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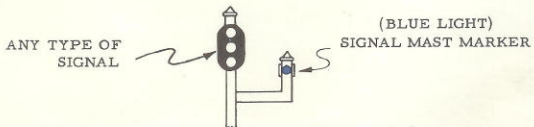
RULES AND INSTRUCTIONS FOR THE OPERATION  
OF TRAINS IN CENTRALIZED TRAFFIC  
CONTROL TERRITORY

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The time and date these Rules and Instructions take effect, and the limits thereof, are indicated by Time-table or Special Instructions issued by the Superintendent.

These Rules and Instructions are supplemental to the Rules and Regulations of the Operating Department effective November 1, 1938, and supersede any of such latter Rules and Regulations inconsistent herewith in Centralized Traffic Control Territory.

H.J. OLIVER  
Vice-President-Operations



INDICATION: ONE TRACK INTERVENES BETWEEN  
SIGNAL AND THE TRACK IT GOVERNS.



INDICATION: STOP; FLAG OVER CROSSING.

DEFINITIONS

BLOCK	A length of track of defined limits, the use of which by trains or engines is governed by block signals
BLOCK SYSTEM	A series of consecutive blocks
BLOCK SIGNAL	A fixed signal at the entrance of a block to govern trains and engines entering and using that block
APPROACH SIGNAL	A fixed signal used in connection with one or more signals to govern the approach thereto
MANUAL BLOCK SIGNAL SYSTEM	A block or a series of consecutive blocks, governed by block signals operated manually, upon information by telephone or other means of communication
BLOCK STATION	A place at which manual block signals are displayed
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
CENTRALIZED TRAFFIC CONTROL	(hereinafter referred to as CTC) An automatic block signal system upon which control of certain signals from a central control point is superimposed
SPEED:	
RESTRICTED -	Proceed prepared to stop short of train, obstruction, or switch not properly lined and to lock out for broken rail, not exceeding 15 miles per hour
SLOW -	A speed not exceeding 15 miles per hour
MEDIUM -	A speed not exceeding 25 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

## SIGNAL RULES

### Opposing and Following Movements of Trains by Block Signals

261. On portions of the railroad and on designated tracks so specified by time-table or 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 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 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 Rules 261 to 263 inclusive, all Signal and Operating Rules remain in force.

## AUTOMATIC BLOCK SIGNAL SYSTEM

501. Interlocking home signals governing the use of routes leading to a block will in addition govern the use of the block in direction for which traffic has been established for a train to the next block signal.

502. Trains or engines having cleared the main track must not re-enter or foul the main track except by proper signal indication or by permission of the operator.

Where Rule 261 is in effect a train or engine must not clear the main track at a hand operated switch or crossover not equipped with an electric lock.

506. Equipment of a type which may not operate signals or shunt track circuits must not be operated in automatic block signal system territory without authority of the superintendent and permission of the operator. Other trains must not be permitted to enter the track occupied by such equipment unless instructed by train order to lock out for such equipment which is occupying the main track without signal protection.

509. A train or engine must stop clear of a block signal indicating STOP. A train or engine must not pass a STOP signal except when authorized by Permissive Card, Form M-315, train order or special instructions.

In case of failure of signals, trains may be authorized to proceed by train order or Permissive Card, Form M-315, delivered to the conductor or engineman either in written form, by telephone, or other means of communication.

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### INSTRUCTIONS TO BE FOLLOWED WHEN A "TAKE SIDING" SIGNAL INDICATION IS DISPLAYED

When an illuminated letter "S" is displayed on a signal, Rule 289, train must stop and may proceed at restricted speed after trainman has lined switch for entrance to the siding.

SIGNAL ASPECTS AND INDICATIONS







These rules, numbers 280 to 295 inclusive, supersede rules 281 to 288 inclusive shown on pages 66 to 71 of Book of Operating Rules.

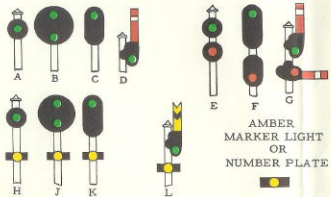

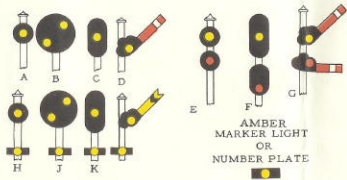

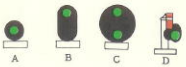
SPEED DEFINITIONS

RESTRICTED SPEED: A SPEED THAT WILL PERMIT STOPPING SHORT OF TRAIN AHEAD, OBSTRUCTION, OR SWITCH NOT PROPERLY LINED, AND TO LOOK OUT FOR BROKEN RAIL, BUT NOT TO EXCEED 15 MILES PER HOUR.

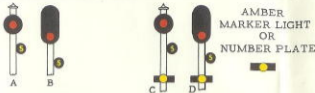
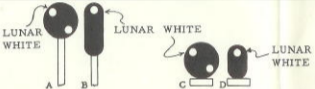
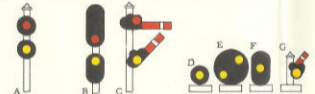
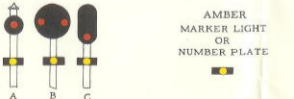
SLOW SPEED: A SPEED NOT TO EXCEED 15 MILES PER HOUR.

MEDIUM SPEED: A SPEED NOT TO EXCEED 25 MILES PER HOUR.

RULE	ASPECT	NAME	INDICATION
280a	  <p>FLASHING ASPECT</p>	RESTRICTING ORDER	STOP; PICK UP RESTRICTING TRAIN ORDER. TRAIN MAY PROCEED WITHOUT STOPPING UPON HAND SIGNAL FROM OPERATOR.
280b	  <p>FLASHING ASPECT</p>	HELPING ORDER	PICK UP HELPING TRAIN ORDER.
280c	  <p>FLASHING ASPECT</p>	NO ORDERS	STATION HAS NO ORDERS FOR YOUR TRAIN.

RULE	ASPECT	NAME	INDICATION
281	 <p style="text-align: center;">AMBER MARKER LIGHT OR NUMBER PLATE</p> 	CLEAR	PROCEED.
285	 <p style="text-align: center;">AMBER MARKER LIGHT OR NUMBER PLATE</p> 	APPROACH	PROCEED PREPARING TO STOP AT NEXT SIGNAL. TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED.
287		SLOW CLEAR	PROCEED; SLOW SPEED WITHIN INTERLOCKING LIMITS.



RULE	ASPECT	NAME	INDICATION
289	 <p>AMBER MARKER LIGHT OR NUMBER PLATE</p>	STOP TAKE SIDING	WHEN LETTER "S" IS ILLUMINATED, STOP; THEN PROCEED AT RESTRICTED SPEED AFTER ALIGNING SWITCH FOR SIDING.
289a	 <p>LUNAR WHITE</p> <p>LUNAR WHITE</p>	RESTRICTING	PROCEED; RESTRICTED SPEED WITHIN INTER- LOCKING LIMITS.
290		RESTRICTING	PROCEED; RESTRICTED SPEED WITHIN INTER- LOCKING LIMITS.
291	 <p>AMBER MARKER LIGHT OR NUMBER PLATE</p>	STOP AND PROCEED	STOP; THEN PROCEED AT RESTRICTED SPEED.

RULE	ASPECT	NAME	INDICATION
292	<p>A B C D E F G</p> <p>H J K L</p>	STOP	STOP.
295	<p>A</p> <p>B</p>	TARGET SIGNAL	AS DESIGNATED IN TIMETABLE.