

SECURITY IS EARNED BY
SAFE WORK HABITS

ALERTNESS NEUTRALIZES
HAZARDS

FORESIGHT ASSURES FREEDOM
FROM DANGER

EFFICIENCY AND SAFETY
ARE RELATED

TRUST IS THE REWARD FOR
WORKING SAFELY

YOUR MOST VALUABLE
INSURANCE IS SAFETY

PENN CENTRAL
and
GULF, MOBILE AND OHIO R. R.

* * *

Joint Tracks

* * *

Single Track Between:
EAST ALTON & WANN

Double Track Between:
WANN & BRIDGE JCT.

Yard Tracks Between:
Q TOWER & EAST ST. LOUIS

"MAKE SAFETY YOUR POLICY"

* * *

JOINT
TIME TABLE No. 1

In Effect 2.01 A.M., CST, Thursday, January 1, 1970

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

J. A. McCONNELL, Supt., PC
E L. KELLER, Terminal Supt., PC
H. R. STOCKUM, Supt., G. M. & O. R. R.
R. A. STEPHENS, Terminal Supt., G. M. & O. R. R.

- A Indicates Semaphore Train Order Signals.
- C Indicates Yellow Light Train Order Signals.
- G Indicates Gates at Railroad crossing.
- M Indicates Stop Signs at Railroad crossing.
- T Indicates Target Signal at Railroad crossing.
- V Indicates Semaphore Signal at Railroad crossing.
- X Indicates in service continuously.
- ◆ Indicates PC Road Radio Channel 2.

**SINGLE & RUNNING TRACKS — EAST ALTON TO WANN
JOINT TRACKS — WANN TO EAST ST. LOUIS**

Interlocking	Interlocking Station	Non-Interlocked Railroad Crossings at Grade	Block Station and Train Order Office	STATIONS	Distance from Mile Post 0	Distance from Mile Post 0	Note
					Single Track	East Alton Running Track	
		X-M		EAST ALTON (CB&Q connection)....	1.2	1.2	1
X	X		X-A-C	WANN (GM&O connection)	2.3	2.3	2-3
					No. 1 Track	No. 2 Track	
				(Current of Traffic)	Westward	Eastward	
				(Distance from Chicago)	▼		
X	X		X-A-C	WANN (GM&O connection)	262.1	2.3	2-3
X	X		X	WOODRIVER (I.T. crossing & connection)	262.9	3.0	4
				ROXANA (Shell Plant)	265.0	5.1	
X	X		X-C-◆	LENOX (PC main line Cleve. to St. L.)	269.7	9.7	
				(Distance from Indianapolis)		▼	
X	X		X-C-◆	LENOX (PC main line Cleve. St. L.) (Worcester yard) (A&S connection) (C&EI connection)	269.7	237.7	ABS
				MITCHELL	270.0	238.1	
				NAMEOKI	272.6	240.7	
X	X		X-C-◆	WR (Granite City) (TRRA crossing and connection)	274.9	243.3	
			X	VENICE JCT.	277.9	245.9	
				VENICE (GM&O yard)	278.7	246.7	5
		X-M-T		BN (SOUTHERN crossing & connection)	278.8	246.8	6
				BROOKLYN (PC yard)	279.0	247.0	
			X-◆	BRIDGE	280.0	248.0	7
		X-M		I.T. (I.T. crossing)	280.01	248.01	8
		X-M-G		NKP (N&W crossing)	280.02	248.02	9
		X-M-V		WAB (N&W crossing)	280.03	248.03	10
				BRIDGE JCT.			11
				CB&Q YARD			
				CD YARD			
X	X			Q TOWER (PC main line Pgh. to St. L.) (Eads Bridge) (L&N crossing) (Hi-line IC & TRRA)			T.R.R.A.
			◆	EAST ST. LOUIS (Lower yard Flexivan tracks) (Distance from Indianapolis)	249.1		12

The direction from East Alton to East St. Louis is westward.
Tracks are numbered from north and west.

(ABS) AUTOMATIC BLOCK SIGNAL SYSTEM—in effect with current of traffic:

- No. 1 track WANN to WR
- No. 2 track BRIDGE to WANN

(MBS) MANUAL BLOCK SIGNAL SYSTEM—in effect:

- No. 1 track WR to BRIDGE, with current of traffic
- No. 1 and No. 2 tracks, between WANN and BRIDGE, against current of traffic
- Single track, passenger trains only, between WANN and EAST ALTON

NOTES

- (1) **EAST ALTON**—CB&Q crossing on wye track must be clear before using.
- (2) **WANN**—Yellow light train order signal for PC and CB&Q movements. Semaphore train order signal for GM&O movements.
- (3) **WANN**—Electrically locked switch on No. 2 track to Wann Yard, in interlocking limits, controlled by operator at Wann.
- (4) **WOODRIVER**—Flashing yellow light train order signal for CB&Q westward movements only, located under bottom arm of westward Home Signal from I.T. tracks.
- (5) **VENICE**—Electrically locked switch on No. 2 track, at east end of crossover from No. 1 track, controlled by operator at Venice Jct. Eastward signal 300 feet west of switch, displays Stop indication when switch is unlocked, and displays proceed when switch is normal.
- (6) **BN**—Railroad crossing Target Signal must be Diagonal for movements on Joint Tracks. Target will be Horizontal for movements on Southern Railway.
- (7) **BRIDGE**—MBS limits end for westward movements and begin for eastward movements against current of traffic, at Railroad Grade Crossing Stop Signs, located 600 feet east of **BRIDGE**. ABS on No. 2 track begins at same location.
Westward movements must not proceed beyond this location and eastward movements must not proceed beyond I.T. crossing, without verbal permission or hand signal from PC Operator at **BRIDGE**, which also permits movements against current of traffic and through crossovers at Reduced Speed, between these locations, when granted by operator.
- (8) **I.T.**—I.T. crossing must be clear before proceeding on Joint Tracks.
- (9) **NKP**—N&W crossing must be clear and gate over N&W before proceeding on Joint Tracks.
- (10) **WAB**—N&W crossing Semaphore Signal Arm must be vertical before proceeding on Joint Tracks. Lower Arm will be vertical for movements on N&W.
- (11) **BRIDGE JCT.**—Movements must not enter or leave TRRA tracks at Bridge Jct. without green hand signal from TRRA joint employe.
- (12) **EAST ST. LOUIS**—Two yard tracks (numbered 1 and 2 beginning with northernmost track at west end of Q Tower interlocking limits) extending to Lower yard office. Movements proceed on instructions and permission of yardmaster.

SCHEDULES

GM&O — FIRST CLASS — PASSENGER — DAILY

WESTWARD—WANN TO WR			
Stations	5	1	3
WANN	A.M. 6.00	P.M. 3.56	P.M. 9.40
WOODRIVER	6.01	3.57	9.41
LENOX	6.10	4.02	9.46
WR	s6.20 A.M.	c4.13 P.M.	c9.57 P.M.
EASTWARD—WR TO WANN			
	2	4	6
WR	A.M. c9.28	P.M. c4.30	P.M. s11.00
LENOX	9.33	4.35	11.16
WOODRIVER	9.41	4.47	11.24
WANN	9.42 A.M.	4.48 P.M.	11.25 P.M.

s—Regular Stop
c—Conditional Stop

NOTE—Trains may run in advance of schedule time except at a station where scheduled to receive traffic.

SPECIAL INSTRUCTIONS

Rules and Timetables of the respective companies will govern, except as supplemented, modified or superseded herein.

BETWEEN EAST ALTON AND WANN:

Southward movements must use Single track (formerly No. 1), report to Operator at Wann and proceed without permission. (Yard limit **Rule S-93.**)

Northward movements must use Running track (formerly No. 2), proceed at Wann on signal indication at Restricted speed, not protecting against following movements and will not report clear at East Alton. (**Rule 112.**)

In emergency, southward movements may use Running track, and northward movements may use Single track, on permission of Operator at Wann with authority of Train Dispatcher, under the same Rules.

Between sunset and sunrise a red light or lighted fusee must be displayed on rear of all movements.

BETWEEN WANN AND BRIDGE JCT.:

PC and GM&O tracks are operated as double track. Movements may enter on permission of Operator or signal indication without Clearance, keep to the right, run with the current of traffic without train orders and be governed by block signals whose indications will supersede the superiority of trains.

Movements against current of traffic must be run with train orders, unless otherwise provided.

Movements will be supervised by Train Dispatcher, who must be notified by Operators in advance of the expected arrival of movements to enter and if Operator is unable to communicate with Train Dispatcher, a slow movement must not be permitted to enter if a fast movement is approaching or due.

BETWEEN VENICE JCT. AND BRIDGE:

Movements **WITH** and **AGAINST** current of traffic must proceed at Reduced Speed and will not protect against following movements.

Between sunset and sunrise a red light or lighted fusee must be displayed on rear of all movements.

Movements against current of traffic may proceed without train orders, under manual block signal rules, when authorized by the Train Dispatcher, **ONLY** on permission of the operator at **BRIDGE**.

Train Dispatcher must determine that the block is clear of all opposing movements. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatchers train sheet before permission is granted.

BETWEEN BRIDGE AND BRIDGE JCT.:

Movements proceed on verbal permission or hand signal from PC Operator at Bridge, and over Non-interlocked Railroad Crossings at Grade, as prescribed on page 2 (Notes 7-8-9-10).

BETWEEN BRIDGE JCT. AND Q TOWER:

Four tracks (numbered 15, 16, 17 and 18, beginning with westernmost track) are operated and governed by TRRA Rules and Special Instructions.

At Bridge Jct. movements proceed as prescribed on page 2 (Note 11).

BETWEEN Q TOWER AND EAST ST. LOUIS:

Movements proceed on permission of Yardmaster at Lower Yard Office.

SPEEDS

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified.

	No. 1 Track		No. 2 Track		Single Track		Running Track	
	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight
Between:	Miles per Hour							
East Alton and Wann					15	15	15	15
Wann and Lenox	75	50	60	40				
Lenox and WR	75	50	70	50				
WR and BN	35	25	35	35				
BN and Bridge Jct.	35	25	35	25				

INTERLOCKINGS

Maximum Speed

	Miles per Hour
Wann—	
Single track connection with No. 1 track	20
Eastward through facing point crossover:	
Passenger	30
Freight	25
Woodriver—	
Over I.T. crossing	40
Lenox—	
Via diverging route through puzzle switch	5
At junction switches except on eastward track via PC main line Cleve. to St. L.	35
WR—	
Through interlocking limits via joint track, under control	30
Through interlocking limits via TRRA	20
Diverging between No. 1 and No. 2 joint tracks...	10
1157-C1A. Maximum Speeds.	
Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed.	
On tracks where maximum speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.	
Trains consisting exclusively of passenger Flexivan cars, (PC, NYC and MFVX with 4 digit numbers), passenger, mail, or express cars, are authorized to operate at passenger train speed, unless otherwise restricted.	
Freight trains consisting exclusively of Flexivan, passenger, mail, express, multi-level automobile carrying cars, or TOFC cars, are authorized to operate at passenger train speed, unless otherwise restricted, except between:	
Lenox and WR	60 MPH
1157-C2.	
Operating Against Current of Traffic, limited to Maximum track speed unless otherwise restricted, but not exceeding:	
	Miles per Hour
Passenger Trains	70
Freight Trains	50
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use	15

	Miles per Hour
1157-C3. Wreck trains and Work Trains handling Steam Crane	
Between Wann and WR	
Straight track	40
Curves	30
Other Trains and Equipment— Maximum Speed Unless Otherwise Specified	
1157-C4. Circus Trains	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels	
—on straight track	30
—on curves	20
1157-C6. Freight Trains with 30 or more cars of ore, coal, coke or grain	40
JENNY Type cars, loaded or empty	40
NOTE—When handling such trains conductor must know that enginemen have been so advised.	
1157-C7. Pushing Cars—Passenger trains	30
—Freight trains	20
1157-C8. Diesel engines when operating from rear unit or other than leading end for direction of movement	30
Road Switch type units when operating as lead unit shall be considered running forward re- gardless of which end of unit is leading.	
1157-C9. Trains handling welded rail	40
1157-C10. Trains handling Speno Ballast Cleaning Equipment	30
1157-C11. Trains with scale test cars or Jordan Spreader	25
1160 ENGINE AND CAR RESTRICTIONS	
Cars having gross weight in excess of that listed below must not be operated without specific authority.	
Between:	Gross Weight
Bridge and Wann	315,000
Wann and East Alton	265,000
East Alton and Alton	170,000

DEFINITIONS

ABSOLUTE BLOCK—A block in which a movement is not permitted to enter while it is occupied by another movement except as prescribed by the rules.

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)—A block signal system wherein the use of each block is governed by an automatic block signal.

MANUAL BLOCK SIGNAL SYSTEM (MBS)—A block signal system wherein the use of each block is governed by block signals controlled manually upon information by telephone or other means of communication.

MOVEMENT—A train, engine, car, cut of cars or track car.

RUNNING TRACK—A track designated in the timetable upon which movements may be made subject to prescribed signals and rules, or special instructions.

SPEEDS:

NORMAL SPEED—The maximum authorized speed.

LIMITED SPEED—Not exceeding 45 miles per hour.

MEDIUM SPEED—Not exceeding 30 miles per hour.

REDUCED SPEED—Prepared to stop short of train or obstruction.

SLOW SPEED—Not exceeding 15 miles per hour.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or switch not properly lined looking out for broken rail, not exceeding 15 miles per hour.

NOTE—Speed applies to entire movement.

TRACK CAR—A self propelled car with or without trailers which may be manually moved to or from the track. The term "Track Car" shall include other self propelled units, such as: Burro Cranes, Highway Rail Cars, Detector Cars, Weed Burners, Tie Tampers, and other similar equipment. This type equipment may not operate signals or shunt track circuits.

NOTE—GM&O Detector Cars and other GM&O track cars with a pilot, will operate as a train, with train orders, for following movements to be handled under absolute block.

21. TRAIN SIGNALS

Extra trains may omit display of white signals, except CB&Q will display white lights day and night.

27. USE OF SIGNALS

Reflectors may be substituted for marker lights on rear of a train, marker lights on block signals, dummy masts, speed signs, switch lights and derail targets.

75. BULLETIN ORDERS AND GENERAL NOTICES

Will be issued by authority and over the signature of PC Superintendent.

They will be numbered consecutively, the number being prefixed by the number of the current timetable.

They will expire with the timetable unless previously annulled.

75a. PC—GENERAL ORDERS—BULLETIN ORDERS

Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered.

X indicates in service.

Bulletin Board and Bulletin Book	Employees' Register	Standard Clock	Location	Other Regions, Divisions, and Railroads
		X	East Alton Station	
X	X		East Alton Engine-house	Southern Region TRRA
X	X		Roxana Shell Plant	
X	X	X	East St. Louis : Yard Office	Southern Region Indiana Div. TRRA IU Ry.

77. OBSERVANCE OF PASSING TRAINS

If any indication of conditions endangering a movement is observed, "Stop" signal must be given. If there are no apparent defects, employes must give "Proceed" signal.

83. TRAIN REGISTER

Wann—Train Order Office—CB&Q Trains only

83d. CLEARING OF TRAINS

Clearance Form A not required at initial stations except: Venice Jct.—Eastward GM&O must receive PC clearance.

S-93. YARD LIMITS—indicated by yard limit signs between:

Alton and East Alton
East Alton and Wann
Q Tower and East St. Louis

Within yard limits movements not authorized by timetable schedule or train order may be made on the main track. Protection against other movements is not required.

Movements must move within yard limits prepared to stop short of other yard movements and obstructions unless the main track is known to be clear.

D-93. SPECIFIED MOVEMENTS

Between — Venice Jct. and Bridge:

The main track may be used with the current of traffic by proper signal indication or permission of the Train Dispatcher or operator without protecting against following movements on the same track. Within these limits, movements must move at Reduced Speed, unless the track ahead upon which the movement is to be made, is known to be clear.

NOTE—Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.

103. PUBLIC GRADE CROSSINGS

When switching or when movements are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

At night, or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding the leading car, in addition to white light, will display lighted fusee.

East Alton—Movements making moves to or from yard tracks at St. Louis Avenue must stop between "End of Circuit" signs and street crossing until gates are down, before proceeding over crossing.

Wood River—Eastward movements must not leave cars between "End of Circuit" sign and Evans Avenue Crossing. Movements will not proceed over Evans Avenue crossing until crossing gates are down.

103G. LEAVING CARS ON TRACKS

When placing cars for loading or unloading, they must when practicable, not be left standing nearer than fifty feet to any street or road crossing and not nearer than one hundred feet when placed in storage.

104a. NORMAL POSITION OF SWITCHES

East Alton: East end C.B.&Q. connection for C.B.&Q.
West end C.B.&Q. connection for Single track.

112. RUNNING TRACK

Between — Wann and East Alton:

On a running track, movements may proceed at Restricted Speed, on signal indication, permission of employe in charge or as specified in the timetable and in an emergency under flag protection. Protection against following movements will not be provided.

152. ENTERING MAIN TRACK

When a movement crosses over to or fouls a main track, at a hand-operated switch, the movement must be protected (Rule 99) in both directions, unless otherwise provided. Where block signal system rules are in effect, Rule 327 or 513 will govern.

Qualified conductor or engineman only, will request permission from operator or train dispatcher. Operator must record names on Record of Train Movement Sheet.

221(C) TRAIN ORDER SIGNALS

An operator before receiving train orders for delivery to a train will, in addition to displaying the "Stop" indication of the fixed signal, display at or near the station from which the signal is controlled and in direction of the approaching train, a yellow light fixed signal and then reply "train order signal displayed."

Enginemen must acknowledge the train order signal by two short sounds of the engine whistle or horn. After the

signal has been acknowledged, if the orders restrict the movement of the train at that station, the signal must remain at "Stop" until the orders have been delivered; if the orders do not restrict the movement of the train at that station, the operator will then display the signal to give the proper "Proceed" indication and the train may proceed to the station, but not beyond without receiving train orders and/or Clearance Form A.

NOTE—Where yellow light fixed signals are not provided, Block or interlocking signals will be used, Rule 305a or 606.

251. SIGNAL RULE

Between—Wann and Bridge with current of traffic:

Movements will run with reference to other movements in the same direction by block signals whose indications will supersede the superiority of trains.

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

MANUAL BLOCK SIGNAL SYSTEM

305. Block signals govern the use of the blocks, and except where Rule 251 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.

305a. Block signals will be used as train order signals where separate train order signals are not provided.

Interlocking signals which serve also as manual block signals will display manual block indications on top arm or light.

306. When a block station is open at an irregular hour, movements must be notified by train order or bulletin order. Operator must use hand signals in addition to block signals to give required indications until all movements have passed which have not been notified by train order or bulletin order that the block station is open.

D-308. When a movement is operated against the current of traffic, manual block signal system rules must be observed. Block stations named in the timetable indicate limits of manual block, except when a movement 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 movement.

309. Except as provided in Rules 801 to 822, 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 and permission of the operator who must also be notified when the movement has entered a block. After such equipment has entered a block, the block signal must be restored to its most restrictive indication, approved blocking device applied 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.

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

312. 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. Defects must be promptly reported to the train dispatcher.

317. (For absolute block for opposing movements and permissive block for following movements on the same track.)

Before admitting a movement to a block under Clear-block signal, the operator in charge of the block station at the entrance of the block must know that the block is clear and that no other movement has been given permission or a signal to enter the block. Signals governing opposing movements, where provided, must display Stop-signal.

When the block is clear of passenger trains, and clear of opposing movements, the operator in charge of the block station may permit a movement other than a passenger train to follow a movement other than a passenger train into the block by displaying a Permissive-block signal for the movement to be admitted to the block. Signals governing opposing movements, where provided, must display Stop-signal.

Except as provided in Rules 327, 333 or by train order, a movement must not be admitted to a block which is occupied by a passenger train or an opposing movement and a passenger train must not be admitted to a block which is occupied by any movement.

319. When a movement enters a block, the control of which is divided between two block stations, the operator must give the movement engine number and time to the next block station in advance. On two or more tracks they must also specify the track.

When a movement clears a block, the operator receiving the information must give the record of the movement to the block station in the rear.

A Station Record of Train Movements must be maintained for each block station on which information as to all movements within blocks under their jurisdiction must be recorded by the operator. Any change in condition of block by radio or telephone after movement has entered block must also be promptly recorded.

319a. At remote control signals indicated in the timetable, operator may accept office indication that movement has passed signal.

At such locations movements must not pass remote control signals without entire movement or do switching without first notifying the operator in control of intended moves, and must report as soon as such moves have been completed.

321. Operators must, as far as practicable, observe each passing movement and note whether it is complete and in order, and the marker properly displayed.

322. Should a movement pass a block station with any indications of conditions endangering the movement or a movement on another track, the operator must immediately attempt to contact that movement and other movements involved, notify the operator at the next block station in advance and each must display Stop-signals to all movements that may be affected. They must not permit any movement to proceed until it is known that its track is not obstructed.

325. When there is an obstruction between block stations, notice must be given to the nearest operator or train dispatcher.

An operator or train dispatcher informed of any obstruction in a block must immediately attempt to contact any movement involved, notify the operator at the other end of the block and each must display Stop-signals to all movements that may be affected and must not permit any movement to proceed until it is known that its track is not obstructed.

326. When a movement clears the main track the operator must know that it is clear of the block before reporting the block clear or displaying a Clear-block signal for that block.

When a movement clears the main track, the conductor, engineman or member of their crew when authorized by the conductor or engineman, must report clear unless the switch involved is controlled by the operator.

327. To permit a movement to enter a block or foul the main track or to cross from one main track to another, the operator must first obtain control of the block to be used.

A movement must not enter a block nor foul the main track or cross from one main track to another without proper block signal or permission of the operator.

Before permitting a passenger train to cross from one main track to another the operator must know that all blocks to be used are clear of approaching movements and that block protection for the crossover movement has been provided.

Unless so directed by the train dispatcher, the operator must not give permission to a movement to enter a block at a hand-operated switch or crossover or foul the main track on which another movement is moving or has been authorized to move, in the direction of such switch or crossover from the next block station or interlocking.

When permission has been given by the operator to a movement to enter a block at a hand-operated switch or crossover, the operator in charge of the block stations or interlockings between which the block is located must know that the movement is being protected before permitting another movement to move between such block stations or interlockings and the switch or crossover where such movement is being made.

A train having passed beyond the limits of a block must not back into that block without permission of the dispatcher or operator.

Information concerning the block received by the conductor or engineman must personally be given to members of the crew, when practicable.

All crossover movements must be entered on the block records.

The operator may permit a movement to enter a block behind a movement a sufficient distance to clear main track switch in order to proceed in the opposite direction.

328. Unless otherwise directed, when two or more movements have been coupled and so move past any block station, they must be separated only at a block station and the operator notified.

When coupled movements are separated, the operator must regard each portion as an independent movement.

329. When necessary to stop a movement for which other than a Stop-signal has been displayed and accepted, the operator must give hand signals in addition to displaying the Stop-signal.

331. Movements must not pass a block signal indicating "Stop" (Rule 292). When it is necessary to authorize a movement to pass a stop signal, verbal permission or hand signal may be given by the dispatcher, or operator when authorized by the train dispatcher, to pass such signal after giving proper block indication.

Permission or hand signals must not be given until the movement has come to a stop at the signal and a member of the crew is fully informed of the situation.

When hand signals are necessary, they must be given from such a place and in such a manner that there can be no misunderstanding on the part of the employe receiving them as to the signals given or as to the movement for which they are intended.

332. Operating levers must be blocked with approved blocking devices and not be used when a track, switch or signal is undergoing repairs, nor when a track is obstructed.

333. When an operator is unable to communicate with the next block station in advance, he must stop all movements approaching in that direction. Should no cause for detaining a movement be known, it may then be permitted to proceed by train order.

334. Hand signals must not be used and movements must not accept such signals when the proper indication can be displayed by the block signals except as prescribed by Rules 306 or 329. Block signals for a track apply only to movements moving with the current of traffic on that track. Hand signals will be used for movements moving against the current of traffic except where fixed signals are provided for blocking movements against the current of traffic.

A movement approaching a block station on a track for which there is no fixed block signal must stop and ascertain from the operator the condition of the block ahead unless a signal to proceed is given by the operator with a green or yellow flag by day or a green or yellow light by night.

NOTE—Green flag or light indicates Clear-block (Rule 280.) Yellow flag or light indicates Permissive-block (Rule 289). Absence of signal indicates Stop-signal (Rule 292).

339. If a Stop-signal is disregarded the operator must immediately attempt to contact that movement and other movements involved, notify the next open station in advance and the train dispatcher.

340. To open a block station, the operator must first notify the train dispatcher and then obtain from the operator in charge of the next block stations in each direction the record of movements that are in the extended block or blocks over which the operator is taking charge and enter them on his block record.

When movements which were in the extended block or blocks when the block station was opened and which had passed his block station before it was opened, clear the block in advance, the operator must so advise the operator in charge of the block in the rear.

Unless otherwise directed, movements must not be admitted to a block in the direction of a closed block station after the time specified for it to be opened until it is known that such block station is open.

341. A block station must not be closed except as provided for by timetable, bulletin order or train order.

342. A block station must not be closed until the block in each direction is clear of movements moving under a block signal indication that would not be proper for the extended block.

To close a block station, the operator must notify the operator in charge of the block in each direction that his block station is being closed and give the record of movements in the extended block. The block signals must then be secured in clear position, all lights in signals extinguished, reflector lights obscured and block wires arranged to work through the closed block station.

AUTOMATIC BLOCK SIGNAL SYSTEM

501. Block signals govern the use of the blocks and except where Rule 251 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.

Interlocking home signals governing the use of routes leading to a block will in addition govern the use of the block to the next block signal.

502. A movement must not enter a block at a hand-operated switch or crossover nor foul the main track without permission of the train dispatcher or operator.

A movement entering a block between signals must proceed at restricted speed to the next signal.

503. A movement having passed beyond the limits of a block must not re-enter that block without a train order authorizing it to do so, except in an emergency under flag protection.

While shifting at an interlocking, movements may be made beyond the home signal by permission of the operator and under flag protection. Operator must not give permission for such movement when a movement has been authorized to move from the next block station or interlocking in the direction of the point where the movement beyond the home signal is to be made.

When permission has been given for a movement beyond the home signal, the operator at that point and the operator in charge of the next block station or interlocking must know that it has been made before admitting another movement to a block either at or between their stations to move in the direction of the point where such movement is being made.

505. When a movement clears the main track at a hand-operated switch or crossover and the switches have been restored to normal position, it must be reported clear to the operator by the conductor, engineman, or member of their crew when authorized by the conductor or engineman.

NOTE—When such switches have been restored to normal position, even though the movement has not been reported clear of the block, it must not again enter that block except as provided in Rule 502.

506. Except as provided in Rules 801 to 822, 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 train dispatcher and permission of each operator in charge of the portion of the track over which the movement is to be made. Other movements must not be permitted to enter the track occupied by such equipment between a block station or interlocking and the next block station or interlocking in advance unless notified by train order to look out for the equipment which is occupying the main track without signal protection.

When the condition of the track is such that track circuits may not shunt properly, not more than one movement will be permitted between a block station or interlocking and the next block station or interlocking between which the affected track is located unless notified by train order to look out for other movements occupying the main track without signal protection.

After such movement or equipment has entered a block, the signal must be restored to its most restrictive indication and blocking devices applied.

Engines with less than 28 feet wheel base must not be operated in automatic block signal system territory except when coupled to another engine or car.

507. Operators must maintain a Station Record of all Train Movements. All crossover movements on the main track must be entered on the record. When a movement enters a block, the operator must report the movement, engine number and the time to the next block station in advance. This information must be entered on the station record.

Movements confined between a block and interlocking station and an interlocking remote-controlled by that station, need not be reported to the station in advance, but must be entered on the station record of the station in control of the movement.

D-508. When a train is operated against the current of traffic, manual block signal system rules must be observed.

Block stations named in the timetable indicate the limits of the manual blocks, except as otherwise provided in Rule D-308.

509. Movements must not pass a block signal indicating "Stop" (Rule 292). When it is necessary to authorize a movement to pass a stop signal, verbal permission or hand signals may be given by the dispatcher, or operator when authorized by the train dispatcher, for the movement to be made at restricted speed.

Permission or hand signals must not be given until the movement has come to a stop at the signal and a member of the crew is fully informed of the situation.

When hand signals are necessary, they must be given from such a place and in such a manner that there can be no misunderstanding on the part of the employe receiving them as to the signals given or as to the movement for which they are intended.

In case of communication failure the movement may proceed at restricted speed under flag protection to the next signal. A report of the signal failure must be made to the train dispatcher or operator as soon as possible.

511. Both switches of a crossover must be properly lined before a movement starts to make crossover movement, and the movement must be completed before either switch is restored to normal position.

512. When a movement has passed a signal and is delayed in the block, it must proceed at restricted speed to the next signal. When it is known that the track is clear to the next signal and the next signal indicates proceed, movement may proceed in accordance with last signal indication received.

513. Movements before entering a main track or crossing from one main track to another must obtain permission from the train dispatcher or operator.

At bolt-locked switches, not electrically locked, after promptly operating the bolt-lock of all main track switches involved, members of the crew must wait five minutes before operating the switch or switches.

At non-bolt locked switches, not electrically locked, members of the crew will promptly operate the switch or switches and wait five minutes before fouling main track.

This will not relieve employes in train service from the duty of promptly and properly protecting their movement.

NOTE—At Brooklyn (PC yard), at non-bolt locked switches trainmen will operate the switch and wait three minutes at the switch before fouling main track, unless it is known that approaching movements will not be affected. This will not relieve trainmen from protecting their movement.

514. Where automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance, or fixed signal reading: "End Automatic Block," will mark the location.

INTERLOCKING RULES

606. At interlocking stations where separate train order signals, manual block signals or automatic block signals are not provided, the interlocking home (or dwarf) signals will be used also as prescribed in Rules 221(C) and 305(a).

629. Movements must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation and stopped at signal. Movement may then proceed on hand signal or permission of the operator at restricted speed, examining the route and operating switches by hand, if required.

637. Except as provided in Rules 801 to 822, equipment of a type which may not shunt track circuits must not be operated within interlocking limits except by authority of the operator or Train Dispatcher who must also be notified when the movement has been made. Operator or Train Dispatcher before permitting such movement must secure all affected levers with approved blocking devices.

661. A movement delayed in the block after passing an approach signal displaying an aspect more favorable than Approach (Rule 285), must proceed toward the interlocking signal prepared to stop.

When stop is made under these circumstances, the operator or Train Dispatcher should be notified when practicable.

RADIO AND TELEPHONE SYSTEMS

703. Radio and telephone systems will be used for conducting transportation and in the failure of such communications other means must be used to avoid delay.

705. All verbal or written instructions affecting movements, or involving equipment or track conditions, must be repeated back by employe receiving them.

716. A movement moving under Permissive Block signal may be authorized to proceed through the remainder of the block as though Clear Block signal were displayed, when the operator knows that the remaining portion of the block to be occupied by the movement is clear.

Communications regarding conditions of block must be with the open block stations having jurisdiction over the block in which the movement is operating.

717. Employes transmitting or receiving communications by radio or telephone must identify themselves to the operator, Train Dispatcher or other employe concerned by giving identification, occupation, name and location of train, engine, track car or other equipment involved.

Conductor, engineman or driver of track car must personally receive all communications and take all necessary action pertaining to their movement.

Train Dispatchers and operators must identify themselves by name, occupation, and station. The instructions transmitted must include identity of the receiver.

Employes must insure being in communication with the proper persons and must not take action until certain that

all conversation concerning them has been heard, understood, acknowledged and finished.

An operator may accept information regarding other movements from the conductor, engineman or Track Car Driver of a movement, to be admitted to a block, and must apply the rules to the portion of the block to be used.

MOVEMENT OF TRACK CARS

801. Track cars will be in charge of driver, governed by rules and special instructions applying to track cars and by the same rules and special instructions as apply to trains other than passenger trains, except as provided in Rules 801 to 822 inclusive.

NOTE—GM&O Rail Detector cars and other equipment with pilots, will operate as trains and Rules 801 to 822 inclusive do not apply.

802. Track car drivers must be qualified on the rules, method of operation and physical characteristics of the territory over which they are to operate.

803. Track cars will be designated by the prefix TC and last four (4) numerals, except Burro Crane will use the prefix BC, Highway-Rail-Car the prefix HRC, and Detector Car the prefix DC.

804. Track cars must not be placed on the track at any time unless authorized by the Train Dispatcher, Operator or Yardmaster who authorizes movements on such track.

Track cars must not be left on the track unless protected.

805. On tracks governed by Block Signal System Rules, track cars will operate with authority of Track Car Permit Form M in lieu of train orders.

806. Operators when authorized by the Train Dispatcher will issue Track Car Permit Form M which must be filled out in its entirety, including information regarding other track cars, trains or engines in the block. If none in the block he will show "none" on the Form M.

A track car having received Track Car Permit Form M to run from one point to another must not move in the reverse direction.

A track car having received Track Car Permit Form M to occupy a track between designated points may move in the reverse direction.

807. Track car driver must, when practicable, show Track car Permit Form M to other occupants of the track car and they must read same.

808. Where movement is to be made from one form of Block Signal System to another, a separate Form M for each Block Signal System is required.

809. Track cars should move preferably with the current of traffic.

For movements with the current of traffic track car driver must report to the operator to the rear of the move to be made. Operator, after displaying Stop indication and applying approved blocking device for the track to be used, may then authorize such move by issuing Track Car Permit Form M.

810. Movements against the current of traffic will be authorized after Stop indication is displayed at each end of the block and approved blocking devices applied for the track to be occupied.

811. Track Car Driver must report to the operator if unusually delayed. Upon arrival at destination or prior to the expiration of the time limit, track car must immediately be removed clear of the main track and operator notified.

Track car must not again occupy the main track without Track Car Permit Form M.

812. If movement is required to clear the track at any point enroute, Form M authorizing use of track is annulled and a new Form M must be issued for any further movement.

813. In the application of Rule 506 a following track car may be permitted by the operator to enter the track occupied by other track cars between adjacent block stations or interlockings when notified by the operator to look out for other track cars occupying the track.

Opposing movements of track cars on a track between adjacent block stations or interlockings may be permitted at Restricted Speed, by the operator when authorized by the Train Dispatcher, when the movements are restricted to separate portions of the track.

814. Movements of track cars must be recorded, in red ink, by the Train Dispatcher on the train sheet and by the operator on the block sheet. Operators must retain an office copy of Track Car Permit Form M issued.

815. Rules 17 and 19 will not apply, but white light to the front and a red light to the rear of each track car must be displayed by night, while passing through tunnels, and when visibility is restricted.

Highway Rail Cars must have headlights on bright at all times when on the rails.

816. Torpedoes exploded by track cars must be replaced.

817. Track cars may pass unlighted numbered fixed signals that are approach-lighted without stopping when it is known the block in advance is clear. When it is not known that the block in advance is clear, such equipment may pass these signals at Restricted Speed.

Track cars may pass unlighted fixed signals that are not numbered which are approach-lighted, on permission of the Train Dispatcher or operator when it is known the block in advance is clear. When it is not known that the block in advance is clear, such equipment may proceed at Reduced Speed after obtaining permission to pass such signal.

819. Rule 637 will apply to track cars operating within interlocking limits.

At automatic interlocking track cars may proceed after first ascertaining that no train or engine is approaching.

820. Unless otherwise provided, a train must not be permitted to follow a track car into the block except as authorized by train order which will specify Restricted Speed within the limits in which the track car is authorized to move.

821. Detector cars will be governed by the same rules and instructions that apply to track cars. In Manual Block Signal System Territory, Absolute Block will apply to following movements, except track cars may follow detector car in the block under Permissive-block signal when notified by the operator to look out for the detector car ahead.

AUTOMATIC BLOCK SIGNAL SYSTEM AND MANUAL BLOCK SIGNAL SYSTEM

822. On tracks governed by Manual Block Signal System Rules, Absolute Block will not apply to the movement of track cars. Track cars must not enter a block at a block station without permission of the operator in addition to the block signal indication, nor at any other location without first ascertaining the condition of the block. In the application of Rule 317, opposing movements of track cars within the limits of a block may be permitted under Permissive-block signal by the operator when authorized by the Train Dispatcher, when the movements are restricted to separate portions of the block. A track car may follow a passenger train in the same block under Permissive-block signal by permission of the operator who shall notify the track car it is following a passenger train.

FIXED SIGNALS

Rules 280 to 293 Inclusive

Aspects shall be shown by the position of semaphore blades, color of lights, position of lights, flashing of lights or any combination thereof, except the diagonal alignment of lights of color light signals with respect to the signal mast, does not modify the signal indication. They may be qualified by marker plate, number plate, letter plate, marker light, shape of semaphore blade, or any combination thereof.

Position light and color light signals whose most restrictive indication is more favorable than stop, will display a number plate or marker light as part of the aspect either on the signal mast or in a location adjacent thereto.

Interlocking signals of the color light type which also serve at Manual block signals will be identified by letter plate "MB" or marker lights.

MANUAL BLOCK SIGNALS

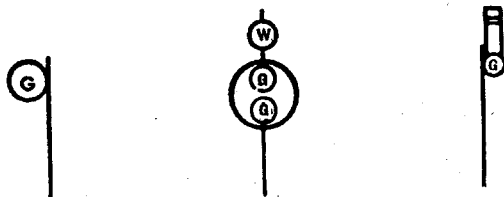
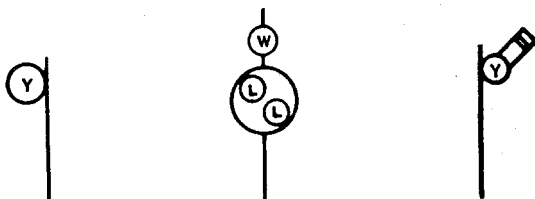


Fig. B-4

RULE 280

Indication: Proceed.
Name: Clear-Block.



RULE 289

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.

INTERLOCKING AND AUTOMATIC BLOCK SIGNALS



Fig. B



Fig. B-2



Fig. B-2



K



L



Fig. 12



Fig. 16

RULE 281

Indication: Proceed.
Name: Clear.

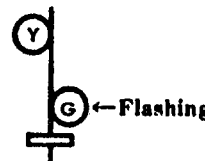


Fig. B-1

RULE 281B

Indication: Proceed approaching
next signal at limited speed.
Name: Approach limited.

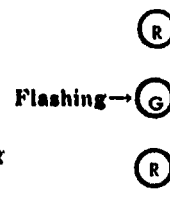


Fig. B

RULE 281C

Indication: Proceed,
limited speed within
interlocking limits.
Name: Limited
clear.



Fig. B



Fig. B-1



D

RULE 282

Indication: Proceed, approaching next signal at medium
speed.
Name: Approach-medium.



Fig. B



Fig. B-1



Fig. B-3



Fig. 182



Fig. C



Fig. C-2

RULE 290

Indication: Proceed at restricted speed.
Name: Restricting.



A



B

RULE 290(a)

Indication: In automatic block system limits, proceed at restricted speed until entire train passes next signal.

Rule 290(a) Name: Restricting-Main Route.

Rule 290(b) Name: Restricting-Diverging Main Route.



A



B

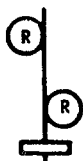
RULE 290(b)

Fig. B-1



D

RULE 291

Indication: Stop, then proceed at restricted speed.
Name: Stop and proceed.



Fig. B



Fig. B-1



L



Fig. B-4



N

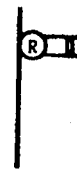
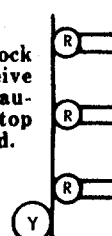


Fig. C-4



Advance to Block Station to receive clearance or caution card and stop if not received.

FLASHING YELLOW

**RULE 292**

Indication: Stop.
Name: Stop signal.



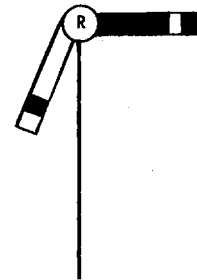
Fig. 225A

RULE 293

Lined for main track

TRAIN ORDER SIGNALS

Indication: Proceed
No Train Orders



Indication: Stop unless Clearance
is received.
Train Orders

**KEY FOR COLORS**

G — Green R — Red
L — Lunar W — White
Y — Yellow