



Examples (1) and (2) of Form T must not be combined and Form T must not be combined with other forms of train orders.

U

PROVIDING FOR SUBSTITUTION OF MANUAL BLOCK SIGNAL SYSTEM  
RULES FOR AUTOMATIC BLOCK SIGNAL SYSTEM RULES IN EXTENDED  
EMERGENCIES

Requisites: All lights in fixed signals out of service under the following orders, will be extinguished.

(1) Between *A* and *F* automatic block signal system on No 2 track out of service manual block signal system rules in effect except rule \_\_\_\_\_ (\*)  
Block indications will be given by hand signals.

(2) Between *A* and *D* automatic block signal system and cab signals on No 1 track out of service manual block signal system rules in effect except rule \_\_\_\_\_ (\*)

Block indications will be given by hand signals.

(\*) NOTE—Insert Rule 316 or 317 which will not apply.

Trains receiving these orders will approach interlocking home signals and non-interlocked facing switches prepared to stop.

V

SPEED ORDERS

(1) Do not exceed a speed of \_\_\_\_\_ miles per hour between \_\_\_\_\_ and \_\_\_\_\_ account of (\*) \_\_\_\_\_.

(\*) NOTE—State reason for speed restrictions, also when speed-limit signs cannot be installed immediately, add: speed-limit signs not in service.

Train addressed receiving this order will not exceed speed shown between points designated.

(2) Do not exceed a speed of \_\_\_\_\_ miles per hour on No \_\_\_\_\_ track between \_\_\_\_\_ and \_\_\_\_\_ account of (\*) \_\_\_\_\_.

(\*) NOTE—State reason for speed restrictions, also when speed-limit signs cannot be installed immediately: add, speed-limit signs not in service.

Trains addressed receiving this order will not exceed speed shown between points designated.

SIGNAL RULES

MOVEMENT OF TRAINS IN THE SAME DIRECTION  
BY BLOCK SIGNALS

251. On portions of the railroad and on designated tracks so specified on the time-table, 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 Superintendent Transportation 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 Rules for Conducting Transportation remain in force.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS  
BY BLOCK SIGNALS

261. On portions of the railroad and on designated tracks so specified on the time-table, 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.

NOTE—Approved requisites for signal system, to provide control of trains by signal indication in lieu of time-table authority and train orders, must be observed.

262. A train for which the direction of traffic has been established must not move in the opposite direction without proper interlocking or manual block signal indication or train order.

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

264. Except as affected by Rule 261 all Rules for Conducting Transportation remain in force.

MOVEMENT OF TRAINS ON SECONDARY TRACKS  
 WHERE BLOCK SIGNAL SYSTEM RULES ARE IN EFFECT

271. On designated secondary tracks so specified on the time-table, movements of trains will be made on verbal permission of the operator when authorized by the Superintendent Transportation, governed by Block Signal System Rules.

At locations specified on the time-table, fixed signal indication in lieu of verbal permission will be used.

Authority for movement of a train will be recorded at the office of the Superintendent Transportation in book provided therefor.

272. Yard engines working within yard limits must not move beyond those limits without permission of the operator when authorized by the Superintendent Transportation.

273. Except as affected by Rules 271 and 272, all Rules for Conducting Transportation as they apply to main tracks are in effect.

FIXED SIGNALS

Rules 280 to 296 Inclusive

Aspects shall be shown by the position of semaphore blades, color of lights, position of lights, flashing of lights, or any combination thereof. They may be qualified by marker plate, number plate, letter plate, marker light, shape and color of semaphore blades or any combination thereof.

The signal aspects illustrated by the figures in Rules 280 to 296 inclusive are typical and must not be used with other than the names and indications prescribed by the rules. Aspects not in conformity with the typical aspects must not be used unless shown on the time-table together with special instructions to cover.

Position light signals whose most restrictive indication is more favorable than Stop are numbered either on the signal mast or in a location adjacent thereto as seen from approaching trains.

In the illustrations of typical aspects, Rules 280 to 296, inclusive:

- R — Red
- Y — Yellow
- G — Green
- FY — Flashing Yellow

CAB SIGNALS

Cab signal aspects are shown by position of lights illustrated by FIG. A of Rules 281, 282, 285 and FIG. B of Rule 290, and their aspects, indications and names are the same as for fixed signals shown in these rules.

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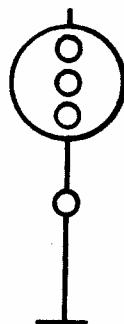


FIG. A

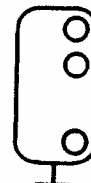


FIG. A1

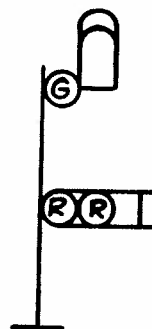


FIG. B



FIG. C

INDICATION—Proceed; for passenger trains, manual block clear; for trains other than passenger trains, manual block clear outside yard limits.

NAME: Clear-block.

(Rev. Rule 280 10-18-64, page 53)

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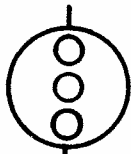


FIG. A

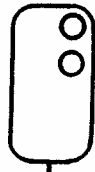


FIG. A1

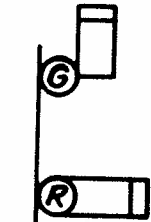


FIG. B



FIG. C



FIG. D



FIG. E



FIG. F

WHEN FIG. A, A1, B, C, D OR E IS  
DISPLAYED CAB SIGNAL WILL DISPLAY



INDICATION—Proceed.

NAME: Clear.

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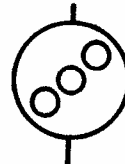


FIG. A

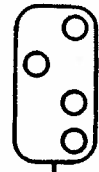


FIG. A1

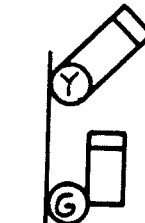


FIG. B

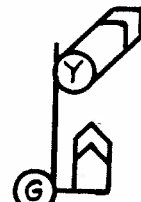


FIG. C

WHEN FIG. A, A1, B OR C IS  
DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Proceed approaching next signal at  
Medium speed.

NAME: Approach-medium.

NOTE—Trains may proceed approaching next signal  
at not exceeding 45 miles per hour at sig-  
nals displaying a yellow triangle outlined in  
black.

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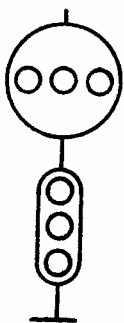


FIG. A

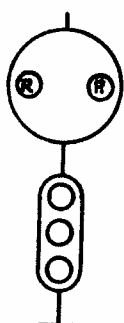


FIG. AA

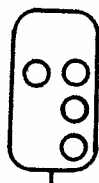


FIG. A1

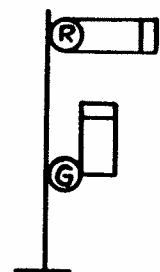


FIG. B

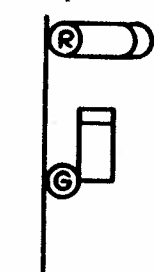


FIG. C

WHEN FIG. A, AA, A1 OR B IS DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Proceed; Medium speed within interlocking limits.

NAME: Medium-clear.

NOTE—Trains may proceed at not exceeding 45 miles per hour within interlocking limits, at signals displaying a yellow triangle outlined in black.

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FIG. A



FIG. AA

WHEN FIG. A OR AA IS DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Proceed at Medium speed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.

NAME—Medium-approach.



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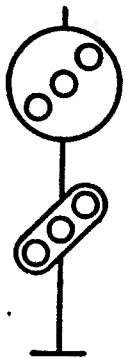


FIG. A

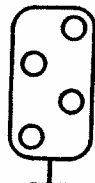


FIG. A1

WHEN FIG. A OR A1 IS  
 DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Proceed approaching next signal at  
 Slow speed. Train exceeding Medium  
 speed must at once reduce to that speed.

NAME: Approach-slow.

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FIG. A

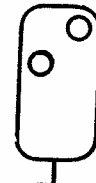


FIG. A1



FIG. B



FIG. C



FIG. D



FIG. E

WHEN FIG. A, A1, B, C, D OR E IS  
 DISPLAYED CAB SIGNAL WILL DISPLAY



INDICATION—Proceed prepared to stop at next sig-  
 nal. Train exceeding Medium speed  
 must at once reduce to that speed.

NAME: Approach.



285 A

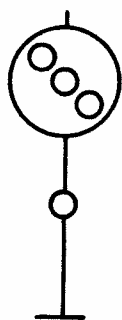


FIG. A

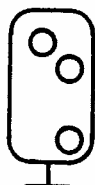


FIG. A1

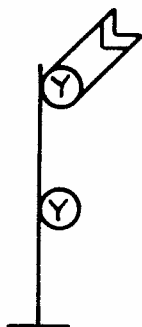


FIG. B

**INDICATION**—Train exceeding Medium speed must at once reduce to that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

**NAME:** Caution.

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FIG. A



FIG. B



FIG. C

**WHEN FIG. A, B OR C IS  
DISPLAYED CAB SIGNAL WILL DISPLAY**



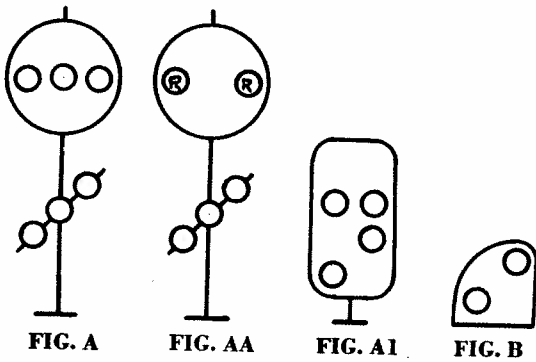
**AND FIXED SIGNAL INDICATION WILL GOVERN.**

**INDICATION**—Proceed; Slow speed within interlocking limits.

**NAME:** Slow-clear.



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WHEN FIG. A, AA, A1, B OR C IS  
 DISPLAYED CAB SIGNAL WILL DISPLAY

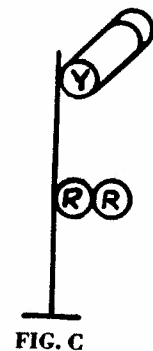
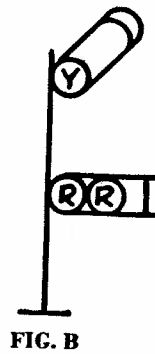
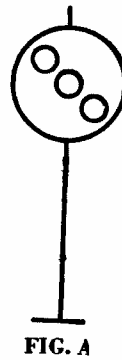


AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Proceed prepared to stop at next signal. Slow speed within interlocking limits.

NAME: Slow-approach.

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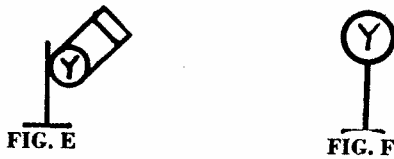
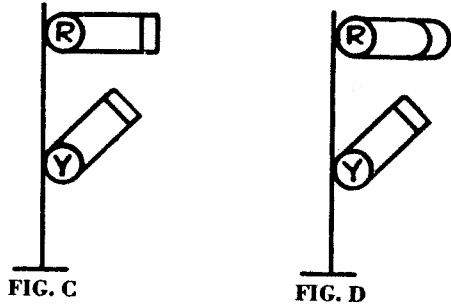
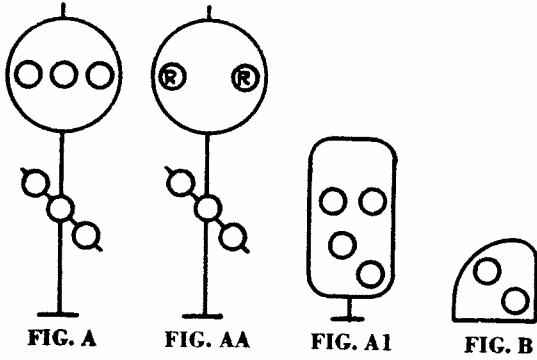


INDICATION—Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.

NAME: Permissive-block.



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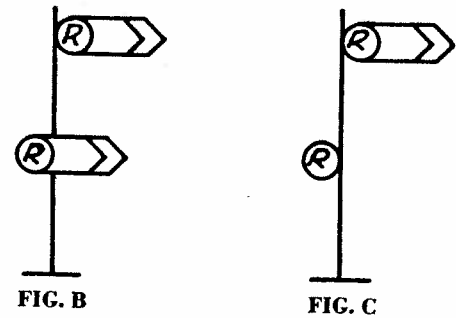
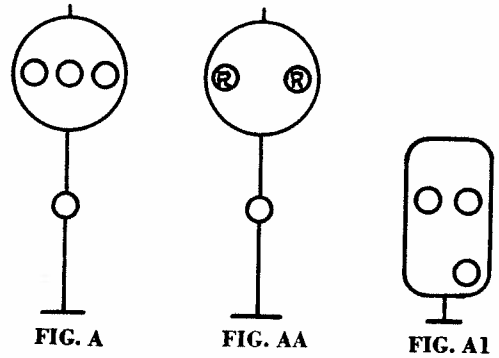


WHEN FIG. A, AA, A1, B, C, E OR F IS  
DISPLAYED CAB SIGNAL WILL DISPLAY



INDICATION—Proceed at Restricted speed.  
NAME: Restricting.

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WHEN FIG. A, AA, A1, B OR C IS  
DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Stop; then proceed at Restricted speed.

NAME: Stop-and-proceed.

NOTE—Freight trains of 90 or more cars or having tonnage of 80 per cent or more of the prescribed engine rating may proceed at Restricted speed without stopping at signals displaying a yellow disc on which is shown the letter "G" in black.

The engineman must be notified as to tonnage and number of cars in train before leaving terminals and when consist is changed enroute.

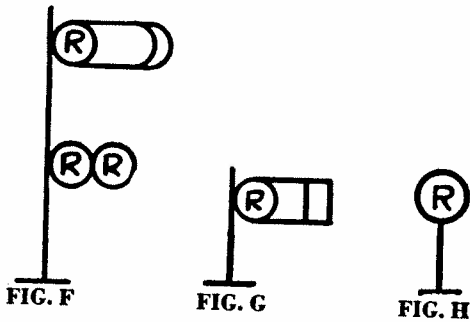
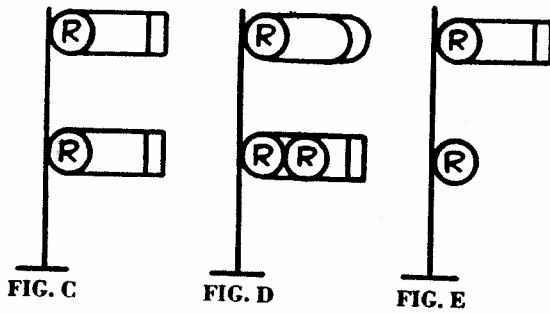
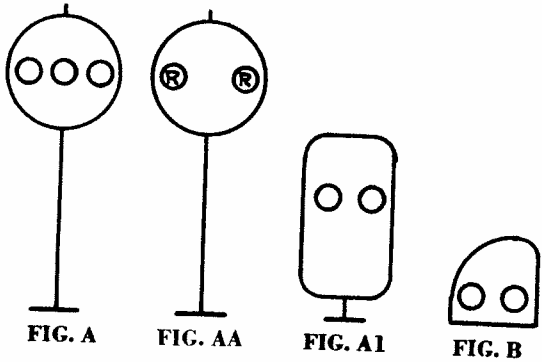


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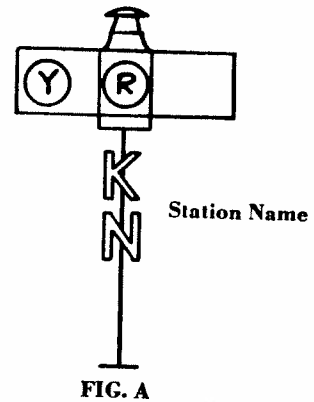
WHEN FIG. A, AA, AI, B, C, E, G OR H IS DISPLAYED CAB SIGNAL WILL DISPLAY



AND FIXED SIGNAL INDICATION WILL GOVERN.

INDICATION—Stop.  
 NAME: Stop-signal.

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NOTE—Yellow light to be placed next to track governed.

INDICATION—Limit of the block.  
 NAME: Block-limit.

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293 A

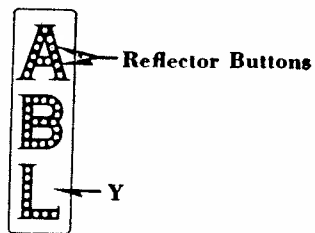


FIG. A

**INDICATION**—Proceed prepared to stop at next Block-limit signal. Train exceeding Medium speed must at once reduce to that speed.

**NAME:** Approach block-limit.

**NOTE**—Will not apply to trains authorized to pass the Block-limit station as though Clear-block signal were displayed.

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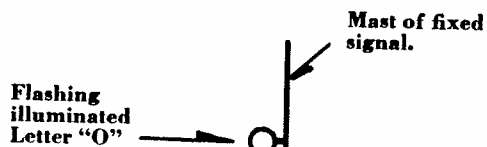


FIG. A

**NOTE**—To apply to trains governed by fixed signal with which connected.

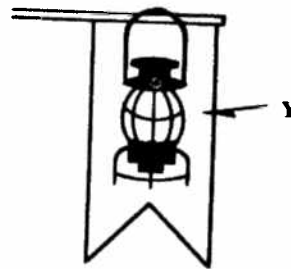


FIG. B

**INDICATION**—Orders.

**NAME:** Train-order.

**NOTE**—By day the yellow lamp is not displayed.

When displayed in the direction of an approaching train or trains, must not be passed by any such train on any track except as provided in Rule 221.

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FIG. A

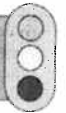
INDICATION—Switch closed, proceed.  
NAME—Clear distant switch signal.

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FIG. A

INDICATION—Switch open. Approach all switches connected with the signal prepared to stop short of the switches.  
NAME—Caution distant switch signal.



## MANUAL BLOCK SIGNAL SYSTEM

**NOTE**—Rules 305 to 373 inclusive will not be effective except by special instructions.

**305.** Block signals govern the use of the blocks, and except where Rule 251 or 261 is in effect, do not supersede the superiority of trains, nor dispense with the use and the observance of other signals whenever and wherever they may be required.

At a block-limit station trains will be governed in their use of the block by instructions of the operator in charge of the block-limit station as indicated on the time-table.

**306.** When a block station is open at an irregular hour, trains must be notified by train order.

**307.** When a block station is open at an irregular hour, operator must use hand signals in addition to block signals to give the required indications until all trains have passed which have not been notified by train order that the block station is open.

**D308.** When a train is operated against the current of traffic, manual block signal system rules must be observed; Rule 316 or 317 to apply as specified on the time-table. Block stations named on the time-table indicate limits of manual block, except when a train is authorized by train order to run against the current of traffic to an interlocking or a block station—remote controlled, the portion of the main track between that interlocking or block station and the first block station in the rear will constitute a block for that train.

**309.** Except as provided in Rule 80, equipment of a type which may not operate signals or shunt track circuits must not be operated in Manual Block Signal System territory without authority of the Superintendent Transportation and permission of the operator who must also be advised when the movement has entered a block. After such equipment has entered a block, the block signal must be restored immediately to its most restrictive indication and must not be changed until the equipment has cleared the block or following movement has been notified by train order to look out for such equipment.

## OPERATORS

**311.** Signals must be kept in the position displaying the most restrictive indication except when displayed for an immediate movement.

### SPEED SIGNS See Rule 38

