246. Wherever practicable, train order signals will be located adjacent to the train order office to which they apply, and other fixed signals, except switches, will be located over or to the right of the track they govern. Where conditions require other locations they will be indicated by special instructions.

247. When bridge, bracket or cantilever structures are used, signals will be located with respect to the tracks on which they affect movements as shown in figures 1, 2 and 3. One or more dummy masts, as in figure 3, indicates that there are one or more tracks between the active signal and the track on which it affects movements.

248. Indications of fixed signals of the semaphore and color light types are shown by the position of semaphore arms, color of lights, flashing of lights, or any combination thereof. They may be qualified by letter plate, marker, shape of semaphore arms, or any combination thereof.

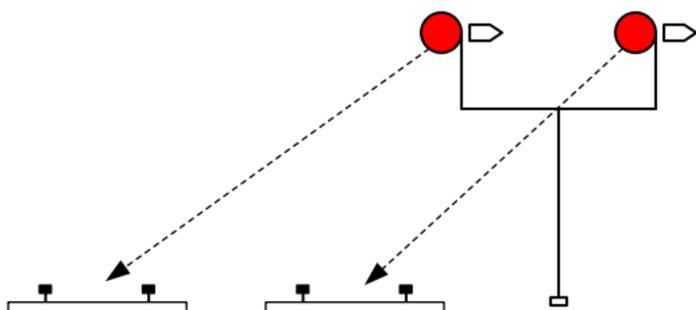
Semaphore type signals display their indications by arm, or arms, to the right of the signal mast and in addition, by night, display lights of the prescribed color as viewed from an approaching train.

Color light type signals display their indications by lights of prescribed color or flashing of such lights as viewed from an approaching train.



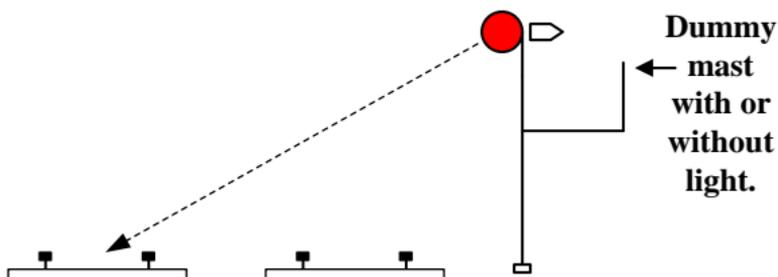
BRIDGE STRUCTURE

Figure 1.



BRACKET STRUCTURE

Figure 2.



CANTILEVER STRUCTURE

Figure 3.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY SIGNAL INDICATION

251. On portions of the railway, 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, except that the movement of work extras will be governed by train orders.

252. The movement of trains will be supervised by the train dispatcher who will issue instructions as may be required.

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

254. A train must not enter on nor foul a main track, nor re-enter a main track after having cleared it except by signal indication or until permission has been received from the operator or train dispatcher. Permission must not be given by the operator without authority of the train dispatcher.

255. When a signal or permission has been given to a train, it may proceed until receiving a signal or message to take the siding. Such instruction by message will, when practicable, be given at a preceding station.

256. Unless otherwise provided, trains displaying signals will continue to display them through the territory.

257. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rule 251-256 inclusive, all Operating, ABS, and Interlocking Rules remain in force.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENTS OF TRAINS OR ENGINES BY SIGNAL INDICATION

261. On portions of the railway, and on designated tracks so specified in the time table, or by special instructions, trains and engines 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. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rule 261, all Operating, ABS, and Interlocking Rules remain in force.

CENTRALIZED TRAFFIC CONTROL RULES

NOTE: Wherever the words "train dispatcher" appear herein they apply to the employee performing the duties.

263. Rule 261 applies in CTC. The movement of trains and engines will be supervised by the train dispatcher who will issue instructions as may be required.

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

264. When a train or engine is stopped by a signal indicating STOP and no conflicting movement is evident:

(a) A member of the crew must immediately communicate with the dispatcher, stating his name, occupation, location, and train or engine number.

(b) If there is no conflicting movement, the train dispatcher may authorize the train or engine to pass the signal, but before doing so must provide protection against all opposing movements. The train or engine so authorized must move at restricted speed to the next signal, and be governed by Rule 104A at spring switches, Rule 104B at dual control switches, and Rule 672 at automatic interlockings.

(c) Instructions received from the train dispatcher must be in writing and repeated before being acted on, and train dispatcher must make proper record immediately.

265. When a train or engine is stopped by a signal indicating STOP and all means of communication have failed, such signal may be passed under protection of flagman but only to enter the siding or clear the main track governed by the signal. Rule 104A must be complied with at spring switches, Rule 104B, paragraph 2, at dual control switches, and Rule 672 at automatic interlockings.

266. A train or engine may be given exclusive occupancy of a track or tracks within specified limits and specified times to perform switching or other work when authorized by train dispatcher in the following manner: “(train or engine) may use (track or tracks) between and (or at)m untilm”.

When requesting track and time limits, employee will give his name, occupation, location, train or engine number, and specify time and work limits and track or tracks to be used. When such authority is granted, the instructions must be in writing and repeated to the train dispatcher before being acted on, and no movement may be made under this rule until the engineman has been advised and understands the track and time limits granted.

After the train or engine has entered the limits specified, the train dispatcher must block all levers controlling signals governing movements into such limits at Stop and must not remove lever blocks nor permit any other train or engine to enter the limits until track and time limits have expired unless train or engine reports clear of the track or tracks specified.

During the period track and time limits are authorized the train or engine may use the track or tracks specified in either direction without flag protection.

The train or engine must be clear of the track or tracks specified, switches restored to normal position before of the expiration of the time specified, and train dispatcher so advised. If not clear by the time specified, protection must be provided as prescribed by Rule 99. If additional time is required, authority must be secured from train dispatcher before previously authorized time expires.

268. A train or engine must not enter on nor foul a main track, nor re-enter a main track after having cleared it, except by signal indication or until permission has been received from the train dispatcher.

269. In CTC, the protection of the rear of the train on main track between the switches of a siding, and at such places as may be designated in special instructions, is not required.

270. Unless otherwise provided, trains displaying signals will continue to display them through the territory.

272. When CTC operation is interrupted or suspended, trains and engines will be governed by instructions from the train dispatcher.

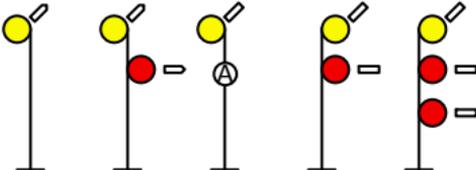
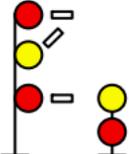
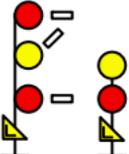
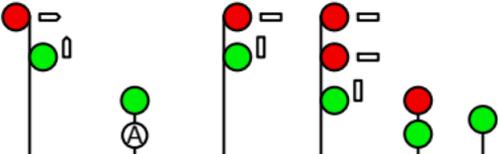
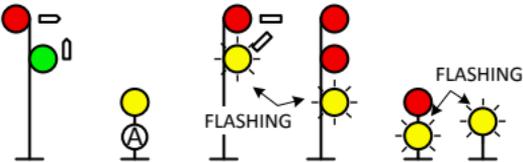
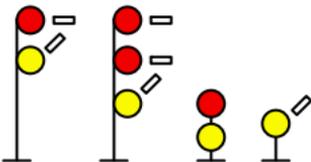
273. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions, Rule 261 and Rules 263-272 inclusive, all Operating, ABS and Interlocking Rules remain in force.

BLOCK AND INTERLOCKING SIGNALS

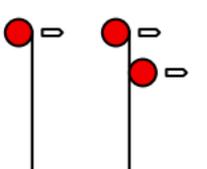
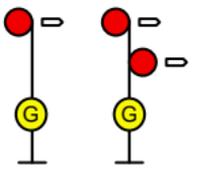
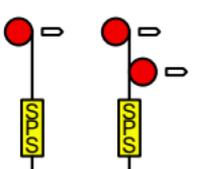
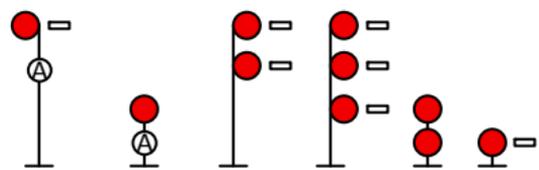
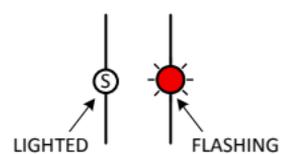
The following signals will appear where conditions require their use. These illustrations give standard indications. Other indications will be shown in special instructions. Lights may be to either side of signal mast and number plates may be provided for the purpose of identifying location.

| RULE | | | | |
|------|--|--|--|--|
| 281 | | | | |
| 282 | | | | |
| 282A | | | | |
| 283 | | | | |
| 283A | | | | |
| 284 | | | | |

| NAME | INDICATION |
|-------------------------|--|
| Clear Signal | Proceed. |
| Approach Medium Signal | Proceed, approaching next signal at medium speed. |
| Approach Limited Signal | Proceed, approaching next signal at limited speed. |
| Medium Clear Signal | Proceed, medium speed within interlocking limits or through turnouts. |
| Limited Clear Signal | Proceed, limited speed within interlocking limits or through turnouts. |
| Approach Slow Signal | Proceed, approaching next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed. |

| RULE | |
|------|---|
| 285 |  |
| 286 |  |
| 286A |  |
| 287 |  |
| 288 |  |
| 290 |  |

| NAME | INDICATION |
|-------------------------|---|
| Approach Signal | Proceed, preparing to stop at next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal. |
| Medium Approach Signal | Proceed at medium speed preparing to stop at next signal. |
| Limited Approach Signal | Proceed at limited speed preparing to stop at next signal. |
| Slow Clear Signal | Proceed, slow speed within interlocking limits or through turnouts. |
| Slow Approach Signal | Proceed, preparing to stop at next signal. Slow speed within interlocking limits or through turnouts, medium speed must then not be exceeded until a more favorable indication has been accepted. |
| Restricting Signal | Proceed at restricted speed. |

| RULE | |
|------|---|
| 291 |  |
| 291A |  |
| 291B |  |
| 292 |  |
| 293 |  |
| | |

| NAME | INDICATION |
|-------------------------------|---|
| Stop and Proceed Signal | Stop, then proceed at restricted speed. |
| Grade Signal | Train handling fifty percent or more of ruling grade tonnage approaching a grade signal indicating "stop, then proceed at restricted speed" may pass it without stopping and proceed at restricted speed. |
| Station Protection Signal | Stop, then proceed at restricted speed and proceeded by flagman when necessary to ensure full protection. |
| Stop Signal | Stop. |
| Take (or Leave) Siding Signal | Be governed by signal indication. Take (or leave) Siding "S" lighted or light flashing. Note: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal. |
| | |

ELECTRIC STAFF BLOCK SYSTEM RULES

301. On portions of the railway so specified in the time table, or by special instructions, the use of the main track will be governed by the electric staff block system. Possession of a staff supersedes superiority of trains for train movements.

302. The movement of trains will, unless otherwise provided, be supervised by the train dispatcher who will issue instructions as may be required to operators or conductors.

303. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 301 and 302, all Operating, ABS, and Interlocking Rules remain in force.

MANUAL BLOCK SYSTEM RULES

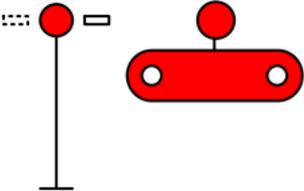
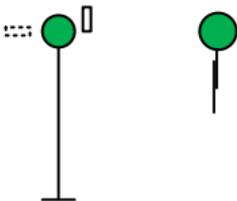
321. On portions of the railway so specified in the time table, or by special instructions, the use of the main track will be governed by the manual block system.

302. The movement of trains will, unless otherwise provided, be supervised by the train dispatcher who will issue instructions as may be required to operators or conductors.

303. Special instructions as may be necessary to govern this method of operation will be issued. Except as affected by such instructions and Rules 321 and 322, all Operating, ABS, and Interlocking Rules remain in force.

TRAIN ORDER SIGNAL RULES

401. The following signals will appear where conditions require their use.

| RULE | SIGNAL | NAME | INDICATION |
|------|---|-------------------|---------------------------------|
| 401A |  | Stop Signal | Stop – for orders. |
| 401B |  | Caution Signal | Caution – for 19Y orders. |
| 401C |  | Clear Signal | Proceed – no orders. |

402. Train order signals affect all train movements in the direction in which the indications apply, the normal indication being proceed.

403. When the STOP signal is displayed for trains in the direction in which the signal applies, it will indicate the delivery of restrictive train orders which may affect the train at that station and the train must stop before fouling the siding switch where an opposing train clears, except where the train order signal is beyond such switch, or where there is no siding, stop must be made before train passes the signal.

404. When the caution signal is displayed for trains in the direction in which the signal applies, it will indicate the delivery of 19Y train orders, none of which is restrictive at that station. The speed must be so regulated as to enable proper delivery of the orders to be made to both front and rear of the train.

405. When train orders or clearances are placed in a mechanical device for delivery to the train, additional train orders affecting that train must not be accepted by an operator until the train orders and clearances have been removed from the device and are in possession of the operator.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505. Block signals, cab signals, or both, govern the use of the blocks, but do not supersede the superiority of trains unless Rule 251 or Rule 261 is in effect. They do not dispense with the use or observance of other signals whenever and wherever required.

506. When an interlocking is in use in ABS territory, interlocking rules govern movements through the interlocking.

507. When signals in ABS territory are withdrawn from service trains will be governed by instructions from the dispatcher.

508. A station protection signal affords protection against all trains in the direction in which the signal applies, and movements may be made in either direction in the block at restricted speed. When a station protection signal does not form part of an ABS, protection extends only to the "Block End" sign, and Rules 512 and 513 must be observed.

Where approach signals are not provided, approach signals will be placed one mile from station protection signals.

509. When a train or engine is stopped by a signal indicating STOP and not conflicting movement is evident:

(a) A member of the crew must immediately communicate with the train dispatcher, stating his name, occupation, location and train or engine number.

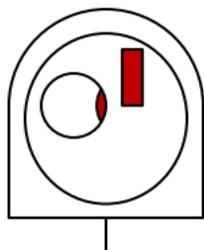
(b) On information from the train dispatcher that there is no conflicting train movement, the train or engine may proceed at restricted speed to the next signal.

(c) If unable to secure the information that there is no conflicting train movement, it may proceed only under flag protection (as prescribed for OUTSIDE ABS TERRITORY) to the next signal displaying a less restrictive indication than Stop or Stop and Proceed.

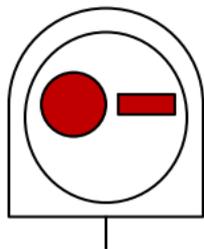
(d) Instructions received from the dispatcher must be in writing and repeated before being acted on, and train dispatcher must make the proper record immediately.

510. A train or engine which is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond a Stop and Proceed signal may pass such signal at restricted speed without stopping provided the switch is lined for the track to be used and the track between the signal and the switch is seen to be clear.

512. Where block indicators are provided, the indicator must be observed immediately before a main track switch is opened. When indication shows "track occupied", the switch must not be opened unless the movement is protected as prescribed by Rule 99 for OUTSIDE ABS TERRITORY, except at meeting points on single track when the train to be met has cleared the switch and is occupying the block. The indication "track unoccupied" does not authorize a train or engine movement, and does not relieve employees from protecting their train or engine as required by the rules.



Indication – track unoccupied.



Indication – track occupied.

At main track crossovers, the indicators at the switch in each track refer to the blocks on the other track.

NOTE: Block indicator may or may not be equipped with a push button.

513. Where block indicators are not provided or when declared out of service, a train or engine which is to foul or enter a main track from a crossover, siding or other track, must wait three minutes after the main track switch has been opened before moving foul, except at meeting points when the train to be met has cleared the switch and is occupying the block. This will not relieve employees from protecting their train or engine as required by the rules.

514. A train or engine entering the block between signals must be protected as required by the rules, and must proceed at restricted speed to the next signal unless track is seen to be clear to the next signal and such signal indicates proceed.

EXCEPTION: This rule does not apply when entering a block in CTC where an electrically-locked hand operated switch is provided.

515. When a train or engine has passed a signal permitting it to proceed at other than restricted speed and is delayed in the block, it must proceed at restricted speed to the next signal unless track is seen to be clear to the next signal and such signal indicates proceed.

516. A train or engine having passed beyond a the limits of a block must not back into that block except under protection.

517. If any part of a train or engine overruns a signal indicating STOP, front of train or engine must be protected immediately as prescribed by Rule 99 for OUTSIDE ABS TERRITORY, and member of crew must immediately communicate with train dispatcher and be governed by his instructions.

518. To avoid holding main track signals at stop, cars or engines must not be allowed to stand between the fouling point and a main track switch.

INTERLOCKING RULES

NOTE: Wherever the word "signalman" appears herein it applies to the employee performing the duties.

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

605A. Unless otherwise specified in special instructions, rear flag protection is not required within interlocking limits.

611. Unless otherwise provided, signals must be kept in the position displaying the most restrictive indication, 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 indication until repairs are made. Any defects must be promptly reported to the superintendent.

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

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 been brought to a stop.

616. The lever operating a switch, derail, movable point frog, detector bar 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. The use of salt is forbidden.

619. If the force whose duty it is to keep switches clear when snow or sand is drifting is not on hand when required, the fact must be reported to the superintendent.

621. Signalmen must observe, as far as is practicable, whether the indications of the signals correspond with the position of the levers.

622. Signalmen must not make nor permit any unauthorized repairs, alterations, or additions to the interlocking.

623. If there is a derailment, or if a switch, movable point frog or derail is run through, or if any damage occurs to the track or interlocking, the signals must be restored to display their most restrictive indication 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, detector bar or electric locking circuit, 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 which may be affected by such repairs until it has been ascertained from those in charge of the repairs that the switches, movable point frogs, and derails are properly lined and secured for such movement.

626. Signalmen 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 the train, or any other train or engine, the signalman must take such measures for protection of trains as may be practicable.

628. Hand signals must not be used when the proper indication can be displayed by the interlocking signals.

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 signal indicating STOP, the fact must be immediately reported to the superintendent. In case of apparent disregard of signals by trains or engines, signalmen must, if practicable, see if proper indication was displayed.

634. Signalmen must not permit unauthorized persons to enter the interlocking station.

When a signalman is relieved, he must transfer all necessary information.

637. A running switch movement must not be made within interlocking limits.

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 at once. Such occurrence must be reported to the superintendent.

663. A train or engine must not pass an interlocking signal indicating STOP until conductor or engineman has been fully informed of the situation, or hand signal has been received from the signalman. Movement may then be made at restricted speed. Yellow flags by day and yellow lights by night will be used by signalmen in giving hand signals. Such occurrence must be reported to the superintendent.

667. Sand must not be used, nor water allowed to run from engine appliances within interlocking limits.

669. Trains or engines stopped by signalman in making a movement through an interlocking must not move in either direction until they have received the proper signal from him.

670. A reverse move within interlocking limits, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the signalman.

670A. When a train or engine having accepted an indication of an interlocking signal permitting it to proceed stops within thirty feet after passing such signal it must not again proceed without permission of the signalman or under the provisions of Rule 672.

671. While an interlocking station is closed, should a signal for an open route indicate STOP, train and engine crews must know that the route for their train is properly lined and be assured they are protected against movements on conflicting routes after which

train may proceed at restricted speed. The fact must be reported to the superintendent from the first available point of communication.

672. When a train or engine is stopped by the STOP indication of an automatic interlocking signal, and no immediate conflicting movement is evident, a member of the crew must proceed to the crossing and unlock box marked "switches" and be governed by instructions posted in the box. In boxes where lights are provided to indicate the approach of trains, if those of the opposing railway are lighted and no train is seen approaching, he will open the switch and give proceed hand signal to his train. If lights are not provided, or if those of the opposing railway are not lighted, such employee, after opening switch, must wait three minutes before giving his train signal to proceed. After his train has occupied the crossing he close switch and lock box.

At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, trainman will unlock box and press button. If the signal does not clear, he must comply with instructions in proceeding paragraph.

Special instructions will be issued as may be necessary.

673. When a train is running against the current of traffic it must approach interlocking limits under such control as to be able to stop at a dwarf signal indicating STOP.