

# PENNSYLVANIA LINES WEST OF PITTSBURGH

Pennsylvania Company  
The Pittsburgh, Cincinnati, Chicago and St. Louis  
Railroad Company

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Modification of  
Block Signal and Interlocking Rules  
of May 29, 1910,  
for the Government of the  
Transportation Department

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Effective only by Time Table Instructions or General  
Order on Portion of Railroad Specified

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September 1, 1917



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September 1, 1917.

These aspects and rules supersede the Rules for the Government of Transportation Department dated May 29, 1910, only on portions of the railroad so specified on the time-table or by General Order and only as herein indicated.

D. F. CRAWFORD,  
September 1, 1917.                      *General Manager.*

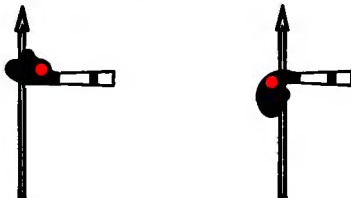
## MANUAL BLOCK SYSTEM

Rule 301 is eliminated and the following adopted in lieu thereof.

301 THREE-POSITION BLOCK SIGNALS.

The following signals will appear where conditions require their use.

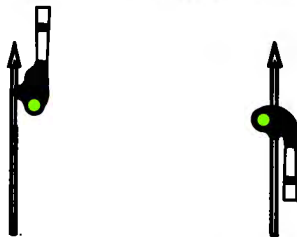
301A.



INDICATION — STOP.  
NAME — STOP-SIGNAL.

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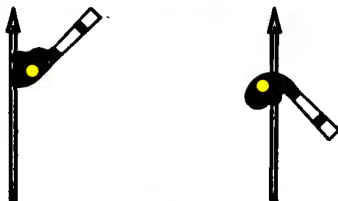
301B.



INDICATION — PROCEED.  
NAME — CLEAR-SIGNAL.

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301C.



INDICATION — PROCEED WITH CAUTION PREPARED TO STOP  
SHORT OF TRAIN OR OBSTRUCTION.

NAME — PERMISSIVE-SIGNAL.

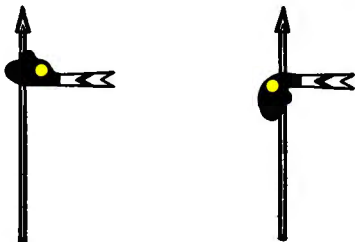
## MANUAL BLOCK SYSTEM.—CONTINUED.

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### TWO-POSITION DISTANT BLOCK SIGNALS.

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**301D.**

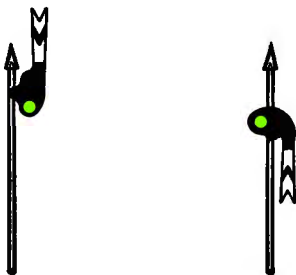


INDICATION— APPROACH HOME SIGNAL WITH CAUTION.

NAME— CAUTION-SIGNAL.

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**301E.**



INDICATION— PROCEED.

NAME— CLEAR-SIGNAL.

## **MANUAL BLOCK SYSTEM.—CONTINUED.**

**Rule 317a is eliminated and the following adopted as new**

**Rule 317a. (For Absolute Block for Opposing Movements and Permissive Block for Following Movements.)**

To admit a train to a block the signalman must examine the block record, and if the block is clear, give "1 for —" to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "2 for —." If the block is not clear, he must reply "5 of —," or "56 of —." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, and a passenger train must not be admitted to a block which is occupied by any train, except as provided in Rule 332 or by train order.

To permit a train other than a passenger train to follow a train other than a passenger train into a block, the signalman must give "17 for —" to the next block station in advance. The signalman receiving this signal, if there is no passenger train in the block, must reply "5 of — 13 for —." The approaching train will then be admitted to the block under Permissive-signal.

When two or more tracks are being used in the same direction, each signalman, in addition to giving the prescribed code signals, must also indicate the track.

## **MANUAL BLOCK SYSTEM.—CONTINUED.**

**Rule 318a is eliminated and the following adopted as new**

**Rule 318a. (For Permissive Block for Following Movements Only.)**

To admit a train to a block the signalman must examine the block record, and if the block is clear, give "3 for —," or "36 for —" to the next block station in advance. The signalman receiving this signal, if the block is clear, must reply "2 for —." If the block is not clear, he must reply "5 of —," or "56 of —." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, and a passenger train must not be admitted to a block which is occupied by any train, except as provided in Rule 332 or by train order.

A train other than a passenger train may be permitted to follow a train other than a passenger train into a block under Permissive-signal without giving "3" to the next block station in advance.

When two or more tracks are being used in the same direction, each signalman, in addition to giving the prescribed code signals, must also indicate the track.



## **MANUAL BLOCK SYSTEM.—CONTINUED.**

**Rule 329 is eliminated and the following adopted as new**

**Rule 329.** If necessary to stop a train for which a Clear, or Permissive Home Block signal has been displayed and accepted, the signalman must give hand signals in addition to displaying stop-signal.

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**Rule 362 is eliminated and the following adopted as new**

**Rule 362.** Trains must not pass a stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C) or a train order authorizing them to do so.

If, from any cause, a passenger train receives a Permissive Home Block signal, the engineman must stop and before proceeding must report the fact to the Superintendent by wire.

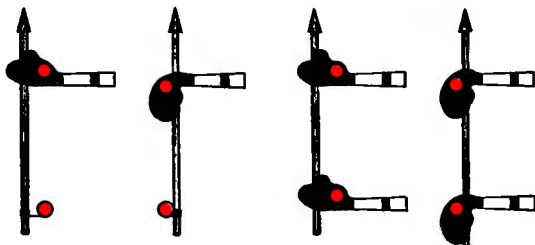
## **AUTOMATIC BLOCK SYSTEM**

Rules 501 & 501a are eliminated and the following adopted in lieu thereof.

**501 THREE-POSITION BLOCK SIGNALS.**

The following signals will appear where conditions require their use.

**501A.**

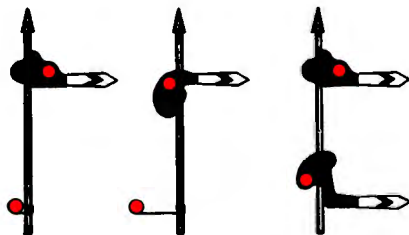


**INDICATION—STOP.**

**NAME—STOP—SIGNAL.**

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**501A A.**

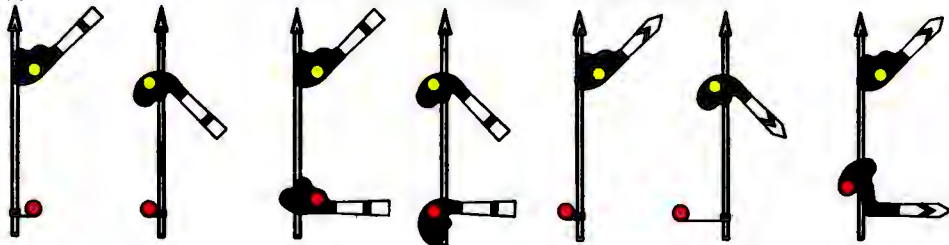


**INDICATION—STOP; THEN PROCEED.**

**NAME—STOP AND PROCEED—SIGNAL.**

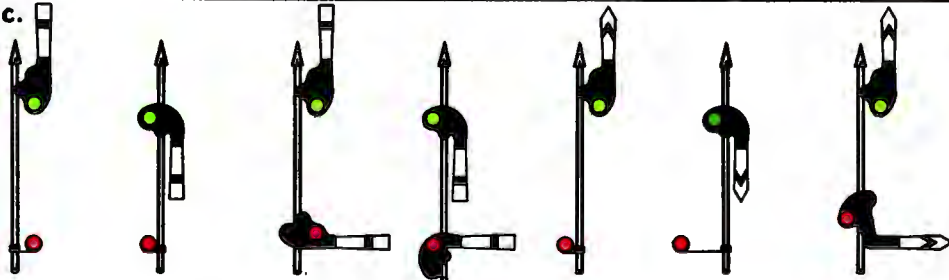
501B.

# **AUTOMATIC BLOCK SYSTEM.—CONTINUED.**



INDICATION — APPROACH NEXT SIGNAL PREPARED TO STOP.  
NAME — APPROACH — SIGNAL.

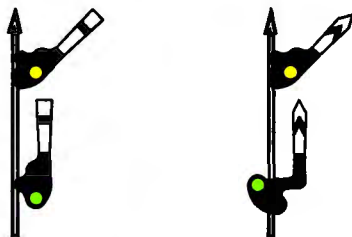
501C.



INDICATION — PROCEED.  
NAME — CLEAR — SIGNAL.

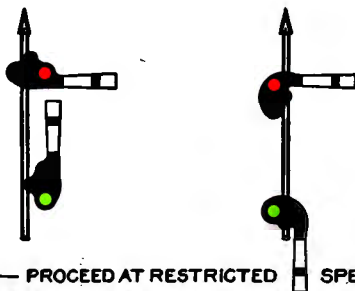
# **AUTOMATIC BLOCK SYSTEM.—CONTINUED.**

**501E.**



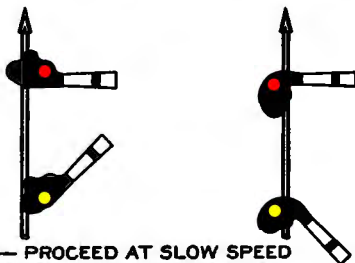
INDICATION — APPROACH NEXT SIGNAL AT RESTRICTED SPEED.  
NAME — APPROACH-RESTRICTING-SIGNAL.

**501F.**



INDICATION — PROCEED AT RESTRICTED SPEED.  
NAME — CLEAR-RESTRICTING-SIGNAL.

**501G.**



INDICATION — PROCEED AT SLOW SPEED  
STOP SHORT OF TRAIN OR OBSTRUCTION.  
NAME — PERMISSIVE-SIGNAL.

## **AUTOMATIC BLOCK SYSTEM.—CONTINUED.**

**Rule 504 is eliminated and the following adopted as**

**Rule 509.** When a train is stopped by a Stop-signal it must stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

When a train is stopped by a Stop and Proceed-signal it may proceed—

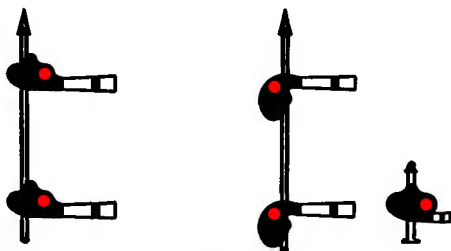
- A. On **SINGLE TRACK:** \_\_\_\_\_
- B. On **TWO OR MORE TRACKS:** at once at slow speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

## **INTERLOCKING**

Rule 601 is eliminated and the following adopted in lieu thereof  
601 **THREE-POSITION SIGNALS.**

The following signals will appear where conditions require their use.

### **601A.**

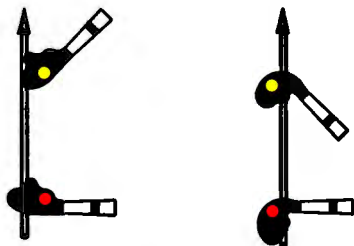


**INDICATION — STOP.**

**NAME — STOP-SIGNAL.**

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### **601B.**

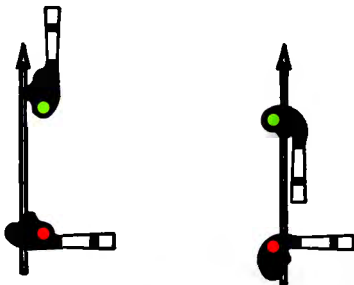


**INDICATION — APPROACH NEXT SIGNAL PREPARED TO STOP.**

**NAME — APPROACH-SIGNAL.**

## **INTERLOCKING.—CONTINUED.**

**601C.**



**INDICATION — PROCEED.**

**NAME — CLEAR-SIGNAL.**

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**601E.**

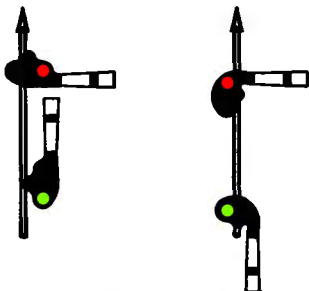


**INDICATION — APPROACH NEXT SIGNAL AT RESTRICTED SPEED.**

**NAME — APPROACH-RESTRICTING-SIGNAL.**

## INTERLOCKING.—CONTINUED.

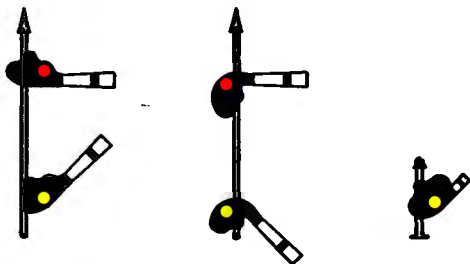
**601 F.**



**INDICATION — PROCEED AT RESTRICTED SPEED.**  
**NAME — CLEAR-RESTRICTING-SIGNAL.**

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**601 G.**



**INDICATION — PROCEED AT SLOW SPEED PREPARED TO STOP.**  
**NAME — SLOW-SPEED-SIGNAL.**

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**601 H.**



**INDICATION — PROCEED AT SLOW SPEED.**  
**NAME — CLEAR-SLOW-SPEED-SIGNAL.**



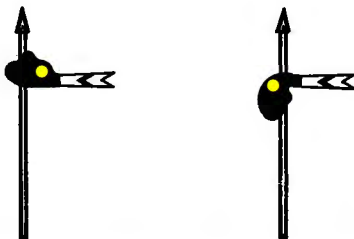
## **INTERLOCKING. - CONTINUED.**

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### **TWO-POSITION DISTANT SIGNALS.**

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**601J.**

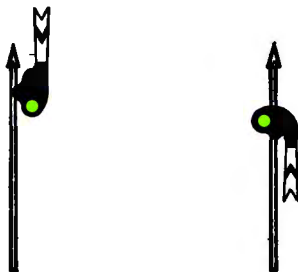


**INDICATION — APPROACH HOME SIGNAL WITH CAUTION.**

**NAME — CAUTION-SIGNAL.**

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**601K.**



**INDICATION — PROCEED.**

**NAME — CLEAR-SIGNAL.**

## **INTERLOCKING.—CONTINUED.**

**Rule 662 is eliminated and the following adopted as new**

**Rule 662.** If a signal, permitting a train to proceed after being accepted, is changed to a Stop-signal before it is reached, the stop must be made at once. Such occurrence must be reported to Superintendent.

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“Restricted Speed” as used in this pamphlet is a speed not exceeding 30 miles per hour.

“Slow Speed” as used in this pamphlet is a speed at which a stop can be made short of a train or obstruction, and not exceeding 10 miles per hour.

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