

THE PENNSYLVANIA RAILROAD

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MARYLAND DIVISION

APR 26 1954

P. O. P. L. F. & E.
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WASHINGTON YARD

Time-Table No. 6

In effect 2.01 A.M., Sunday, April 25, 1954

Rules For Conducting Transportation

FOR THE

GOVERNMENT OF EMPLOYEES

OF

THE BALTIMORE AND OHIO R. R.
THE CHESAPEAKE AND OHIO RAILWAY
RICHMOND, FREDERICKSBURG
AND POTOMAC R. R.
SOUTHERN RAILWAY

OPERATING TRAINS BETWEEN
ANACOSTIA AND SOUTH END

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

P. W. NEFF,
General Sup't Transportation.

F. B. KRAUS,
Acting Superintendent.

H. B. STETSON,
Sup't Passenger Transportation.

C. R. LUCAS,
Sup't Freight Transportation.

Original timetable from the collection of Rob Schoenberg

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<http://PRR.Railfan.net>

2025

WASHINGTON YARD

Time-Table No. 6

In effect 2.01 A.M., Sunday, April 25, 1954

ANACOSTIA TO SOUTH END

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Dist. from Philadelphia	Sidings Assigned Direction.		
						Car capacity 45 ft. cars.		
						North	South	Both
X	X	X		ANACOSTIA.....	134.2			
X	X	X		VIRGINIA.....	135.9			
				SEVENTH STREET.....	136.3			
X				14th STREET.....	136.6			
				POTOMAC RIVER MOVABLE BR'GE	137.6			
				DIVISION POST (R.F.&P.)	137.7			
X	X	X		SOUTH END (R.F.&P).....	138.1			

The direction from Anacostia to South End is southward.

NOTE—X Indicates in service continuously.

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
14th Street	Virginia

WASHINGTON TO SOUTH END

STATIONS	FIRST CLASS			
	R. F. & P. 9	SOU. 141	R. F. & P. 89	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	A.M.	
WASHINGTON.....	\$ 12.05	\$ 12.10	\$ 1.30	
VIRGINIA.....	12.10	12.15	1.35	
SEVENTH ST.....				
SOUTH END.....	12.16	12.21	1.41	
Arrive	A.M.	A.M.	A.M.	
	R. F. & P. 9	SOU. 141	R. F. & P. 89	

STATIONS	FIRST CLASS			
	R. F. & P. 93	R. F. & P. 375	C. & O. 205	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	A.M.	
WASHINGTON.....	\$ 9.00	\$ 10.50	\$ 11.00	
VIRGINIA.....	9.05	10.55	11.05	
SEVENTH ST.....				
SOUTH END.....	9.11	11.01	11.11	
Arrive	A.M.	A.M.	A.M.	
	R. F. & P. 93	R. F. & P. 375	C. & O. 205	

STATIONS	FIRST CLASS			
	R. F. & P. 29	R. F. & P. 33	C. & O. 201	
	DAILY EX. SUN.	DAILY	DAILY	
Leave	P.M.	P.M.	P.M.	
WASHINGTON.....	\$ 4.25	\$ 5.00	\$ 6.01	
VIRGINIA.....	4.30	5.05	6.06	
SEVENTH ST.....	4.31			
SOUTH END.....	4.36	5.11	6.12	
Arrive	P.M.	P.M.	P.M.	
	R. F. & P. 29	R. F. & P. 33	C. & O. 201	

STATIONS	FIRST CLASS			
	R. F. & P. 91	SOU. 247	R. F. & P. 95	
	DAILY	DAILY	DAILY	
Leave	P.M.	P.M.	P.M.	
WASHINGTON.....	\$ 7.55	\$ 8.30	\$ 10.00	
VIRGINIA.....	8.00	8.35	10.05	
SEVENTH ST.....				
SOUTH END.....	8.06	8.41	10.11	
Arrive	P.M.	P.M.	P.M.	
	R. F. & P. 91	SOU. 247	R. F. & P. 95	

STATIONS	FIRST CLASS			
Leave				
WASHINGTON.....				
VIRGINIA.....				
SEVENTH ST.....				
SOUTH END.....				
Arrive				

3

	SOU. 233 DAILY	R. F. & P. 75 DAILY	R. F. & P. 23 DAILY	SOU. 245 DAILY	SOU. 185 DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.

1990-1991	\$ 3.00	\$ 3.05	\$ 5.40	\$ 8.00	\$ 8.80
1991-1992	3.05	3.10	5.45	8.05	8.85
1992-1993	3.11	3.16	5.51	8.11	8.41
	A.M.	A.M.	A.M.	A.M.	A.M.

	SOU.	R. F. & P.	R. F. & P.	SOU.	SOU.
	238	75	23	245	135

	SOU. 235 DAILY	R. F. & P. 21 DAILY	R. F. & P. 7 DAILY	R. F. & P. 107 DAILY	SOU. 217 DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.

100% Cotton	\$ 1.30	\$ 1.50	\$ 3.10	\$ 3.40	\$ 8.50
100% Cotton	1.35	1.55	3.15	3.45	8.55

1.41 2.01 3.21 3.51 4.01 RM RM RM RM RM				
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	P.M.	P.M.	P.M.	P.M.	P.M.
	SOU.	R. F. & P.	R. F. & P.	R. F. & P.	SOU.
	235	81	7	107	817

	SOU. 237 DAILY	SOU. 231 DAILY	R. F. & P. 77 DAILY	R. F. & P. 1 DAILY	R. F. & P. 57 DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.

	\$ 6.10	\$ 6.15	\$ 6.25	\$ 6.50	\$ 7.05
	6.15	6.20	6.30	6.55	7.10

6.21	6.28	6.36	7.01	7.16
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	P.M.	P.M.	P.M.	P.M.	P.M.
	SOU.	SOU.	R. F. & P.	R. F. & P.	R. F. & P.
	227	221	77	1	55

	C. & O.	SOU.	SOU.		
	203	229	241		
	DAILY	DAILY	DAILY		
	P.M.	P.M.	P.M.		

	\$ 10.55	\$ 11.10	\$ 11.55		
	11.00	11.15	12.00		

11.06	11.21	12.06
PM	PM	AM

	P.M.	P.M.	A.M.		
	C. & O.	SOU.	SOU.		
	908	999	941		

SOUTH END TO WASHINGTON

STATIONS	FIRST CLASS			
	R. F. & P. 76	R. F. & P. 24	SOU. 284	
	A.M.	A.M.	A.M.	
Arrive				
WASHINGTON.....	\$ 12.40	\$ 1.05	\$ 1.15	
VIRGINIA.....	12.32	12.57	1.08	
SEVENTH ST.....				
SOUTH END.....	12.25	12.50	1.01	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	R. F. & P. 76	R. F. & P. 24	SOU. 284	
STATIONS	FIRST CLASS			
	R.F.&P. 2	R. F. & P. 58	SOU. 230	
	A.M.	A.M.	A.M.	
Arrive				
WASHINGTON.....	\$ 6.00	\$ 6.10	\$ 6.40	
VIRGINIA.....	5.52	6.02	6.36	
SEVENTH ST.....				
SOUTH END.....	5.45	5.55	6.29	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	R.F.&P. 2	R. F. & P. 58	SOU. 230	
STATIONS	FIRST CLASS			
	SOU. 142	SOU. 248	R. F. & P. 22	
	A.M.	A.M.	A.M.	
Arrive				
WASHINGTON.....	\$ 8.55	\$ 9.10	\$ 9.20	
VIRGINIA.....	8.51	9.06	9.12	
SEVENTH ST.....				
SOUTH END.....	8.44	8.59	9.05	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	SOU. 142	SOU. 248	R. F. & P. 22	
STATIONS	FIRST CLASS			
	R.F.&P. 376	SOU. 286	SOU. 246	
	P.M.	P.M.	P.M.	
Arrive				
WASHINGTON.....	\$ 3.45	\$ 5.45	\$ 7.15	
VIRGINIA.....	3.37	5.36	7.09	
SEVENTH ST.....				
SOUTH END.....	3.30	5.29	7.04	
Leave	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	R.F.&P. 376	SOU. 286	SOU. 246	
STATIONS	FIRST CLASS			
Arrive				
WASHINGTON.....				
VIRGINIA.....				
SEVENTH ST.....				
SOUTH END.....				
Leave				

	C. & O. 206	SOU. 238	SOU. 232	R.F.&P. 110	R. F. & P. 78
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 4.05	\$ 4.15	\$ 4.20	\$ 4.25	\$ 5.15
	4.01	4.06	4.11	4.19	5.07
	3.54	3.59	4.04	4.12	5.00
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY C. & O. 206	DAILY SOU. 238	DAILY SOU. 232	DAILY R. F. & P. 110	DAILY R. F. & P. 78

	SOU. 242	R. F. & P. 10	R. F. & P. 92	C. & O. 202	R.F.&P. 34
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 6.45	\$ 7.00	\$ 7.25	\$ 8.10	\$ 8.20
	6.41	6.58	7.17	8.06	8.12
		\$ 6.54			
	6.34	6.49	7.10	7.59	8.05
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY SOU. 242	DAILY EX. SUN. R. F. & P. 10	DAILY R. F. & P. 92	DAILY C. & O. 202	DAILY R.F.&P. 34

	R. F. & P. 96	R.F.&P. 8	SOU. 218	R.F.&P. 108	C. & O. 204
	A.M.	A.M.	A.M.	P.M.	P.M.
	\$ 9.30	\$ 9.55	\$ 11.50	\$ 2.00	\$ 2.30
	9.22	9.47	11.46	1.52	2.26
	9.15	9.40	11.39	1.45	2.19
	A.M.	A.M.	A.M.	P.M.	P.M.
	DAILY R. F. & P. 96	DAILY R.F.&P. 8	DAILY SOU. 218	DAILY R.F.&P. 108	DAILY C. & O. 204

	R. F. & P. 18	R. F. & P. 94	SOU. 136		
	P.M.	P.M.	P.M.		
	\$ 7.25	\$ 7.35	\$ 8.35		
	7.17	7.27	8.31		
	7.10	7.20	8.24		
	P.M.	P.M.	P.M.		
	DAILY	DAILY	DAILY		
	R.F.&P. 18	R. F. & P. 94	SOU. 136		

[illegible]

THE PENNSYLVANIA RAILROAD

RULES FOR CONDUCTING TRANSPORTATION

The rules herein set forth govern the railroads operated by the Pennsylvania Railroad and must be observed by all employes whose duties are in any way affected thereby. These Rules were effective September 30, 1951, and supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

GENERAL RULES

A. Employes whose duties are prescribed by these rules must provide themselves with a copy.

Employes whose duties are in any way affected by the time-table must have a copy of the current time-table with them while on duty.

B. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authority for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must devote themselves exclusively to the Company's service while on duty, render every assistance in their power in carrying out the rules and special instructions, and report to the proper official any violation thereof.

To enter or remain in the service, employes must be of good moral character and must conduct themselves at all times, whether on or off Company property, in such manner as not to bring discredit upon the Company.

Gambling, making bets, or participating in any illegal or immoral activity while on duty or while on Company property is prohibited.

Participating in any unauthorized activity while on duty or while on Company property which may interfere with the performance of the work of any employe is prohibited.

F. Accidents, failure in the supply of water, fuel or electric power, defects in track, bridges, signals, catenary and transmission lines, or any unusual conditions which may affect the movement of trains must be promptly reported by wire to the superintendent.

G. The use of intoxicants or narcotics by employes available for or while on duty is prohibited and is sufficient cause for dismissal.

L. In case of danger of damage to, or loss of railroad property by fire, theft, or other causes, employes must unite to protect it.

They must exercise care in the use of railroad property, and when leaving the service, must return property entrusted to their care.

Property of the railroad, as well as freight and articles found in or on cars, or on the right-of-way, must be cared for and properly reported, and must not be removed from company premises or right-of-way, without first securing proper authority.

M. Employes must exercise care to avoid injury to themselves and others.

O. Unauthorized persons must not be permitted upon engines and trains.

Q. Employes whose legal hours of service are restricted by law must take action through the proper officer to avoid excess periods of service.

The hours of service law requires that no conductor, trainman, engineman, fireman, or driver of track car shall be permitted to be continuously on duty for more than 16 consecutive hours, nor permitted to be on duty more than 16 hours in the aggregate in any 24-hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty 16 consecutive hours, such employe must not be required or permitted to again resume duty without having been off duty 10 consecutive hours, and, after being on duty 16 hours in the aggregate in any 24-hour period, must not be required or permitted to again go on duty without having at least 8 consecutive hours off duty.

Any such employe who may be ordered to report for duty before his legal rest period has expired must report the fact to the superintendent before going on duty.

Unless otherwise provided on the time-table, any such employe when he has been on duty for 12 hours, consecutively or in the aggregate, must notify the superintendent as to the time when his hours on duty will amount to 14 hours.

The time of employes performing more than one period of service within a 24-hour period will be considered consecutive unless given a complete release for a definite time of at least two consecutive hours off duty between any two periods of service.

For the purpose of determining hours of service under the law, an employe will be considered as being "on duty" from the time he is ordered to report and so reports until he is completely released from duty for a definite period of at least 2 consecutive hours.

Should such employes be on duty in excess of 16 hours in a 24-hour period, the conductor, engineman or driver of track car must submit a special detailed report of delays encountered, to the superintendent.

R. In event of injuries to persons occurring on the railroad, first aid and medical care must be provided.

DEFINITIONS

BLOCK

Block—A length of track of defined limits, the use of which by trains is governed by block signals.

BLOCK SIGNAL SYSTEMS

Automatic Block Signal System—A block signal system wherein the use of each block is governed by an automatic block signal.

Manual Block Signal System—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.

BRIDGE MOVABLE (DRAW)

Movable Bridge—That section of a structure bridging a navigable waterway so designed that it may be displaced to permit passage of traffic on the waterway.

DIVISION

Division—That portion of a railroad assigned to the supervision of a superintendent.

ENGINES

Engine—A unit propelled by any form of energy and used in train or yard service.

Yard Engine—An engine assigned to yard service.

INTERLOCKING

Interlocking—An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

Interlocking Limits—The tracks between the extreme or outer opposing home signals of an interlocking.

PILOT

Pilot—An employe assigned to a train when the engineman, conductor or both are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.

ROUTE

Route—The course or way which is, or is to be, traveled.

Conflicting Routes—Two or more routes, opposing, converging or intersecting, over which movements cannot be made simultaneously without possibility of collision.

SIGNALS

Aspect—The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Block Signal—A fixed signal, or hand signal in the absence of a fixed signal, at the entrance of a block to govern trains and engines in entering and using that block.

Distant Signal—A fixed signal used in connection with one or more signals to govern the approach thereto.

Fixed Signal—A signal of fixed location indicating a condition affecting the movement of a train or engine.

Home Signal—A fixed signal at the entrance of a route or block to govern trains and engines in entering and using that route or block.

Indication—The information conveyed by the aspect of a signal.

Interlocking Signals—The fixed signals of an interlocking.

SPEEDS

Medium Speed—Not exceeding one-half the speed authorized for passenger trains but 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—Not exceeding 15 miles per hour prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

STATIONS

Block Station—A place at which manual block signals are displayed.

Interlocking Station—A place from which an interlocking is operated.

Station—A place designated on the time-table by name.

TIME-TABLE

Time-Table—The authority for the movement of regular trains subject to the rules. It contains classified schedules with special instructions relating to the movement of trains.

Schedule—That part of a time-table which prescribes class, direction, number and movement of a regular train.

TRACKS

Main Track—A designated track upon which trains are operated by time-table, train order or both or the use of which is governed by block signals.

Secondary Track—A designated track upon which trains and engines may be operated without time-table authority, train orders or block signals.

Two or More Tracks—Two or more main tracks upon any of which the current of traffic may be in either specified direction.

Current of Traffic—The movement of trains on a main track in one direction specified by the rules.

Yard—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table or by train order may be made, subject to prescribed signals and rules, or special instructions.

TRAINS

Train—An engine or more than one engine coupled, with or without cars, displaying markers.

Extra Train—A train not authorized by a time-table schedule. It must be designated as:

Extra—For any extra train except passenger train extra.

Passenger Extra—For passenger train extra.

Regular Train—A train authorized by a time-table schedule.

Superior Train—A train having precedence over another train.

Train of Superior Right—A train given precedence by train order.

Train of Superior Class—A train given precedence by time-table.

OPERATING RULES

NOTE—Rules with prefix "D" are for two or more tracks. Rules without a prefix are for single and two or more tracks.

STANDARD TIME

2. Conductors, enginemen, drivers of track cars and other designated employees must use reliable watches.

3. Conductors, enginemen, drivers of track cars and other designated employees before starting on each daily run or trip, must compare their watches with a clock designated by time-table as a standard clock and adjust them to show correct time.

Conductors, enginemen, drivers of track cars and other designated employees not having access to a standard clock, must compare their watches daily with those of conductors or enginemen who have standard time or secure correct time from operator at nearest block station and adjust watches to show correct time.

TIME-TABLES

4. Each time-table from the moment it takes effect supersedes the preceding time-table and its schedules take effect on any division at the leaving time at their initial stations on such division. When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each division date from their initial stations on such division.

Not more than one schedule of the same number and day shall be in effect on any division.

5. Not more than two times are given for a train at any station; where one is given, unless otherwise indicated, it is the leaving time; where two, they are the arriving and leaving times.

The time applies at the switch where an opposing train clears; where there is no switch it applies at the station.

SIGNALS

7. Employees whose duties may require them to give signals must provide themselves with the proper appliances and keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day and lights of the prescribed color by night.

9. Day signals must be displayed from sunrise to sunset but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

10. COLOR SIGNALS

Color	Indication
(a) Red.	Stop.
(b) Yellow.	Proceed at reduced speed and for other uses prescribed by the rules.
(c) Green.	Proceed and for other uses prescribed by the rules.
(e) Blue.	See Rule 26.
(f) Purple	Stop.
(g) White.	As prescribed by rules.
(h) Flashing Yellow.	Proceed prepared to stop at next signal.

11. A train finding a fusee burning red on or near its track must stop and extinguish the fusee and then proceed at reduced speed.

12. HAND, FLAG AND LAMP SIGNALS

NOTE—The hand or a flag, moved the same as the lamp, gives the same indication except that in the observance of Rule 12 (a) the hand or flag movement may be above the shoulder.

Manner of Using	Indication
12(a) Swung across the track.	STOP.
12(b) Held horizontally at arm's length.	REDUCE SPEED.
12(c) Raised and lowered vertically.	
12(d) Swung vertically in a circle at half-arm's length across the track.	PROCEED.
12(f) Swung horizontally above the head when standing.	BACK.
12(g) Held at arm's length above the head when standing.	
	APPLY AIR BRAKES.
	RELEASE AIR BRAKES.

12(h). Any object waved violently by any one on or near the track is a signal to stop.

13. When a train has one engine, signals to the engineman must be given according to the way the engine is headed. When a train has more than one engine and they are headed in opposite directions, no movement will be made until the conductor has an understanding with his crew.

14. ENGINE WHISTLE SIGNALS

NOTE—The signals prescribed are illustrated by “o” for short sounds; “—” for longer sounds. The sound of the whistle should be distinct with intensity and duration proportionate to the distance signal is to be conveyed.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) — —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(ca) — o o o —	Flagman protect adjacent track.†
(Repeat)	
(d) — — — —	(Single or two main tracks) Flagman may return from west or south.*
(dc) — — — — o o	(Three or more main tracks) Flagman for ——— track may return from west or south.*
(e) — — — — —	(Single or two main tracks) Flagman may return from east or north.*
(ec) — — — — — o o	(Three or more main tracks.) Flagman for ——— track may return from east or north.*
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d) and 16(c). When running, answer to 16(d).
(j) o o o o	Call for signals.
(l) — — o —	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlockings, stations, yards or other points where men may be at work.
(o) o —	Inspect train for train line leak, brakes sticking and for dragging equipment.
(p) Succession of short sounds	Alarm for persons or live stock on the track.
(q) — o	When running against the current of traffic: (1) Approaching stations, curves or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by (d) and (e), flagman for train against the current of traffic on that track may return.*

* As prescribed by Rule 99.

† As prescribed by Rule 102.

15. TORPEDOES

The explosion of two torpedoes is a signal to proceed at reduced speed. The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must not be placed at stations, public crossings or where persons are liable to be injured by them.

16. COMMUNICATING SIGNALS

NOTE—The signals prescribed are illustrated by “o” for short sounds; “—” for longer sounds.

Sound	Indication
(a) o o	When standing—start.
(b) o o	When running—stop at once.
(c) o o o	When standing—back.
(d) o o o	When running—stop at next passenger station.

Sound	Indication
(e) o o o o	When standing—apply or release air brakes.
(f) o o o o	When running—reduce speed.
(g) o o o o o	When standing—recall Flagman.
(h) o o o o o	When running—increase speed.
(j) o o o o o o	When running—increase train heat.
(l) —————	When running—brakes sticking; look back for hand signals.

TRAIN SIGNALS

17. The headlight will be displayed to the front of every train by night and when passing through tunnels. It must be dimmed:

- (a) While passing through yards;
- (b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers;
- (c) Approaching train order signals, and when stopped;
- (d) On two or more tracks when approaching a train in the opposite direction;
- (e) Approaching fixed signals when the view of the signal is improved thereby.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed.

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train:

By day, on cars not equipped with fixed electric marker lamps, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night.

By night, on engines and cars, marker lamps lighted showing red to the rear.

A train not equipped to display the markers prescribed by **Rule 19**, will display on rear of train, by day, a red flag; by night, a red light.

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue signal displayed at one or both ends of an engine, car or train indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs.

When a blue signal is placed at one or both ends of an engine or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue signal is removed.

USE OF SIGNALS

27. A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen or when sufficient lights in a position light signal are displayed to determine the indication of the signal, it will govern.

Engine and train crews using a switch where the switchlight is imperfectly displayed or absent must correct or replace the light if practicable.

A signal imperfectly displayed or the absence of a signal at a place where a signal is usually shown, must be promptly reported to the superintendent.

NOTE—Reflectors illuminated by headlights may be substituted for marker lamps on block signals and for switch lamps.

29. When a signal, except a fixed signal, is given to stop a train, it must be acknowledged as prescribed by **Rule 14(g)** or **(h)** unless otherwise provided.

30. The engine bell must be rung when an engine is about to move, when running through tunnels, while approaching and passing public crossings at grade and when passing a train standing on an adjacent track.

32. The unnecessary use of either the whistle or the bell is prohibited.

34. Immediately upon seeing a fixed signal all members of engine and train crew must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

35. The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and fuses.

Night Signals—A red light, torpedoes and fuses.

38. A yellow Advance Speed-limit sign equipped to display a yellow light by night, will be placed to the right of the track, indicating the approach to a portion of track on which a temporary speed restriction has been placed by train order or general order. It will be located at braking distance from the portion of the track upon which the speed is restricted.

A yellow Speed-limit sign equipped to display a yellow light by night, placed to the right of the track, will indicate the beginning of the speed restriction.

A green Resume-speed sign equipped to display a green light by night, placed to the right of the track, will indicate the end of the restricted territory. Trains must not resume normal speed until rear of train has passed the Resume-speed sign.

Advance Speed-limit, Speed-limit, and Resume-speed signs will be placed with and against current of traffic.

When a speed restriction has been placed on a track and Advance Speed-limit, Speed-limit, and Resume-speed signs cannot be installed immediately, the train order making the speed restriction effective must so state, and under such circumstances train will approach the portion of the track upon which the speed restriction applies at the specified speed, and must not resume normal speed until rear of train has passed the restricted area.

NOTE—Yellow flags and lights in lieu of Advance Speed-limit, Speed-limit signs and green flags and lights in lieu of Resume-speed signs may be used when such signs are not immediately available.

SUPERIORITY OF TRAINS

D-71. A train is superior to another train by right or class.

Right is conferred by train order; class by time-table.

Right is superior to class.

73. Extra trains are inferior to regular trains.

GENERAL ORDERS

75. General orders will be issued by authority and over the signature of the superintendent. General orders must be numbered consecutively, the number being prefixed by the number of the time-table. Each general order will contain a sub-heading indicating in what general order zone or zones the order applies.

New rules, annulments and changes in rules approved for system practice, will be made effective by general orders on sticker coupons which the employes must insert in their copy of Book of Rules.

Conductors and enginemen, when reporting for duty, must examine the bulletin boards to see that they are familiar with all effective general orders pertaining to any portion of the general order zones on which they are qualified. They must insert a sticker copy of all general orders in their time-tables, after which they, as well as trainmen and firemen, must sign the employes' register in the presence of a designated employee who must personally witness the signature of each employee.

Train and engine crews after having been off duty one hour or more, must re-register.

Conductors and enginemen reporting for duty at a place where there is no designated employee on duty, or where no general orders are posted, or where the general orders posted do not cover the territory over which they are assigned to run, must report to the operator and receive instructions by train order covering the general orders not in their possession, but which are effective in that territory.

Before starting on a trip or tour of duty, the conductor and engineman, except when reporting for duty at bulletin board locations specified by special instructions, must know that the other is qualified and that he has inserted in his time-table the necessary general orders for such trip or tour of duty; also the conductor must know with respect to the trainmen, and the engineman with respect to the fireman, that they have seen and are familiar with such general orders.

Conductors and enginemen ordered to run over any portion of a division or foreign railroad over which they are not qualified must inform the superintendent of the division or foreign railroad that they are not qualified.

The general order zones on which conductors and enginemen are qualified must be shown in the space provided therefor on their time-tables.

Each qualified conductor and engineman, whether or not serving in that capacity, must have with him while on duty the time-tables of the divisions on which he is qualified in part or whole showing the general order zones in which he is qualified and containing the necessary general orders pertaining thereto.

At points where there is no designated employee on duty to witness signatures, conductor or engineman must witness the signatures of all members of his crew.

OBSERVATION OF TRAINS FOR DEFECTS

76. Conductors and enginemen must know that cars and engines are in safe condition for movement over routes prescribed for their train. Side and trap doors of passenger cars must be closed except as otherwise provided, doors and drop bottoms of freight cars must be closed and fastened, and top covers of cars must be secured in place as required. Dead engines, locomotive cranes and equipment of like character and cars with open lading of excess dimensions must not be moved in trains without permission of the superintendent except when authorized by proper and specific instructions.

When a coach with end gates is next to the engine in a train, the gate next to the engine must be in position.

A passenger train with vestibule car on rear must not be permitted to leave a terminal without having rear of train protected by safety gates or chains in proper position.

Engine and train crews as frequently as opportunity permits must observe engines and cars in their trains, moving and standing, to detect any conditions that might interfere with the safe movement of trains.

When a car or engine is found to be in a condition that might interfere with the safe movement of trains, the conductor or engineman must report the condition at once to the superintendent for instructions.

77. So far as practicable and other duties permit, employes will observe passing trains for defects and should there be any indication of conditions endangering the train they must take necessary measures for its protection.

Train and engine crews on moving trains will be on the lookout for signals when passing other trains and while passing stations and points where trackmen and other employes are working and when practicable exchange hand signals with them.

A train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted over Side or End of Car
- Swinging Car Door

MOVEMENT OF TRAINS

84. A train must not start unless a proper indication to proceed has been received by the engineman. The communicating signal will be used to start a passenger train.

94. A train or engine must not proceed on a signal displayed for a preceding movement; however a train overtaking another train which is stalled or requires assistance or a train called upon in emergency, in the absence of other instructions, will render such assistance as may be necessary after having a proper understanding with the train involved and with the operator if the movement is to be made past a block station.

When a train is coupled to or assisting a train ahead it will be considered part of the train to which coupled so far as observing fixed signals is concerned.

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

95. Regular trains must be designated by both schedule and engine number. They will be identified by engine number.

D-97. Extra trains may be run without train orders.

NOTE—Signal indication or permission of the Signalman will be authority for a train to proceed as an extra. When a train is to be run as a Passenger Extra it will be notified by signalman unless otherwise specified on time-table.

98. Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and movable bridges, prepared to stop unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

99. When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses.

When recalled and safety to the train will permit, he may return.

When conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be dropped at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

NOTE—When trains are operating under Automatic Block Signal System Rules, the requirements of **Rule 99**, in so far as protecting against following trains is concerned, will have been complied with when full protection is afforded against trains moving at restricted speed.

101. Trains must be fully protected against any known condition not covered by the rules which may interfere with their safe passage.

Any work on or adjacent to a track which may create a condition interfering with the safe movement of trains at maximum authorized speed, or the use of derricks or other equipment which may foul adjacent tracks, must not be attempted without the permission of the operator. The operator must secure authority from the superintendent before giving such permission. When such permission is obtained protection against trains in both directions must be provided before the track is obstructed, and trains approaching the obstruction must be notified by train order.

Engine whistles must not be used to recall flagmen in such cases; understanding must be had by the conductor and flagman as to which tracks no longer need be protected.

102. When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must be protected at once in both directions until it is ascertained they are safe and clear for the movement of trains.

In single or two track territory, when a train is equipped with an oscillating red light on either engine or rear car and a sudden or severe application of the brakes takes place or an equipment failure occurs which may obstruct adjacent tracks, the oscillating light or lights shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

103. When cars are pushed by an engine and the conditions require, a trainman must take a conspicuous position on the leading car; under such circumstances if signals from the trainmen cannot be received by the engine crew, the movement must be stopped immediately unless a brake valve and an alarm whistle on the leading car are being used.

Flying switches (or swinging of cars) should be avoided if possible. Such movements must not be made with cars containing live stock, explosives, inflammables, acid, chlorine gas or poison gas, nor with cars occupied by persons except employes on duty, nor to tracks occupied by such cars, nor to short tracks leading to trestles or buildings. Cars occupied by passengers and cars placed on tracks occupied by such cars, must be handled by engines with air brakes in service.

104. Conductors and flagmen are responsible for the position of switches used by them and their trainmen except where switch tenders are stationed. Switches must be properly lined after having been used.

Employes throwing hand switches must examine the switch points and know they fit the rail properly and where a derail is in service, they must know it is in proper position before and after operating it.

A switch must not be left open for a following train or engine unless in charge of a trainman of that train or engine.

When practicable, the engineman must see that the switches nearest the engine are properly lined.

A train or engine must not foul a track until switches connected with the movement are properly lined. While a train or engine is waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until a movement is completed or clear of the main track involved.

Where trains or engines are required to be reported clear of main track, such report must not be made until switch has been secured in its normal position.

105. Unless otherwise provided, trains and engines using a secondary track must proceed at reduced speed unless the track upon which the movement is to be made is seen or known to be clear and switches properly lined.

A secondary track of assigned direction must not be used in the reverse direction unless authorized by the employe in charge, or in an emergency under flag protection.

Unless otherwise provided, trains and engines using a secondary track or a siding will not protect against following movements on such tracks.

106. Both the conductor and the engineman are responsible for the safety of the train and the observance of the rules, and under conditions, not provided for by the rules, must take every precaution for protection.

They shall require assistance from the trainmen and fireman in all things requisite for the safe and prompt movement of their train.

107. Trains must not pass between a passenger train receiving or discharging traffic at a station and the platform at which the traffic is being received or discharged.

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

108. In case of doubt or uncertainty the safe course must be taken.

109. Messages or orders restricting the movement of trains or concerning the condition of tracks, bridges or signals must be in writing.

D-151. Where two main tracks are in service, trains must keep to the right, unless otherwise provided.

Where three or more main tracks are in service they shall be designated by numbers and their use indicated by special instructions.

Unless otherwise provided, trains operated against the current of traffic must be run with train orders and at speed specified on the time-table, and as further provided by **Rule 98.**

152. When a train crosses over to or obstructs another track, unless otherwise provided, it must first be protected as prescribed by **Rule 99.**

MOVEMENT BY TRAIN ORDERS

201. For movements not provided for by time-table train orders will be issued by authority and over the signature of the superintendent and only contain information or instructions essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

Figures in train orders must not be surrounded by brackets, circles nor other characters.

202. Each train order must be given in the same words to all employes or trains addressed.

204. Train orders must be addressed to those who are to execute them naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to any one who acts as its pilot. A copy for each employe addressed and for the engineman of each helping engine must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Enginemen must show train orders to firemen and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen.

206. In train orders regular trains will be designated by schedule and engine number as "No 10 Eng 798." Extra trains will be designated by engine number and direction, as "Extra 798 'east' or 'west'," for steam, electric or diesel engines; "MU extra 798 'east' or 'west'," for multiple unit engines; and "RC extra 798 'east' or 'west'," for rail motor car. For the movement of an engine of another company the initials as well as the engine number will be used.

Even hours as "10.00 am" must not be used in stating time in train orders.

In transmitting train orders by telegraph or telephone, time will be stated in figures and duplicated in words.

In transmitting train orders by telephone, the names of stations must be plainly pronounced and then spelled, letter by letter; thus: Aurora, A-u-r-o-r-a; all numerals in the body of an order must first be plainly pronounced and then spelled, thus: 1-0-5, o-n-e n-a-u-g-h-t f-i-v-e.

The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders, except time, which must be duplicated in words.

When train orders are transmitted by telegraph, the train dispatcher must underscore each word and figure in the body of the order at the time it is repeated. When transmitted by telephone, he must write the order as he transmits it and underscore as prescribed above.

When engine numbers are used in train orders they must be specified as follows:

C & E Eng for steam, electric or diesel engines.

C & E RC Eng for rail motor car.

When two or more engines are coupled and a designation is made by engine number, the number of the leading engine will be used in train orders.

217. To effect delivery of a train order by telephone to a train, the operator must give to the conductor, engineman or other employe addressed, the complete train order including his own last name, except that he will not give the "time complete" until the employe receiving the order has repeated it to the operator correctly. The employe so receiving the order must sign it as "Received by _____", and then deliver a copy to each person addressed.

The operator will show on his office copy of the train order the name of the person to whom delivered by telephone and the time.

Train orders received by telephone, after being fulfilled, must be retained and turned in with time cards at end of trip or day to be forwarded to the division operator or other designated officer.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

When a conductor or engineman or both are relieved before the completion of a trip, all train orders and instructions held must be delivered to the relieving conductor or engineman. Such orders or instructions must be compared by the conductor and engineman before proceeding.

221. Unless otherwise provided, a fixed signal must be used at each train order office which shall indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass after receiving train orders or for which there are no orders. A train must not pass the signal while "stop" is indicated.

When an order is to be delivered to a train at a train order office, the fixed signal must be displayed at "stop" for the track and in the direction of the approaching train and a Train Order signal must be displayed in the place provided for the purpose.

The operator must not clear these signals for an approaching train unless he knows that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the Engineman by two short sounds of the engine whistle.

In delivering orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order signal displayed until the orders have been delivered, place the fixed signal at its proper position and effect delivery of the orders together with a message showing orders delivered. The Engineman's copies of the order and the message will be handed on the engine and the Conductor's copies on the train.

When the Train-Order signal is displayed, the speed of the train must be reduced sufficiently to enable the operator to deliver the order. If delivery is not effected on the engine the train must be stopped.

When a slow order to be delivered to a train covers a portion of track close to the train order office, the operator must stop the train before delivering the order.

223. The following signals and abbreviations may be used:

Initials for signatures of the Superintendent.

Such office and other signals as are arranged by the Superintendent.

C & E for Conductor and Engineman.

No for number.

Eng for steam, electric or diesel engine.

R C Eng for rail motor car.

T C for track car.

Psgr for passenger.

Frt for freight.

Mins for minutes.

Jct for junction.

Dispr for dispatcher.

Opr for operator.

19 to clear the line for train orders, and for operators to ask for train orders.

The usual abbreviations for the names of the months and authorized abbreviations for stations.

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 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.

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 **Rule 261** all Rules for Conducting Transportation remain in force.

FIXED SIGNALS

Rules 280 to 294 Inclusive

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.

280	281	282	283	285	287	288	289	290	291	292
Proceed hand signal with Green flag or lamp.							Proceed hand signal with Yellow flag or lamp.			
INDICATION—Proceed; Manual block clear. NAME: Clear-Block.	INDICATION—Proceed. NAME: Clear.	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 signals displaying a yellow triangle outlined in black.	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.	INDICATION—Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed. NAME: Approach.	INDICATION—Proceed; slow speed within interlocking limits. NAME: Slow-clear.	INDICATION—Proceed prepared to stop at next signal. Slow speed within interlocking limits. NAME: Slow-approach.	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.	INDICATION—Proceed at restricted speed. NAME: Restricting.	INDICATION—Stop; then proceed at restricted speed. NAME: Stop-and-proceed. NOTE—Freight trains of 80 or more cars or having tonnage of 80% 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.	INDICATION—Stop. NAME: Stop-signal.

294.

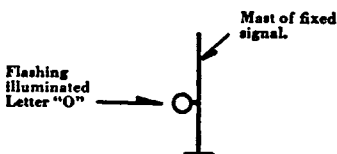


FIG. A

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

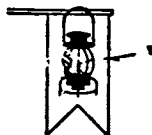
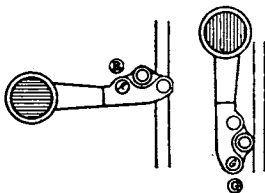


FIG. B

NOTE—by day the yellow lamp is not displayed.

INDICATION—Orders.
NAME: Train-order.

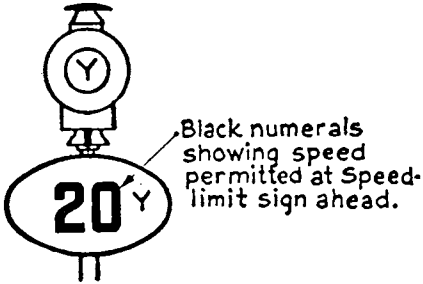


SMASH BOARD SIGNALS

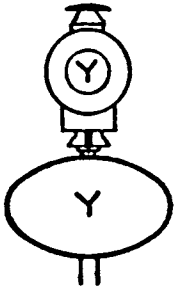
Vertical—Movable Bridge set for traffic.
Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

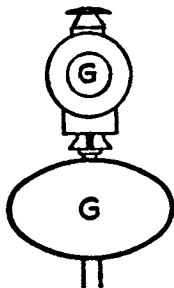
SPEED SIGNS
See Rule 38



Advance Speed-limit sign



Speed-limit sign



Resume-speed sign

MANUAL BLOCK SIGNAL SYSTEM

D-308. When a train is turned out against the current of traffic, manual block signal system rules must be observed; **Rule 317** to apply.

310. When a train is authorized by train order to run against the current of traffic to an interlocking—remote controlled, the portion of the main track between that interlocking and the first block station in the rear will constitute a block for that train.

315. A block record must be maintained for each block station.

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

Before admitting a train to a block under Clear-Block signal, the Signalman in charge of the block station at the entrance of the block must know that the block is clear of all trains and that no other train has been given permission or a signal to enter the block. Signals governing opposing movements, where provided, must display Stop-Signal. The Signalman will then display a Clear-Block signal for the train to be admitted to the block.

Before admitting a train other than a passenger train to a block, the Signalman in charge of the block station at the entrance of the block must know that the block is clear of opposing trains and passenger trains, and that no opposing train or no passenger train has been given permission or a signal to enter the block. Signals governing opposing movements, where provided, must display Stop-Signal, and Stop-Signals to passenger trains must be displayed. If the block is clear of opposing trains and passenger trains, the Signalman in charge of the block station may permit a train other than a passenger train to follow a train other than a passenger train into the block by displaying a Permissive-Block signal for the train to be admitted to the block.

Except as provided in **Rules 327, 333** or by train order, 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.

327. To permit a train to enter a block or foul the main track or to cross from one main track to another, the signalman must first obtain control of the block to be used. He may accept information from the conductor or engineman of train to be admitted regarding the movement of other trains and must then apply the rules to the portion of the block to be used.

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

Unless so directed by the Superintendent, the signalman must not give permission to a train or engine to enter a block at a hand-operated switch or crossover or foul the main track on which another train 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 signalman to a train or engine to enter a block at a hand-operated switch or crossover, the signalman 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 train to move between such block stations or interlockings and the switch or crossover where such movement is being made.

All crossover movements must be entered on the block records.

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

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

ENGINE AND TRAIN CREWS

361. Block signals for a track apply only to trains moving with the current of traffic on that track. Hand signals will be used for blocking trains moving against the current of traffic.

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

NOTE—Green flag or lamp signal indicates Clear-Block (**Rule 280**). Yellow flag or lamp signal indicates Permissive-Block (**Rule 289**). Absence of signal indicates Stop-Signal (**Rule 292**).

362. A train must stop clear of a block signal indicating Stop. A train must not pass a Stop-signal except when authorized by Clearance Card (Form C), or by train order.

A passenger train must not pass a Permissive-block signal.

363. Trains must not proceed on hand signals as against block signals.

365. When a train clears the main track, the conductor, engineer or member of their crew when authorized by the conductor or engineman, must report clear unless the switch involved is operated by the signalman.

A train must not enter a block or foul the main track or cross from one main track to another without proper block signals or permission of the signalman.

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

If information concerning the block is received by the conductor, he must personally give it to the Engineman.

366. A train must not cross over between block stations and proceed from that point on another track with the current of traffic without permission of the Signalman, nor proceed against the current of traffic without a train order authorizing it to do so and permission of the Signalman.

370. If there is an obstruction between block stations notice must be given to the nearest signalman.

371. When a train is stopped by a home or block signal, the conductor or engineman must immediately ascertain the cause.

AUTOMATIC BLOCK SIGNAL SYSTEM

501. Block signals, govern the use of the blocks but unless otherwise provided, 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 in direction for which traffic has been established for a train to the next block signal.

502. A train or engine must not enter a block at a hand operated switch or crossover nor foul the main track without permission of the Signalman.

The train or engine receiving such permission will proceed at restricted speed.

503. A train having passed beyond the limits of a block must not re-enter that block without a train order authorizing it to

do so. While shifting at an interlocking, movements may be made beyond the home signal by permission of Signalman and under flag protection.

Signalman must not give permission for such movements when a train 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 Signalman at that point and the Signalman in charge of the next block station or interlocking must know that it has been made before admitting another train to a block either at or between their stations to move in the direction of the point where such movement is being made.

504. Unless so directed by the superintendent, the signalman must not give permission to a train or engine to enter a block at a hand-operated switch or crossover or foul the main track on which another train 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 signalman to a train or engine to enter a block at a hand operated switch or crossover, the signalman in charge of the block stations or interlockings between which the block is located must know that the movement has been made before permitting another train to move between such block stations or interlockings and the switch or crossover where such movement is being made.

NOTE—The movement has been made when the train or engine has moved so that any portion of it occupies the main track.

505. When a train or engine 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 signalman 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 thereby clearing signals affecting the block even though the train or engine has not been reported clear of the block, it must not again enter that block except as provided in **Rule 502**.

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 each signalman in charge of the portion of the track over which the movement is to be made. Other trains 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 train 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 the other trains occupying the main track without signal protection.

D-508. Except where **Rule 261** is in effect, when a train is turned out against the current of traffic, manual block system **Rule 317** will apply.

Block stations named on the time-table indicate the limits of the manual blocks, except as otherwise provided in **Rule 310**.

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 Clearance Card (Form C), train order or special instructions. When a train or engine is stopped by a Stop-and-Proceed signal, it may then proceed at restricted speed.

510. Both switches of a crossover must be open before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

511. When moving from main track to other tracks, switch must remain open until train or engine is clear, and when moving from other tracks to main track, switch must be opened before main track is fouled.

512. Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

INTERLOCKING RULES

605. Interlocking signals govern the use of the routes of an interlocking, and as to movements within home signal limits that are protected by home signals and distant signals, their indications supersede the superiority of trains, and engine and train crews are relieved from observing **Rule 99** and **Rule 152**. Movements against the current of traffic beyond home signal limits must not be made except under flag protection.

606. Emergency Signals—Whistle or Horn.

NOTE—The signals prescribed are illustrated by “o” for the short sounds; “—” for the longer sounds.

Sound	Indication
(a) —————	All movements within interlocking limits —stop immediately.
(b) o o	Resume normal movement after receiving the proper signal or permission of signalman.
(c) o o o	Whistle or horn test.
(d) o o o o	Call signal maintainer.
(e) o o o o o	Call electric traction employee.
(f) o o o o o o	Call trackmen.

ENGINE AND TRAIN CREWS

661. A train or engine delayed between distant signal displaying aspects covered by **Rules 281, 282, 283** or **287** and home signal, must approach home signal prepared to stop.

When stop is made under these circumstances, the signalman should be notified when practicable.

663. A train or engine must stop clear of an interlocking signal indicating “stop.” A train or engine must not pass a Stop-Signal except when authorized by Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

667. Sand must not be used nor water allowed to run over movable parts of an interlocking.

Excessive use of sand at any point is prohibited.

669. A train or engine stopped by the signalman in making a movement through an interlocking, must not move in either direction until it has received the proper signal or permission from him.

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

STANDARD TRAIN ORDER BLANK FOR 19 ORDER

The mode of filling the blank is indicated by small type
(in parentheses).

FORM
19

FORM
19

THE PENNSYLVANIA RAILROAD

TRAIN ORDER No. (11)

SUPERINTENDENT'S OFFICE (January 17), 19

To.....

.....

At

.....

.....

.....

.....

.....

.....

.....

Made (complete) Time (11.31 P) M Operator (Smith)

SPECIFICATIONS FOR TRAIN ORDER FORM AND BOOKS FOR OPERATORS FOR 19 ORDERS

Form as shown. Blank space for order $4\frac{3}{8}$ inches with ruled lines, three to an inch. One inch for heading, order number and date, $1\frac{1}{4}$ inches for address and location, and $\frac{5}{8}$ inch for signature. The mode of filling the blank is indicated by small type.

Form $6\frac{3}{4}$ x $7\frac{1}{4}$ inches. Book $6\frac{3}{4}$ x $7\frac{1}{4}$ inches, 200 leaves, gummed binding at top, manila cover on face and stiff back.

Paper opaque, yellow, sized and of such thickness as to admit of making nine good manifold copies at one writing; to be used with carbon paper $6\frac{3}{4}$ x $7\frac{1}{4}$ inches and a stiff tin, same size, corners rounded.

FORM
CFORM
C

THE PENNSYLVANIA RAILROAD CLEARANCE CARD

.....Station,M.,19.....

Train.....Engine.....on.....track.
(For extra train show direction)

Signal cannot be cleared:

1. (FOR BLOCK SIGNAL)—Proceed into the block as though.....signal were displayed.

2. (FOR INTERLOCKING SIGNAL)—Proceed fromtrack to.....track, as though Restricting signal were displayed.

3. (FOR STOP-SIGNAL, NON-INTERLOCKED)—Proceed from.....track to.....track, as though Restricting signal were displayed.

4. (FOR STOP-SIGNAL, REFERRED TO IN RULE 509)—Proceed at....., as though Stop and-proceed signal were displayed.

.....Signalman.

This card will be used to authorize a train or engine to pass a Stop-signal only in case of signal failure or when signal cannot be displayed for an engine returning to its train.

Train addressed receiving this card may proceed as directed by the numbered paragraphs that are properly filled out.

Signalman when issuing this card will be governed as follows:

Fill out paragraph 1 when signal is a manual block system signal, non-interlocked.

Fill out paragraph 2 when signal is an interlocking signal and not a manual block system signal.

Fill out paragraphs 1 and 2 when signal is an interlocking signal and is also a manual block system signal, for movement through the interlocking and into the block.

Fill out paragraph 3 when signal is a home signal, non-interlocked, in manual block system territory.

Fill out paragraph 4 when signal is a Stop-signal as referred to on Rule 509.

Paragraph 1 will be used only when block is clear, or is clear of opposing trains but is occupied by a train which may be followed by train addressed in the same block.

Paragraph 4 will be used only when track is clear of opposing trains to the next block station or interlocking and clear of trains in the same direction to the next block signal.

(To be printed on pink paper 6" x 5".)

MISCELLANEOUS RULES

GENERAL

Glasses and Goggles

400C-7. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

DUTIES AND RESPONSIBILITIES

Conductors

400N-1. Conductors report to and receive their instructions from the train master or his designated representative. They must obey the instructions of station masters, station agents, yard masters, operators and signalmen, within their jurisdiction, and from officers of other departments on matters pertaining to those departments.

Conductors have general charge of the trains to which assigned and all persons employed thereon are subject to their instructions. They are responsible for the prompt movement, safety and care of their respective trains and the passengers and commodities carried, for the vigilance and conduct of the men employed thereon and for the prompt reporting to the superintendent of conditions that interfere with the prompt and safe movement of trains.

Conductors of freight trains must not permit any person, except division staff officers, their assistants and trainmen in discharge of their duty, to enter cars, handle freight or ride upon the train, without proper authority.

Trainmen

400N-3. Trainmen report to and receive their instructions from the train master or his designated representative. They must obey the instructions of their conductor and of others with proper authority, and from officers of other departments on matters pertaining to those departments.

They are responsible for the display of train signals, the proper protection of trains, the handling of switches, the coupling and uncoupling of cars and engines, the manipulation of brakes and for assisting the conductor or engineman in all things requisite for the prompt and safe movement of their train.

Enginemen

400N-5. Enginemen report to and receive their instructions from the road foreman of engines or his designated representative. They must obey the instructions of the train master or his designated representative. They must obey the instructions of station masters, station agents, yard masters, operators and signalmen, within their jurisdiction, and the conductor in charge of their train as to general management of their train, unless by so doing they endanger the safety of the train or require violation of the rules. They must comply with the instructions from officers of other departments on matters pertaining to those departments. Within enginehouse territory they will comply with the instructions of the enginehouse foreman or his representative.

They must not leave the engine during a trip except in case of necessity.

They must exercise discretion, care and vigilance in moving the engine in their charge, with or without cars attached, to prevent damage to property and injuries to persons and to avoid collisions and derailments.

When acting as pilots, they will operate the engine of train to which assigned, unless otherwise instructed.

They must not permit any person except division staff officers, their assistants and trainmen in discharge of their duty, to ride on the engine without proper authority.

Firemen

400N-7. Firemen report to and receive their instructions from the road foreman of engines or his designated representative. They must obey the instructions of their engineman and of others with proper authority.

They are responsible for maintaining the prescribed pressure of steam in boiler of engine to which assigned and for assisting the engineman in all things requisite for the safe and prompt movement of their train.

USE OF SIGNALS

Fouling Points

4037-B. Sign displaying letters FP, or a yellow stripe about 10 inches wide painted on the inside and outside of head, web and base of both rails in a track indicates the fouling point of main track of the track on which it is located.

OBSERVATION OF TRAINS FOR DEFECTS

Hot Box Indicators

4076-H. Cars equipped with "Twinplex" smoke and odor hot box indicators will release a strong penetrating odor and a volume of dense white smoke when bearings become overheated. When either of these indications is observed, the train must be stopped, and a prompt report made to the superintendent.

If the car is set off enroute, report should state that car is equipped with a "Twinplex" indicator.

MOVEMENT OF TRAINS

Ascertaining Cause for Delay

4102-A. When a train is stopped or delayed from any cause including Stop-signal **Rule 292**, the conductor, engineman, or member of their crew, when authorized by the conductor or engineman must, as soon as the safety of their train will permit, ascertain the cause and, when practicable, communicate with the nearest block or interlocking station.

Backward Movements—Trains Carrying Passengers

4103-A. When cars or trains occupied by passengers are being backed or pushed by an engine, the passengers, except occupants of business cars, must be prohibited from riding on the front platform of the leading car.

PASSENGER TRAIN OPERATION

Folding Steps, Side and Trap Doors

4154-B. A passenger car equipped with folding steps, side and trap doors must not be permitted to leave a terminal or originating point with side or trap door missing, and if either becomes defective it must be closed and secured until car reaches destination.

Side and trap doors on passenger cars in service or moving deadhead on trains must be kept closed except that on trains making frequent stops doors on platform side may be left open between stations, except when practicable they must be closed approaching and passing through tunnels, over bridges and trestles. Side and trap doors must be closed before arriving at stations with high platforms. When opened or closed side and trap doors must be latched securely.

Only employes in the discharge of their duties may open side and trap doors, and at stations the doors may be opened only on platform side. Rail employes who in the performance of their duties open side and trap doors on Pullman cars must also close same.

Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Employees must be on the alert at all times, particularly at stations, to take necessary action in event passengers attempt to board or leave moving trains.

End Gates, Chains, Bars

4154-C. End gates, chains or bars must be in proper position at front of first and at rear of last passenger car in passenger trains, except when necessary to provide access to an adjoining attended baggage car or apartment and when rear car has an observation end not so equipped.

When passenger cars on passenger trains are separated for any reason both openings must be protected with end gates, chains or bars or by members of the train, Pullman or dining car crews.

FREIGHT TRAIN OPERATION

Machinery of Rotating or Swinging Type

4155-A. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the superintendent, and not until proper inspection has been made and billing endorsed by agent or yard master "Re-inspected at..... and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is removed the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

The movement of each car carrying complete large calibre guns (such as railway gun mounts) must be governed by instructions of the superintendent.

Cars or Equipment of Excessive Weight or Dimensions

4155-B. When routing instructions include any specific restrictions, speed limit, use of certain tracks passing designated points or other specified precautions, agents, yard masters, or others responsible must notify the train dispatcher, also furnish Form C. T.-2 (illustrated in the following) to conductor and engineman having such cars in their train. If a restriction is also on a division over which interdivisional crews operate, the train dispatcher of the originating division, after having been notified by the conductor, will arrange to notify the dispatchers of the connecting divisions.

C.T.-2

THE PENNSYLVANIA RAILROAD*Restricted Train Run Movement*

When manifest shows speed limit, use of certain tracks passing designated points or special precautions on account of weight or excessive dimensions in accordance with General Notice No. 207-A, Item 13, Page 5, *Conductors must* notify train dispatchers accordingly. If a restriction is also on a division over which inter-divisional crews operate, the train dispatcher of the originating division, after having been notified by the conductor, will arrange to notify the train dispatchers of the connecting division.

Conductor and Engineman.....Station or Yard.....

Train.....Engine.....Date.....

Initial and numbers of cars or other equipment.....

Restrictions on your train run.....

.....

.....

.....

.....
(Name and Title)

(NOTE—To be filled out in triplicate, one copy to be given conductor, one to engineman, and one for file in yard office from which train was dispatched.

Test Weight Cars

4155-I. A test weight car is a car used for testing railway track scales.

A compartment test weight car is a car built of structural shapes and plates, used for the transportation of test weights in small units.

Test weight cars should be handled at rear of train just ahead of cabin car.

Non-truck, 4-wheel type cars must not be placed between pusher engine and other cars in yard or road movements.

Test weight cars of the non-truck, 4-wheel type must not be moved at speeds greater than 25 miles per hour when "weight" compartment is empty, nor more than 30 miles per hour when "weight" compartment is loaded to capacity. Scale inspectors or other employes issuing shipping instructions for test weight cars of the 4-wheel type will indicate in such instructions whether or not the "weight" compartment is empty and also the correct speed to which the movement is restricted.

Four-Wheel Cabin Cars

4155-M. Four-wheel cabin cars must not be permitted to stand in an automatic block unless the block is occupied by other cars or engine. Such cabin cars must not be permitted to stand alone between the signals of a block station or interlocking without permission of signalman.

FREIGHT AND PASSENGER TRAIN OPERATION

Brakes on Cars Left Standing

4156-A. A sufficient number of hand brakes must be applied on cars or cuts of cars left standing on any track to make them secure. When necessary and practicable, car wheels must be blocked.

Guards or Attendants Accompanying Shipments

4156-B. Conductors of trains handling military equipment, circus equipment or other shipments accompanied by guards or attendants must notify person in charge that guards or attendants are not permitted on top of cars or high lading account of close overhead clearance.

Operation in Tunnels or Confined Locations—

Diesel Engines

4156-E. When diesel engines are stopped while operating in tunnels or confined locations, engines and steam heat generators on all diesel engine units must be shut down unless it is known that diesel engine will proceed within five minutes.

EQUIPMENT RESTRICTIONS—PASSENGER TRAINS

Passenger Car Buffer Plates

4158-C. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

EQUIPMENT RESTRICTIONS—FREIGHT AND PASSENGER TRAINS

Cars Seventy or More Feet in Length

4160-A. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P-70 length or greater, must not be coupled to cabin cars of the 2-axle type. Such long cars, when equipped with swivel type couplers, may be coupled to cabin cars having 4-wheel trucks.

NOTE—All passenger cars are equipped with swivel type couplers. A long freight car equipped with swivel type coupler may be identified by looking underneath the car for a vertical swivel pin near the end of the coupler shank.

Dead or Disabled Engines

4160-B. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

A dead freight or passenger engine with engine truck removed must not be handled in freight trains, but may be hauled in a work train at a speed not exceeding 15 miles per hour, to the nearest terminal where repairs can be made.

A freight or passenger engine with the engine truck removed, may be moved under steam or in a work train at a speed not exceeding 15 miles per hour to the nearest terminal where the repairs can be made.

All engines equipped with side rods must have them applied when hauled dead in trains. Suitable washers of wooden blocks clamped together with bolts must be used on main rod bearings when necessary to keep the side rods in place.

All engines and tenders hauled dead in trains must have the air brakes cut in and operative.

The presence of an attendant (furnished by the consignor or consignee), whose duties are those of caretaker, does not relieve the train crew or inspectors of any responsibility in connection with the movement of the engine or detached tender. The same attention and inspection must be given as is required for any other equipment in the train.

Engines shall be equipped with hand brakes or accompanied by a car equipped with hand brakes. Otherwise the attendant must carry with him chains or suitable blocking for the purpose of securing engine and tender while standing alone.

Any road or shifting diesel engine hauled "dead" in train must not be placed more than 10 cars away from the hauling engine. Each unit of the engine must be counted as a car. When more than one engine is hauled "dead" in the same train the engines must be separated by one or more cars equipped with operative air brakes but the units comprising a road passenger or road freight engine need not be so separated. The units of a road shifting engine must be separated by one or more cars with operative air brakes. A new diesel engine, road or shifting, must not be moved at a speed greater than 30 miles per hour for at least the first 100 miles, after which the speed may be increased but not to exceed the maximum designed speed of the lowest rated diesel engine in the train. This speed limit will also apply to diesel engines of foreign road ownership moving on Pennsylvania Railroad unless accompanied by messenger, in which case speed will be governed by messenger's instructions.

Cover exhaust stacks and close louvres to exclude dirt and water.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

When diesel engines enroute develop any defect in any portion of the electrical wiring or electrical apparatus which requires shutting down the Diesel engine generator set or sets involved, the unit affected should be closely watched during further train movement for evidence of any fire starting. Should this occur, fire must be extinguished and unit set off at the first convenient location.

Roller Bearing Journals

4160-C. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the superintendent.

Engines with Drop or Retractable Couplers

4160-E. Engines equipped with drop or retractable couplers when operating in road service must have the front coupler in drop or retracted position.

Car Movement Restrictions

4160-F. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

Passenger equipment cars of all-wood construction must not be operated in passenger, mail or express trains nor accepted from foreign railroads for movement in such trains.

Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

Baggage or kitchen cars with steel underframe and wood superstructure assigned in troop movement, may be moved in troop trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or troop trains nor accepted from foreign railroads for movement in such trains.

Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail or express trains.

Cars with cast iron wheels must not be operated in passenger trains. Mail, express or troop trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Rail Motor Cars

4160-G. When rail motor cars are used as trailers or are being towed, they must be placed only at rear of train. If moved in passenger train, the train must not consist of more than 15 cars. If moved in freight train, the train must not consist of more than 35 cars.

Rail motor cars are passenger carrying cars and must not be used to handle freight cars.

USE OF TELEPHONE

Location and Operation

4164-B. Telephones connected with block stations are generally located in telephone boxes at automatic block signals, home signals, remote controlled interlockings, main track switches and elsewhere to suit local conditions. Telephones in stations, yard offices, coaling stations, water stations, and other buildings are also available for communication with block stations.

Detailed instructions for operation of telephone shall be posted in each telephone box.

Telephone boxes shall be closed when telephone is not in use except when a call is expected on a telephone in a telephone box equipped with a door-operated cut-out switch. Where manual cut-out switches are provided they shall be used to disconnect telephone when not in use.

Telephone boxes at outlying points in the electrified territory may be equipped with three-way switches with telephone lines connected with:

1. Power Director.
2. Telephone Switch-board.
3. Block and Interlocking Station on each side of telephone.

When necessary to clear any line to get the Power Director, the words "Power Emergency" will be used; all other persons using line at that time must yield the line at once.

Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

In the absence of railroad telephone service, other means of communication will be used to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by **Rule 106**.

They must identify themselves to the signalman by giving their name, occupation, identification and location of train, engine or other equipment involved.

Operators-signalmen must identify themselves by name, occupation and station.

Verbal arrangements and instructions in regard to movement of trains, engines or other equipment, being clear of, or desiring to occupy certain tracks, etc., and in securing permission to work on or adjacent to a track as referred to in **Rule 101** must be repeated by the employee receiving them.

INFLAMMABLE GASES AND EXPLOSIVES

Explosives and Other Dangerous Articles

4165-C. Employees whose duties involve them in the transportation of explosives and other dangerous articles must provide themselves with a current copy of General Notice No. 225-B and supplements thereto (issued by Superintendents Freight Transportation) "Regulations for the Transportation of Explosives and Other Dangerous Articles" and be governed thereby.

Oil Dripping—Diesel Engines

4165-D. Diesel engines with fuel oil dripping or otherwise leaking must not be dispatched nor leave a station or refueling station where repairs can be made.

Diesel engines must not be stopped over burning fusees, burning switch heaters or other open flame lights or fires unless it cannot be avoided.

SPECIAL INSTRUCTIONS

100A-1A. Engine and train service employees of those railroads operating between Anacostia and South End must have and be familiar with special instructions for employees in electrified territory (C. T. 290) before being assigned to service in this territory.

100C-1A. Employees of those railroads operating between Anacostia and South End whose duties require them to be familiar with the Rules for Conducting Transportation and Special Instructions for the government of employees must pass a satisfactory examination before they will be permitted to operate over this portion of the railroad and must be reexamined at least once every three years or at more frequent intervals where required by law, or by proper authority.

100O-1A. Unauthorized persons are prohibited from riding on the rear of passenger trains.

Trainmen are required to ride on the rear of trains over the following critical structures, bridges, viaducts, etc.

BRIDGES

Bridge No. 134.35—Anacostia River

Bridge No. 138.45—Potomac River.

100R-2A. Medical Officers and Company Surgeons

Location	Name and Address	Telephone
Washington, D.C.	H. L. PHILLIPS, M.D., Room 217, Wash. Term. Station.....	{Executive 3-4300 Ext. 514
	JOSEPH R. YOUNG, M.D., 1400 M Street, N.W.....	Metropolitan 8-2419
	(Home) 611 E. Thornapple Street Chevy Chase, Md.....	Oliver 4-4481
	JAMES W. BRADEN, M.D., 1400 M Street, N.W.	Metropolitan 8-2419
	(Home) 708 Massachusetts Ave., N.E.....	Lincoln 4-7000
	ARTHUR J. MOUROT, M.D., 811 Prince Street, Alexandria, Va.	Overlook 3-1851

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone
Washington, D.C.	Casualty Hospital, 8th & Massachusetts Ave., N.E.....	Lincoln 4-7000

100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard office and other suitable places in the larger yards, Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck and wire trains, shop and engine houses, camp cars and on each track and hand car and as provided by State law.

Stretchers:

One stretcher should be carried on each combined car and baggage cars, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

One stretcher has been placed in each block station in electrified territory.

100R-5A. Gas Masks.

Gas masks for emergency use in tunnels are located as follows:
2 at Yard Master's Office—Jersey Yard, Washington.

9 on Wire Train—Washington.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

TIME - TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

S —Regular stop.

ENGINE WHISTLE SIGNALS

1014-A1. Recalling Flagman.

Two or More Main Tracks

Main Line	No. 2 Track	No. 3 Track
Between Anacostia and Virginia	— — — — — o o	— — — — — o o

1014(I)-B1. Portable whistle post (yellow disc with black letter W) will be placed approximately 1250 feet from point where section gangs are working, at following locations:

ANACOSTIA—SOUTH END.

When portable whistle post is displayed, **Rule 14(I)** will apply.

TRAIN SIGNALS

1019-A1. Night signals will be displayed on rear of trains and engines while passing through tunnels, as follows:

Virginia Avenue Tunnel.

Foreign Railroads.

1019-B1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Division.

USE OF SIGNALS

Fusees And Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles that do not have cinder or stone between the ties.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	10	20
Engines in Road Service	3	6
Engines in Shifting Service	3	4

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Washington—Jersey Yard Yard Master's Office	Wash. Term. Co. Potomac Yard
X	X	X	Washington—Union Station Crew Register Office	Wash. Term. Co. Potomac Yard
X	X	X	Washington— Ivy City Enginehouse	Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard— R. F. & P. R. R. Yard Master's Office	Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard— R. F. & P. R. R. Enginehouse	Wash. Term. Co. Potomac Yard
			C. & O. Ry.— Clifton Forge, Va. Charlottesville Yard Charlottesville Engine House	Maryland Maryland Maryland
			Sou. Ry.— Alexandria, Va. Train Master's Office Engine House Office Cameron Run, C. R. Tower Manassas, Va., Telegraph Office Strasburg, Va., Telegraph Office Harrisonburg, Va., Telegraph Office Orange, Va., Telegraph Office Charlottesville, Va., Telegraph Office Monroe, Va., Telegraph Office Warrenton, Va., Telegraph Office	Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland
			R. F. & P. R. R.— Richmond, Va.— Enginehouse Yard Office (Acca) Station Master's Office, Broad St. Station	Maryland Maryland Maryland
			Baltimore & Ohio R. R.— Philadelphia— Enginehouse, East Side R G Tower, East Side Station Master's Office Wilmere, Del.— Crew Dispatcher's Office Brunswick, Md.— Enginehouse East Bound Hump Washington, D. C.— Yard Office Baltimore— Yard Office, Riverside Station Master's Office Camden Station	Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland Maryland

NOTE 1—X indicates in service.

NOTE 2—GENERAL NOTICE books are being maintained at all points where Bulletin Boards are located on the Maryland Division for the benefit of employees whose duties are thereby affected.

Standard Clocks

1075-A3. Standard clocks at other points:

Train Dispatcher's Office and Block Stations.

General Order Zones

1075-A4. General order zones of this division are as follows:
Zone C—Anacostia to Division Post (R. F. & P. R. R.).

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of 12 months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

NOTE—Referring to **Rule 75** and Special Instruction **1075-A5**: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under these instructions.

MOVEMENT OF TRAINS

Authority to Proceed as an Extra

1097-A1. Where **Rules 261, 262, 263 and 264** are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Washington Passenger Station, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

Movable Bridges — Not Part of an Interlocking

1098-B2. Potomac River Movable Bridge. (0.94 miles south of Fourteenth Street Interlocking)—In case of signal failure northward and southward trains will be permitted to pass the stop signal after receiving a hand signal under the direction of the bridge tender, by the bridge tender or trainman stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

Hand-Operated Switches Equipped With Electric Locks.

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled by
Washington	U. S. Government Fuel Yard No. 2	Anacostia
Washington	North End Penna. Ave. Yard	Anacostia
Washington	U. S. Capitol Power Plant (electric locks on switch and on derail)	Virginia
Washington	South Capitol Street Crossover between No. 2 track and No. 9 Yard Track (electric lock on each end of crossover)	Virginia
Washington	7th Street—U. S. Treasury Track	Virginia
Washington	8th Street—U. S. Treasury Track	Virginia
Washington	9th Street Yard	Virginia
Washington	Water Street Yard	Virginia

Track Assignments.

1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Anacostia and Virginia		Southward Freight	Northward Freight	
Virginia and Division Post (R. F. & P.)		Southward Passenger	Northward Passenger	

NOTE—Tracks are numbered from south to north or east to west.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	Virginia	Fourteenth Street	Southward	Virginia	Virginia	6
No. 1	Fourteenth Street	Virginia	Northward	Virginia	Virginia	6

NOTE 6. Signal indication at Virginia or Fourteenth Street is authority to operate via these tracks.

PASSENGER TRAIN OPERATION

1154-C2. Toilet room doors must be locked between South End and Washington Terminal. In case of distress, doors may be opened upon request.

1154-D1. All passenger trains while passing through tunnels must be lighted both day and night.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-B10. Enginemen must close storm windows on locomotive while passing through tunnels.

SPEED RESTRICTIONS

1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise specified

Main Line Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Anacostia and Virginia					30	30	30	30		
Virginia and North End of Bridge 138.45, Potomac River					40	40	40	40		
North End of Bridge 138.45, Potomac River and South End					45	45	45	45		

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
1157-C4. Circus Trains.....	* 40
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Rule 4155-A.	*
—on straight track.....	30
—on curves.....	20
*When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—Passenger trains.....	45
—Freight trains.....	40
1157-C12.	
Pushing cars.....—Passenger trains.....	20
—Freight trains.....	20

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

Main Line Between:	Breech End Forward	Breech End Trailing
	Miles per Hour	
Anacostia and Division Post (R. F. & P.).....	30	20

1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a Track not protected by both a Home Signal and a Distant Signal.

Location	Miles per Hour
Main Line:	
Anacostia.....	20
Potomac River.....	20

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise specified

Main Line:	Miles per Hour
Through Virginia Avenue Tunnel.....	20
No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal.....	20
Curve south of Seventh Street Station, Washington: No. 2 and No. 3 tracks.....	30
Curve at Fourteenth Street, Washington: No. 2 and No. 3 tracks.....	30

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

Track	Between	And	Miles per Hour
No. 4.....	Virginia.....	Fourteenth St.....	15
No. 1.....	Fourteenth St.....	Virginia.....	15

1157-J1. Movement on tracks, other than main, secondary and sidings must be made at Restricted speed, except:

Between	And	Miles per Hour
Jersey Yard	Buzzard Point	6

ENGINE RESTRICTIONS

1160-B1. Other equipment restrictions

Movement of Cars (Maximum Weight)

A maximum weight of 251,000 pounds (car and lading) can be handled over the Maryland Division.

USE OF TELEPHONES

Telephones.

1164-A2. Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be complied with.

ELECTRICAL OPERATION

1167-A1. Power Directors are located at Baltimore and have jurisdiction over following tracks equipped for A. C. electrical operation:

Main Tracks:

Anacostia to South End, including all main track crossovers, except Water Street crossover north of Mile Post 138.

Secondary Tracks:

Virginia:

No. 1 and No. 4 tracks from interlocked switch connections with No. 2 and No. 3 main tracks at Virginia Block and Interlocking Station to interlocked switch connections with No. 2 and No. 3 main tracks at 14th Street Interlocking.

Yard Tracks:

Pennsylvania Avenue:

Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Jersey Yard:

No. 1 yard track and facing non-interlocked crossover from connection with No. 2 track 960 feet north of Virginia Block and Interlocking Station to connection with No. 2 track 220 feet south of Virginia Avenue Tunnel.

Potomac Yard:

Southward:

Southward No. 1 track from connection with South End interlocking to connection with No. 3 Southward Receiving track north of 49 switchbox.

Southward freight tracks B and A from switches connecting with Southward Freight Running track, 900 feet south of Duck-under, to connection with No. 1 and No. 2 Southward Receiving tracks at the crossovers located north of 49 switchbox.

Crossovers, located 800 feet north of 49 switchbox, connecting the northward and southward electrified tracks.

Southward receiving tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8 and No. 9.

Leads from south end of Southward Receiving tracks, including crossovers at the Hump connecting these leads, to connection with Electric Locomotive Incline track.

Electric Locomotive Incline Track.

Thoroughfare track, from connection with south end of No. 0 Electric Locomotive track, southward 345 feet from connection with south end of No. 2 Electric Locomotive track.

Inbound Engine Running track from north end of No. 9 Southward Receiving track to connection with Outbound Engine Running track.

Other Tracks:

No. 0, No. 1 and No. 2 Electric Locomotive tracks.

Northward:

Outbound Engine Running track from junction of north end of Electric Locomotive tracks to connection with No. 3 Advance track at Four Mile Run.

No. 3, No. 4 and No. 5 Advance tracks, including crossovers between electrified tracks, from connection with Old Northward Classification tracks to connection with New Northward Classification tracks.

Old Northward Classification tracks, including crossover between No. 23 and No. 24 tracks, from connection with north switch, as follows:

- No. 20 track, 595 feet southward.
- No. 21 track, 340 feet southward.
- No. 22 track, 425 feet southward.
- No. 23 track, 520 feet southward.
- No. 24 track, 500 feet southward.
- No. 25 track, 450 feet southward.
- No. 26 track, 380 feet southward.
- No. 27 track, 310 feet southward.
- No. 28 track, 215 feet southward.
- No. 29 track, 120 feet southward.
- No. 30 track, 750 feet southward.

No. 4 Northward Freight Running track from connection with north end of No. 3 and No. 4 Advance tracks and with New Northward Classification Yard, northward to connection with Northward Freight Running track.

No. 5 and No. 6 Northward Freight Running tracks from connection with New Northward Classification tracks to connection with Northward Freight Running track.

Northward Freight Running track from junction of north end of No. 4, No. 5 and No. 6 Northward Freight Running tracks to connection with South End Interlocking.

New Northward Classification tracks, including crossovers between electrified tracks, from connection with north switch, as follows:

- No. 31 track, 259 feet southward.
- No. 32 track, 259 feet southward.
- No. 33 track, 409 feet southward.
- No. 34 track, 560 feet southward.
- No. 35 track, 560 feet southward.
- No. 36 track, 359 feet southward.
- No. 37 track, 620 feet southward.
- No. 38 track, 459 feet southward.
- No. 39 track, 410 feet southward.

Relay Yard:

- No. 4 track, 57 feet south from connection with ash track lead.
- No. 5 track, 780 feet south from connection with ash track lead.
- No. 6 track, 570 feet south from connection with ash track lead.
- No. 7 track, 700 feet south from connection with ash track lead.

Ash Track Lead extending south 2400 feet from connection with Outbound Engine Running track 250 feet north of Switching Shanty No. 10, south of Four Mile Run Yard Office, to connection with Relay Yard.

1167-A24. When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be immediately protected.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Baltimore.

Train Dispatchers in charge as follows:
Main Line Anacostia to South End.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals
1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 3	Virginia	14th Street
	No. 2 and No. 3	14th Street	South End

Opposing and Following Movement of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 2	Virginia	14th Street

MANUAL BLOCK SIGNAL SYSTEM

1317-A1. Rule 317 will apply:

For Movements Against Current of Traffic

Main Line—On two or more tracks except where Rule 261 is in effect.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 2 and No. 3	Anacostia	South End

For movements against current of traffic.

	Track	Between	And
Main Line	No. 2	Virginia	14th St.

INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

	Whistle (W) or Horn (H)
Anacostia.....	H
Virginia	H
14th Street.....	H

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD MARYLAND DIVISION WASHINGTON YARD

Baltimore, Md., April 5, 1954.

GENERAL ORDER No. 601, Zone C

Effective 2.01 A.M., Sunday, April 25, 1954

- (a) Time-Table No. 6 in effect. It contains the necessary instructions issued in general orders up to and including **No. 505**, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 6 to see that his copy is complete, pages properly lined up, and note changes. Employes must turn in Time-Table No. 5 to bulletin board attendant after Time-Table No. 6 takes effect.

This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

F. B. KRAUS,
Acting Superintendent.

**"GOOD PUBLIC OPINION
DEMANDS A COURTEOUS
ATTENTION TOWARDS THOSE
WHO USE OUR SERVICE"**