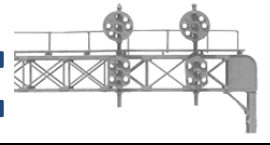


THE SIGNAL BRIDGE

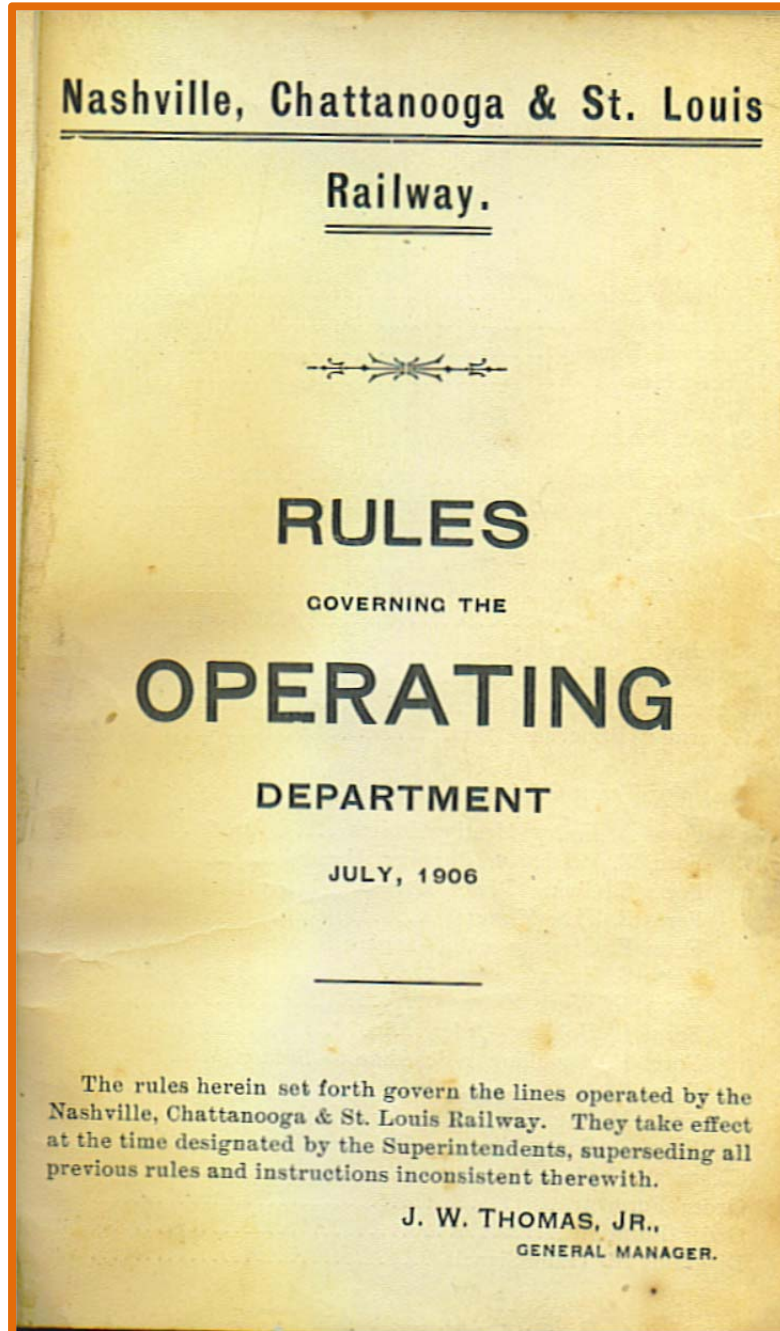


Volume 18

NEWSLETTER OF THE MOUNTAIN EMPIRE MODEL RAILROADERS CLUB
MARCH 2011 BONUS ISSUE

Number 3a

Published for the Education and Information of Its Membership



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LOCATION

ETSU Campus,
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Railroad Museum

HOURS

Business Meetings are held the
3rd Tuesday of each month.
Meetings start at 7:00 PM at
ETSU Campus, Johnson City, TN.
Brown Hall Science Bldg, Room 312,

Open House for viewing every Saturday from 10:00 am until 3:00 pm. Work Nights each Thursday from 5:00 pm until ??

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GENERAL NOTICE.

To enter or remain in the service is an assurance of willingness to obey the rules.

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, capacity must be shown for greater responsibility.

Employes, in accepting employment, assume its risks.

The use of intoxicants is prohibited. Frequenting places where they are sold will be sufficient cause for dismissal.

Profane or obscene language, boisterous behavior, or other conduct unbecoming a gentleman, at stations, on trains or elsewhere, is prohibited. Rudeness or incivility to patrons will not be tolerated.

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DEFINITIONS.

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

REGULAR TRAIN.—A train authorized by a time-table schedule.

SECTION.—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

EXTRA TRAIN.—A train not authorized by a time-table schedule. It may be designated as—
Extra—for any extra train, except work extra;
Work extra—for work train extra.

PRECEDENCE.—Authority by time-table or train order to hold the main track over, or to move ahead of or against another train.

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.

TRAIN OF SUPERIOR DIRECTION.—A train given precedence in the direction specified in the time-table as between trains of the same class.

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

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CURRENT OF TRAFFIC.—The direction in which trains move on double track, under the rules.

FIXED SIGNAL.—A signal of fixed location indicating a condition affecting the movement of a train.

STANDARD TIME.

1. Standard Time obtained from Washington observatory will be telegraphed to all points from designated offices daily at 12 o'clock noon, Central time.

2. Watches that have been examined and certified to by a designated inspector must be used by conductors, enginemen, brakemen, firemen, train dispatchers, operators, and such other employes as may be designated. The certificate in prescribed form must be renewed and filed with the Superintendent semi-annually. Conductors, enginemen, brakemen and firemen must report to an inspector semi-monthly, to have the performance of their watches recorded.

3. Conductors and enginemen who have access to a clock designated as a Standard Clock must compare their watches with it before starting on each trip. If they have not access to a Standard Clock, they must compare watches daily with those of conductors or enginemen who have Standard Time. Conductors must compare time with enginemen before starting on each trip, and with brakemen and flagmen as soon thereafter as practicable; enginemen must compare with firemen before starting.

TIME-TABLES.

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on each division at the leaving time of such schedules at their initial stations on such division. But

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when a schedule of the old time-table corresponds in number and day of leaving with a schedule of the new time-table, a train authorized by the old time-table will retain its train orders and assume the schedule of the corresponding number and date 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, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving time. The time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated. This provision does not mean that a train which carries passengers may pass the place where passengers are received or discharged in advance of its time-table time. Schedule meeting or passing points are indicated by figures in full-faced type. Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times. When trains are to be met or passed at a siding extending between two adjoining telegraph stations, the time at each end of the siding will be shown in full-faced type.

6. The following signs when placed before the figures of the schedule indicate:
 "s"—regular stop.
 "f"—flag stop to receive or discharge passengers or freight.

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"M"—stop for meals.
 "Lv."—leave.
 "Ar."—arrive.
 "D"—day telegraph office.
 "N"—night telegraph office.
 "DN"—day and night telegraph office.

6 (a). Superintendents must require all concerned to acknowledge receipt of new time-table. Notice thereof must be bulletined at least forty-eight hours prior to its taking effect.

SIGNAL RULES.

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

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

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

Visible Signals.




10. COLOR SIGNALS.




COLOR.	INDICATION.
(a) Red.	Stop.
(b) White.	Proceed, and for other uses prescribed by the rules.
(c) Green.	Proceed with caution, and for other uses prescribed by the rules.
(d) Green and White.	Flag stop. See Rule 28.
(e) Blue.	See Rule 26.

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11. A fusee burning red must not be passed until burned out. While burning green, it is a caution signal. Fusees must not be placed on the track, or where fire may be communicated by them. Flagmen must use fusees by day when weather conditions obscure day signals.

12. HAND, FLAG AND LAMP SIGNALS.

MANNER OF USING.	INDICATION.
(a) Swung across the track.	Stop. 
(b) Raised and lowered vertically.	Proceed. 
(c) Swung vertically in a circle at half arm's length across the track, when the train is standing.	Back. 

- 10 -		- 11 -	
MANNER OF USING.	INDICATION.	SOUND.	INDICATION.
(d) Swung vertically in a circle at arm's length across the track, when the train is running.	 <p>Train has Parted.</p>	(a) o	Stop. Apply brakes.
(e) Swung horizontally above the head, when the train is standing.	 <p>Apply Brakes.</p>	(b) — — — —	Release brakes.
(f) Held at arm's length above the head, when the train is standing.	 <p>Release Brakes.</p>	(c) — o o o	Flagman go back and protect rear of train.
		(d) — — — — —	Flagman return from east or south.
		(e) — — — — —	Flagman return from west or north.
		(f) — — — — —	When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d).
		(g) o o	Answer to any signal not otherwise provided for.
		(h) o o o	When train is standing, back. Answer to 12 (c) and 16 (c). When train is running, answer to 16 (d).
		(j) o o o o	Call for hand signals.
		(k) — o o	To call the attention of extra trains and trains of the same or inferior class or inferior right to signals displayed for a following section.
		(l) — — — o o	Approaching public crossings at grade.
		(m) — — — — — (Three seconds.)	Approaching stations, junctions and railroad crossings at grade.
		(n) o o o o o	Brakes sticking.

Hand and lamp signals must be given in a plain and accurate manner. If slow movement is desired, signal slowly.

13. Any object waved violently by any one on or near the track is a signal to stop.

14. STEAM 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. All signals must be sounded accurately.

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<p>A succession of short sounds of the whistle is an alarm for persons or stock on the track.</p> <p>Should a train fail to answer the 14 (k) signal, the train displaying such signal must stop and notify it. In stopping, consider following sections and avoid accident with them. Failure to acknowledge the signal must be reported.</p> <p>15. The explosion of one torpedo is a signal to stop; the explosion of two, not more than two rail lengths apart, is a signal to reduce speed, and lookout for a stop signal. Torpedoes must not be placed near stations or crossings where persons might be injured by them.</p>		<p>TRAIN SIGNALS.</p> <p>17. The head-light must be displayed at the front of every train by night.</p> <p>18. Yard engines will display the head-light at the front and rear by night. When not provided with a head-light at the rear, two white lights must be displayed. Yard engines will not display markers.</p> <p>By night, a red light must be displayed to rear on tenders of road engines being moved between trains and roundhouse.</p> <p>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, green flags; by night, green lights to the front and side, and red lights to the rear, except when the train turns out to be passed by another and is clear of main track, when green lights must be displayed to the front, side and rear.</p> <p>20. All sections except the last will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.</p> <p>21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.</p> <p>22. When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20 and 21.</p> <p>23. One flag or light displayed where in Rules 19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.</p> <p>24. When cars are pushed by an engine, except when shifting or making up trains in yards, a flagman must</p>	
16. COMMUNICATING SIGNALS.			
SOUND.	INDICATION.		
(a) Two.	When train is standing, start.		
(b) Two.	When train is running, stop at once.		
(c) Three.	When train is standing, back the train.		
(d) Three.	When train is running, stop at next station.		
(e) Four.	When train is standing, apply or release brakes.		
(f) Four.	When train is running, reduce speed.		
(g) Five.	When train is standing, call in flagman.		
(h) Five.	When train is running, increase speed.		
(i) Six.	Shut off steam heat.		

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take a conspicuous position on the front of the leading car. By night, a white light must also be displayed on the front of the leading car.

Cars must not be backed or cut loose and allowed to run over a street, highway, or private crossing, in yards or elsewhere, without a flagman on the front of or preceding the leading car.

25. On all trains that carry passengers each car must be connected with the engine by a communicating signal appliance.

26. A blue flag by day and a blue light by night, 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. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to obstruct the view of the blue signals, without first notifying the workmen.

USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where one is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

28. A combined green and white signal may be used to stop a train at flag stations indicated on its schedule. Should such signal not be available at a point where a train is required to stop on signal to receive passengers or freight, a signal given by any means must be respected.

When it is necessary to stop a train at a point that is not a flag station for it, a red signal must be used.

29. A stop signal given by a flagman by hand must be acknowledged by Rule 14 (g).

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Except as prescribed by Rule 14 (h), a stop, caution or proceed signal given by a fixed signal, flag-stop signal, air-whistle, bell-cord, torpedoes, fuseses, or lamps or flags placed on or near the track, will not be acknowledged by whistle.

If necessary to call for a fixed signal, use the bell.

30. The engine-bell must be rung when an engine is about to move.

31. The engine-bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

Where required by law, engine-bell must be rung one mile from corporate limits, and at short intervals while moving within such limits.

32. The unnecessary use of either the whistle or bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident. In passing or being passed by passenger trains, as far as practicable avoid using the whistle in such manner as to annoy passengers.

33. Watchmen stationed at public road and street crossings must use red signals when necessary to stop trains. Except where the law otherwise provides, white signals should be used for other purposes.

SUPERIORITY OF TRAINS.

71. A train is superior to another train by right, class or direction.

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

Right is superior to class or direction.

Direction is superior as between trains of the same class.

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Trains in the direction specified by the time-table are superior to trains of the same class in the opposite direction.

72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS.

82. Time-table schedules are in effect until twelve hours after their leaving time at each station.

Where only leaving time is given, regular trains lose their schedule and their train orders become void when they are twelve hours behind such time at any station; where arriving and leaving time are given, they lose their schedule and their train orders become void when they are twelve hours behind their arriving time if at that time they have failed to arrive; and they can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station on any division, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

Conductors and enginemen must consult train registers. A train must not leave its initial station on any division without a Clearance Card, Form A.

84. A train must not start until the proper signal is given.

A freight train must not go through a station without its engineman receiving a "proceed" signal from the

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rear end, except when weather conditions prevent such signal from being seen.

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it may proceed on its own schedule, except that a train scheduled to be passed by another of the same class, must not go beyond the passing point in advance of the train which is to pass it, unless directed by train order to do so.

Trains of one schedule may pass trains of another schedule of the same class, and extras may pass extras.

86. A train failing to clear the main track by the time required by rule or order, must be protected as prescribed by Rule 99.

87. Inferior trains must keep out of the way of superior trains in the opposite direction, clearing their time as required by rule, and in meeting them must, when practicable, pull into the siding at the nearest end. If necessary to pass this point to pull in or to back in, the train must first be protected, as prescribed by Rule 99, unless otherwise provided.

At meeting points between extra trains, the extra in the inferior time-table direction must take siding in the same manner, unless otherwise provided.

Inferior trains must clear the time of superior trains in the same direction at least five minutes, and as prescribed by Rule 91.

Extra trains must clear the time of regular trains at least five minutes, and as prescribed by Rule 91.

A train must not leave a station expecting to meet or be passed at the next station by a superior train, unless it has ample time to reach such station and clear the main track by the time required by the rules.

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88. At schedule meeting points between trains of the same class, the inferior train must clear the main track before the leaving time of the superior train.

At schedule meeting points between trains of the same class, the superior train must wait five minutes beyond its time-table leaving time for the inferior train, but no part of this five minutes must be used by the inferior train.

In all other cases the inferior train must clear the time-table or train-order "wait" or "run-late" time of the superior train of the same class at least five minutes.

89. At meeting points between trains of different classes, the inferior train must clear the main track at least five minutes before the leaving time of the superior train.

90. Trains must stop clear of the switch used by the train to be met in going on the siding.

Until all overdue trains of the same class have been met, the superior train must approach all stations under control, except where there is an unobstructed view from both directions and the track is seen to be clear.

When trains run in company, all stations must be approached carefully and a proper lookout kept for the train ahead, but this in no way relieves the preceding train from protecting as the circumstances may require.

91. Passenger trains in the same direction must keep at least ten minutes apart, and no train may precede or follow such trains closer than ten minutes, unless some form of block signal is used.

All other trains must keep at least five minutes apart, except in closing up at stations, unless some form of block signal is used.

91 (a). Where the block system is not in effect, operators will keep trains the required distance apart by

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displaying the train order signal at stop after the rear of a train has reached a point three hundred feet beyond such signal.

92. A train must not arrive at a station in advance of its schedule arriving time, except to properly clear at schedule meeting and passing points.

A first class train must not arrive at a station where only leaving time is shown more than five minutes in advance of such time.

A train must not leave a station in advance of its schedule leaving time.

93. Certain yards will be indicated by yard or station limit signs. Within such limits the main track may be used, protecting against first and second class trains. Third class and extra trains must move on the main track under such control that they can stop within the range of their vision.

94. A train which overtakes another train so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the identity and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the train dispatcher. The disabled train will assume the identity and take the train orders of the last train with which it has exchanged, and will when able proceed to and report from the next open telegraph office.

95. A train must not display signals for a following section unless directed by train order to do so, except that at certain stations designated on the time-table operators may, over the initials of the Superintendent, authorize trains to run in sections. Such instructions shall be written in manifold on white paper and must be

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signed by the conductor, who will deliver a copy to each of his enginemen.

Each section of a schedule has equal time-table authority.

96. When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange in writing with the operator, or if there be no operator, with the switchtender, or, in the absence of both, with a flagman left there for the purpose, to notify all opposing trains that the section for which the signals were displayed has not arrived.

The employe thus arranged with must at once display stop signal and allow no opposing train to pass without the required notice until the section for which signals were displayed has arrived.

When practicable, train dispatchers should advise opposing interested trains before they reach the station where signals were taken down.

97. On double track, keep to the right. Work extras must move with the current of traffic, and under protecting orders will protect only against trains moving with the current of traffic, unless train orders otherwise direct.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

99. When a train stops or is delayed, under circumstances in which it may be struck, the flagman must go back immediately with stop signals a sufficient distance to insure full protection, at which point he must place

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two torpedoes on the rail, two rail lengths apart, as a caution signal. He may then return to such distance from his train as will admit of a stop signal being given to an approaching train by hand or torpedo in time to prevent accident, where he will place one torpedo on the rail. When recalled, he may return to his train, first removing the single torpedo.

If, while returning to his train, flagman should hear or see a train approaching, he must go back and make every effort to stop it in time to prevent accident.

Should a train be seen approaching before flagman has been able to get back the required distance, he must place one torpedo on the rail if engineman fails to acknowledge his other stop signals before reaching him.

When a train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

The front of a train must be protected in the same way by the front brakeman. If the front brakeman is unable to go, the fireman must go.

99 (a). On double track, when a train crosses over to, or obstructs the other track, unless otherwise provided, it must first be protected, as prescribed by Rule 99, in both directions on that track.

100. When the flagman goes back to protect the rear of the train, the conductor must, in the case of passenger trains, and the next brakeman or the conductor, in the case of other trains, take his place on the train.

101. If a train parts, care must be taken to prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

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102. Special instructions may be issued by proper authority, and must be observed whether in conflict with the book of rules or not. Should a bulletin notice be issued conflicting with either the book of rules or special instructions, such bulletin will govern.

Bulletins will be posted from time to time in books provided for that purpose at designated points. Conductors and enginemen must examine all bulletins before starting on each trip and acknowledge notice by signing their names in the place provided therefor.

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by their trains, except where switchtenders are stationed.

A switch must not be left open for a following train unless a trainman of such train is near the switch and has taken charge of it.

Unless there be ample time to do so without risk of accident, do not attempt to throw switch until the train has stopped. Do not remain within twenty feet of the switch stand while a train is passing over the switch. After locking a switch jerk the chain, to insure that the switch is locked; and see that points are up.

104 (a). When a train backs in on a siding to be met or passed by another train, the engineman, when engine is in to clear, must see that the switch is set for the main track. Enginemen must know that derails and other switches are properly set before passing over them.

105. Conductor has charge of train and of all persons employed thereon, except when his instructions conflict

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with the rules or involve risk, in either of which case the engineman will be held alike responsible.

Under conditions not provided for by the rules, every precaution must be taken to insure protection to life and property.

106. Run no risks; in case of doubt take the safe side.

MOVEMENT BY TRAIN ORDERS.

201. For movements not provided for by time-table, train orders will be issued by authority and over the initials of the Superintendent. They must contain neither information nor instructions not essential to such movements; must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

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

203. Train orders will be numbered consecutively each day, beginning with No. 1 at midnight.

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 person addressed must be supplied by the operator.

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

205. Each train order must be written in full in a book provided for the purpose at the office of the train dispatcher; and with it recorded the names of those who have signed for the order; the time and the signals which

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show when and from what offices the order was repeated; the responses transmitted; and the train dispatcher's initials. These records must be made at once, and never from memory or memoranda.

206. Regular trains will be designated in train orders by their numbers, as "No 10," or "Second No 10," adding engine numbers when practicable and necessary, to further identify trains. Extra trains will be designated by engine numbers, and the direction as "Extra 20, 'North' or 'South.'" Other numbers and time will be stated as illustrated by the train order examples.

NOTE.—Typewriters may be used for copying train orders if type similar to standard large Roman is used. Orders should be punctuated as transmitted by the train dispatcher, and indicated by the examples. Only the copy retained by operator may be underscored. Figures must stand out boldly and not be run together or surrounded by circles.

207. To transmit a train order, the signal "31" or "19" must be given to each office addressed, the number of copies being stated, if more or less than three—thus, "31 copy 5," or "19 copy 2."

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

The several addresses must be in the order of superiority of trains and when practicable must include the operator at the meeting or waiting point, each office taking its proper address.

When not sent simultaneously to all, the order must be sent first to the superior train.

Copies of the order addressed to the operator at the meeting or waiting point must be delivered to all trains affected until all have arrived from one direction, when,

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if not also addressed to trains in the opposite direction, or there are no other orders in effect at that station, the train order signal must be changed to "proceed."

209. Operators receiving train orders must write them in manifold during transmission, and if they cannot at one writing make the requisite number of copies, must trace others from one of the copies first made. Additional orders made by tracing must be compared with a copy which was transmitted by the train dispatcher.

If the typewriter is used for copying train orders, when additional copies are made, the order must be repeated from such copies to the train dispatcher and "complete" given in the usual manner.

210. When a "31" train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must read it aloud to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete," and the time, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman will be delivered to him personally by conductor or brakeman.

211. When a "19" train order has been transmitted, operators must (unless otherwise directed) repeat it at

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once from the manifold copy in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature. But when delivery to engine-man will take the operator from the immediate vicinity of his office, the engineman's copy will be delivered by conductor or brakeman.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order.

NOTE.—The "19" form of train order must not be used to restrict a superior train for an inferior train in the opposite direction, unless sent to the operator at the meeting or waiting point and issued for the superior train before it reaches such station.

211 (a). Operators must furnish conductors and enginemen a Clearance Card, Form A, with all train orders.

On passenger trains, conductors must show all train orders to flagmen, and enginemen must show to firemen. On other trains, conductors must show to rear brakemen, and enginemen must show to firemen and front brakemen.

Each engineman must receive copies of all train orders, but only the leading engine of a train need be referred to in train orders.

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the

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operator responding: "X; ——— (Number of Train Order) ——— to — (Train Number) —," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

215. The operator who receives and delivers a train order must preserve a copy.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other offices.

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to

"C. and E. ——— (at ———), care of ———,"

and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used, "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signa-

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tures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the train dispatcher.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent, in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signatures of the conductor and engineman of the superior train have been sent to the train dispatcher.

218. When a train is named in a train order by its schedule number alone, all sections of that schedule are included, and each must have copies delivered to it. Sections should be specified when practicable.

When sections are not specified, operators who are to deliver orders to them must be advised as to the number running on the schedule.

219. Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train which has been cleared or of which the engine has passed his train-order signal, until he has secured the signatures of the conductor and engineman to the order.

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.

Orders, or any part of an order, held by, issued for, or relating to a regular train, become void when such train loses its schedule as prescribed by Rules 4 and 82, or is annulled.

221. A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be

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stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the address of an order he must immediately display the "stop signal," and before repeating or "X-ing" the order must reply "stop displayed", adding the direction; and until the order has been delivered, annulled or becomes void, the signal must not be restored to "proceed." While "stop" is indicated, trains must not proceed without a Clearance Card, Form A.

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the Superintendent from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when parallel with the post.

222. Operators will promptly record and report to the train dispatcher the time of arrival and departure of trains, and the direction of extra trains.

At points where train registers are provided, the signals registered by sections must be reported.

223. The following signs and abbreviations may be used:

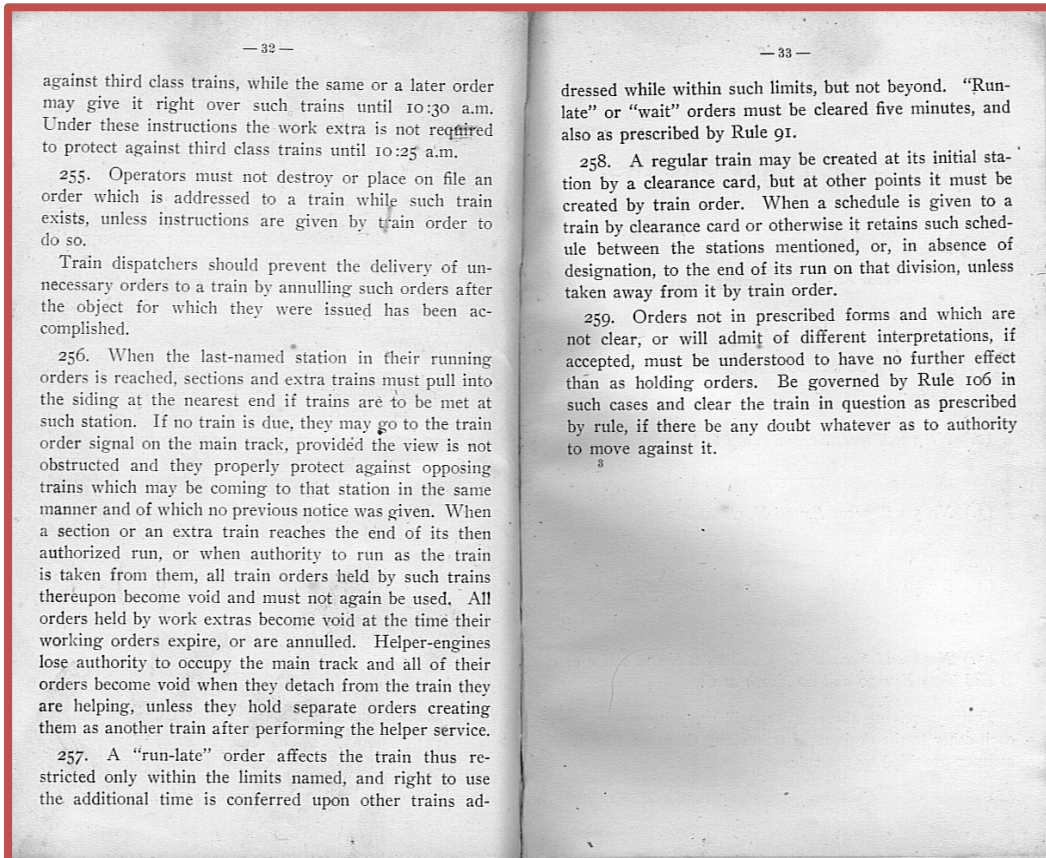
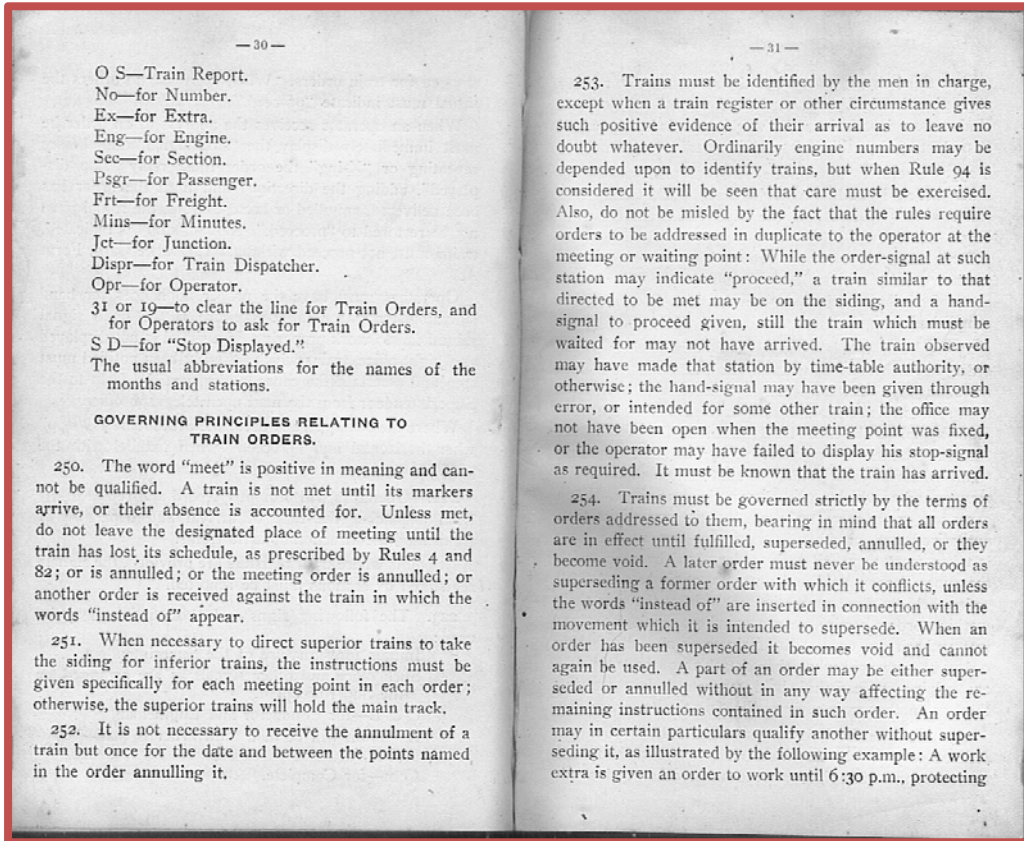
Initials for signature of the Superintendent.

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

C & E—for Conductor and Engineman.

X—Train will be held until order is made "complete."

Com—for Complete.



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FORMS OF TRAIN ORDERS.

Form A. Fixing Meeting Points.

EXAMPLES.

(1.) *No 1 Eng 20 will meet No 2 Eng 30 at B.*

(2.) *No 3 will meet Second No 4 at B.*

(3.) *No 5 will meet Ex 40 North at B.*

(4.) *Ex 50 South will meet Ex 60 North at B.*

(5.) *No 1 and Second No 3 will meet Nos 2 and 4 at B and Two Exs 70 and 80 North at C.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the rules.

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Form B. Directing a Train to Pass or Run Ahead of Another Train.

EXAMPLES.

(1.) *No 1 will pass No 3 at B.*

(2.) *No 6 will pass No 4 when overtaken.*

(3.) *Ex 20 South will run ahead of No 5 B to E.*

(4.) *No 15 will run ahead of No 1 from B until overtaken.*

(5.) *No 15 will run ahead of No 1 A to Z unless overtaken.*

When, under Example 1, a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under Examples 2, 4 and 5, both trains will run according to rule until the train in advance is overtaken at some siding and there arrange for the following train to pass promptly.

Under orders similar to Example 3, the second-named train must consider the character of the train first named and lookout for it, especially on heavy ascending grades or where the view is obstructed, but this in no way relieves the first-named train from properly protecting.

When an inferior train receives an order to pass a superior train, right is thereby conferred to run ahead of it.

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Form C. Giving Right to a Train Over Another Train.

EXAMPLES.

(1.) *No 2 has right over No 1 H to D.*

(2.) *Ex 20 North has right over No 3 H to D.*

(3.) *Ex 30 South has right over all trains A to Z.*

This form of order makes the train over which right is given inferior to the train which is given right over it, between the points named, and it must not enter the designated limits without further orders over the train thus made superior, unless its time can be cleared at least five minutes.

If the trains meet at the first or last named points, the train which is inferior by rule must take siding. Between the designated points, the train over which right is given must take siding, unless otherwise instructed by order.

If the trains meet within the limits named, the train over which right is given must identify itself to the other train.

Form E. Time Orders.

EXAMPLES.

(1.) *No 1 will run twenty 20 mins late A to E.*

(2.) *No 1 will run one 1 hour and twenty 20 mins late D to E one 1 hour and fifteen 15 mins late E to H etc.*

Examples 1 and 2 make the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and any other train receiving the

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order is required to run with respect to this later time, as before required to run with respect to the regular schedule time.

(3.) *No 1 will wait at E until ten five 10 05 a m for No 2.*

Under Example 3, the train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to clear the time specified, at the designated point, or any intermediate station where schedule time is earlier than that named in the order, at least five minutes.

(4.) *No 1 will wait at E until ten fifteen 10 15 a m.*

Under Example 4, the train named must not pass the designated point before the time given. Any opposing train receiving the order is required to clear the time specified, at the designated point, or any intermediate station where schedule time is earlier than that named in the order, at least five minutes.

(5.) *No 1 will run on the following late schedule:*
Leave A eleven thirty 11 30 p m
" B twelve twenty five 12 25 a m
" C one forty seven 1 47 a m
Arrive D two twenty five 2 25 a m

Example 5 makes the schedule time of the train named, between the stations mentioned, as shown in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The train named loses its schedule when twelve hours behind timetable schedule time, as prescribed by Rule 82.

Form G. Extra Trains.

EXAMPLES.

- (1.) *C & E Eng 20 A.*
Eng 20 will run extra A to E.
- (2.) *Eng 30 will run extra A to E and return.*
- (3.) *Eng 40 will run extra A to E and return to B.*
- (4.) *Eng 50 has until nine fifty 9 50 a m to run extra D to E.*

Under Examples 2 and 3, the extra should go to E before returning, but, when necessary, the return portion of the order may be used without doing so. Whether the extra runs to E or not, all of its orders become void upon its return to the point to which it is directed to return.

When practicable, extra trains should be given running orders to their destination.

Form H. Work Extras.

EXAMPLES.

- (1.) *C & E Eng 20 A.*
Eng 20 will work extra six thirty 6 30 a m until six thirty 6 30 p m between A and B.
- Under Example 1, the work extra is not required to protect against extra trains. The time of regular trains must be cleared as prescribed by the rules.

A work extra may be directed to clear the track for, or protect itself after a certain hour against a designated extra by adding to Example 1 the following words:

- (2.) *and will keep clear of (or, protect against) Ex 30 South between A and B after two ten 2 10 p m.*

Under Example 2, extra 30 south must not enter the working limits until 2 10 p. m., and then run expecting to find the work extra clear of the main track (or protecting itself) as the order may require.

When the movement of an extra over working limits cannot be anticipated by these or other orders to the work extra, an order must be given such extra to protect itself against the work extra in the following form:

- (3.) *Ex 30 South will protect against Work Ex 20 between A and B.*

Under Example 3, extra 30 south must protect against the work extra as prescribed by Rule 99. This may be added to their order to run extra.

When it is desirable that a work extra shall at all times protect itself against extra trains while on working limits, it may be done by adding to Example 1 the following words:

- (4.) *protecting against extras. (or, protecting against Southbound extras.)*

A work extra receiving this order must, whether standing or moving, protect itself within the working limits, as prescribed by Rule 99, in one or both directions, as the order requires.

Form L. Annuling an Order.

EXAMPLES.

- Order No 10 is annulled.*
- If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:
- Annulled by Order No —.*
- An order which has been annulled must not be re-issued under its original number.

Form M. Annuling Part of an Order.

EXAMPLES.

That part of Order No 10 reading No 1 will meet No 2 at B is annulled.

Form P. Superseding an Order or a Part of an Order.

This is done by adding to prescribed forms the words "instead of _____."

EXAMPLES.

- (1.) *No 1 will meet No 2 at B instead of E.*
- (2.) *No 2 has right over No 1 Z to A instead of to E. (or, instead of meeting at E.)*
- (3.) *No 1 will display signals for Eng 30 A to Z instead of to E.*
- (4.) *Eng 40 instead of Eng 50 will display signals and run as First No 1 E to Z.*

An order which has been superseded must not be re-issued under its original number.

Nashville, Chattanooga & St. Louis Railway.

Clearance Card. Form A.

Station _____ Paris _____ Date June 15, 1906, Time 8:30 P. M.

To Conductor and Engineman Train No 108

I have.....(No).....(3).....orders for your train.

On account of a preceding train do not leave this station until 8:40 P. M.

Operator _____

Clearance Cards, properly filled out, must be delivered with all train orders, and also as prescribed by Rules 83 and 84. Conductors and enginemen must each have a copy and see that their train is correctly designated. Also see that the total number of orders received corresponds with the number inserted above. The blank space provided for the initials of the Station Clerk to a train for which there are no orders, operator will write "No" in the blank space provided.

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NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY.

Train Order No. 120 June 15 1906

To **C. & E.** No 1 & Ex 150 South

At Tullahoma Station. ABC Opr.; 1 05 P. M.

No 1 Eng 281 and Ex 150 South will meet No 18 Eng 200 at Estill Springs.
No 1 will run one 1 hour and five 5 mins late Tullahoma to Stevenson.

XYZ Superintendent.

Conductor and Engineman must each have a copy of this order.

Repeated at 1 10 P. M.

Conductor	Train	Made	At	Operator
Smith	No 1	Com	1 15 pm	Black
White	Ex 150	Com	1 25 pm	Black

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NASHVILLE, CHATTANOOGA AND ST. LOUIS RAILWAY.

Train Order No. 15 June 15 1906

To **C. & E.**

Opr

At Marietta Station. Opr; M.

Ex 155 South will meet Ex 160 North at Marietta.

(NOTE.—When train dispatcher does not direct the "X" response to be given, operator will not write it on the order.)

XYZ Superintendent.

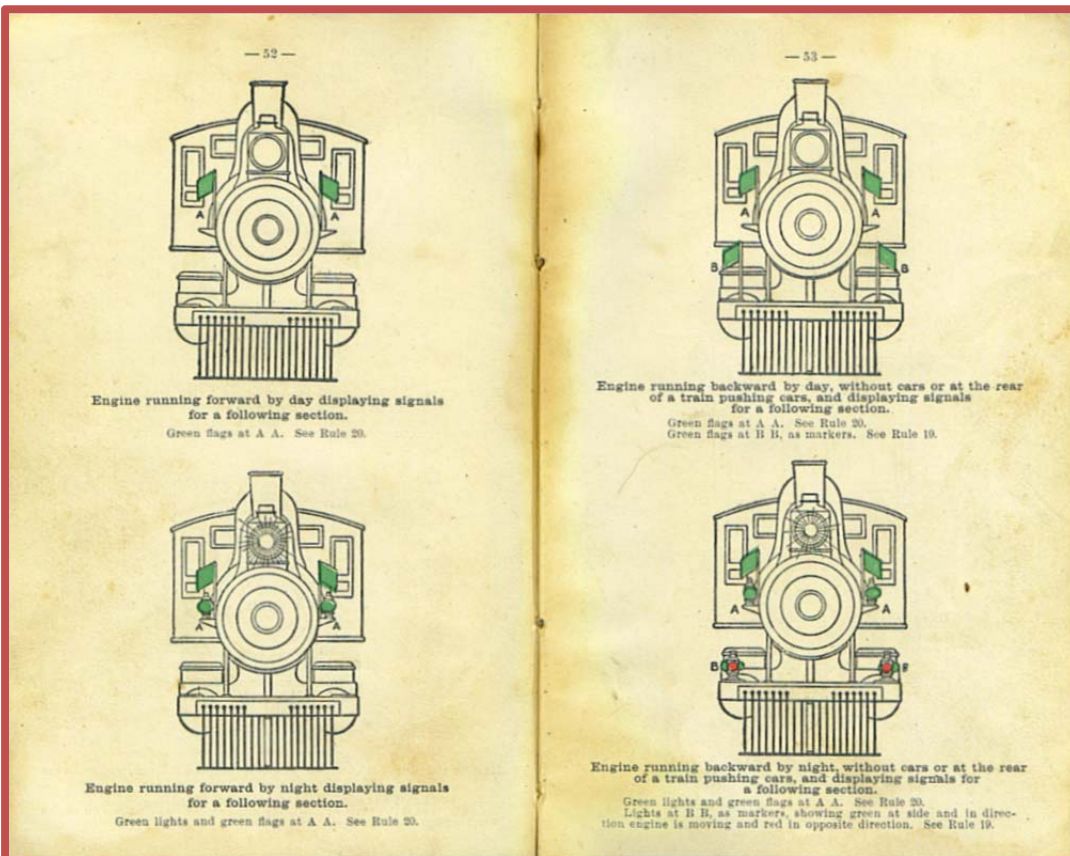
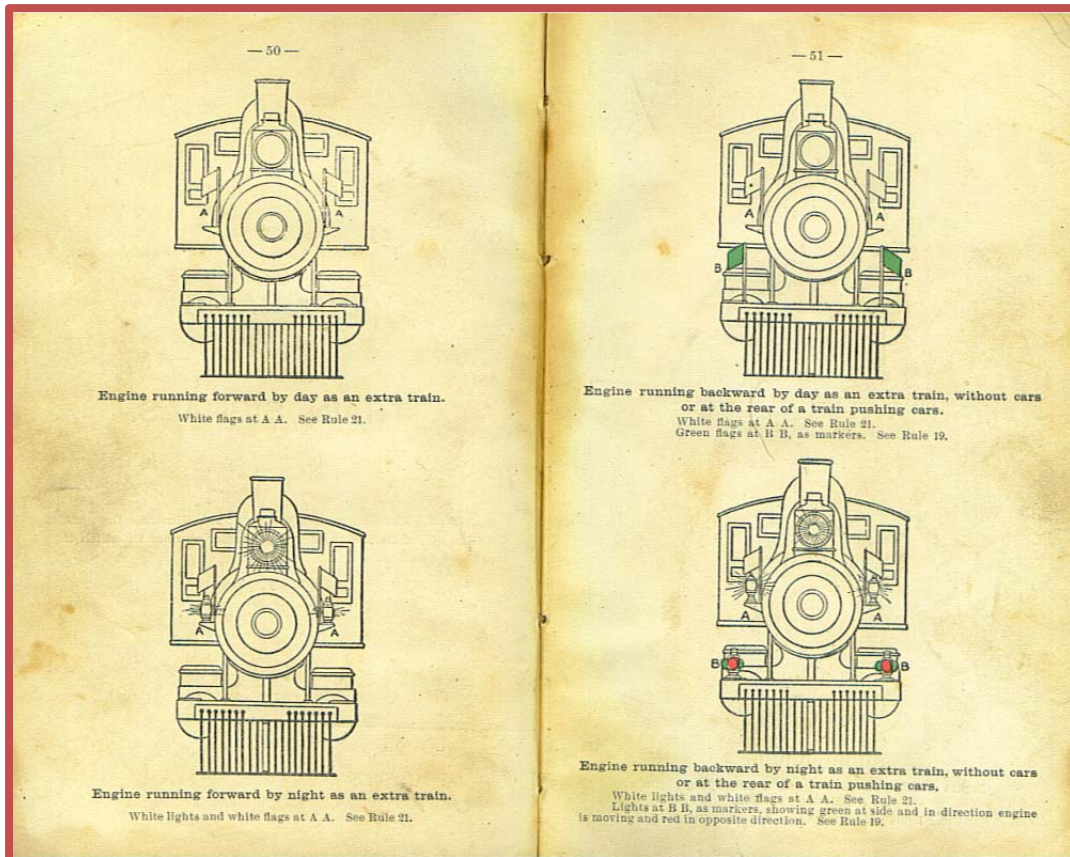
Conductor and Engineman must each have a copy of this order.

Made Com Time 1 05 A.M. Brown Operator.

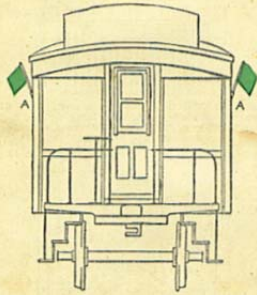
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DIAGRAMS OF TRAIN SIGNALS.

NOTE.—The diagrams are intended to illustrate the general location of the train signals, not the exact manner in which they are to be attached.

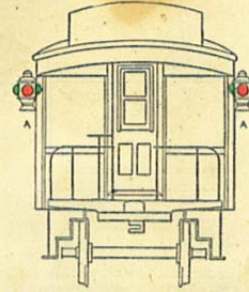


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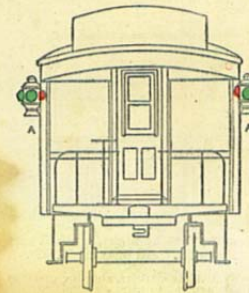


Rear of train by day.
Green flags at A A, as markers. See Rule 19.

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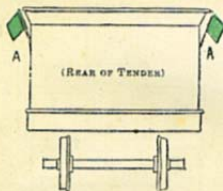


Rear of train by night, except while on siding to be passed.
Lights at A A, as markers, showing green toward engine and side and red to rear. See Rule 19.

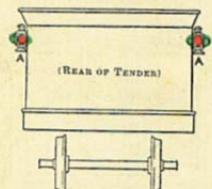


Rear of train by night when on siding to be passed by another train.
Lights at A A, as markers, showing green toward engine, side and to rear. See Rule 19.

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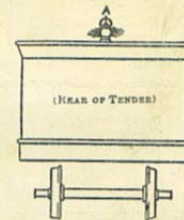


Engine running forward by day, without cars or at the rear of a train pushing cars.
Green flags at A A, as markers. See Rule 19.

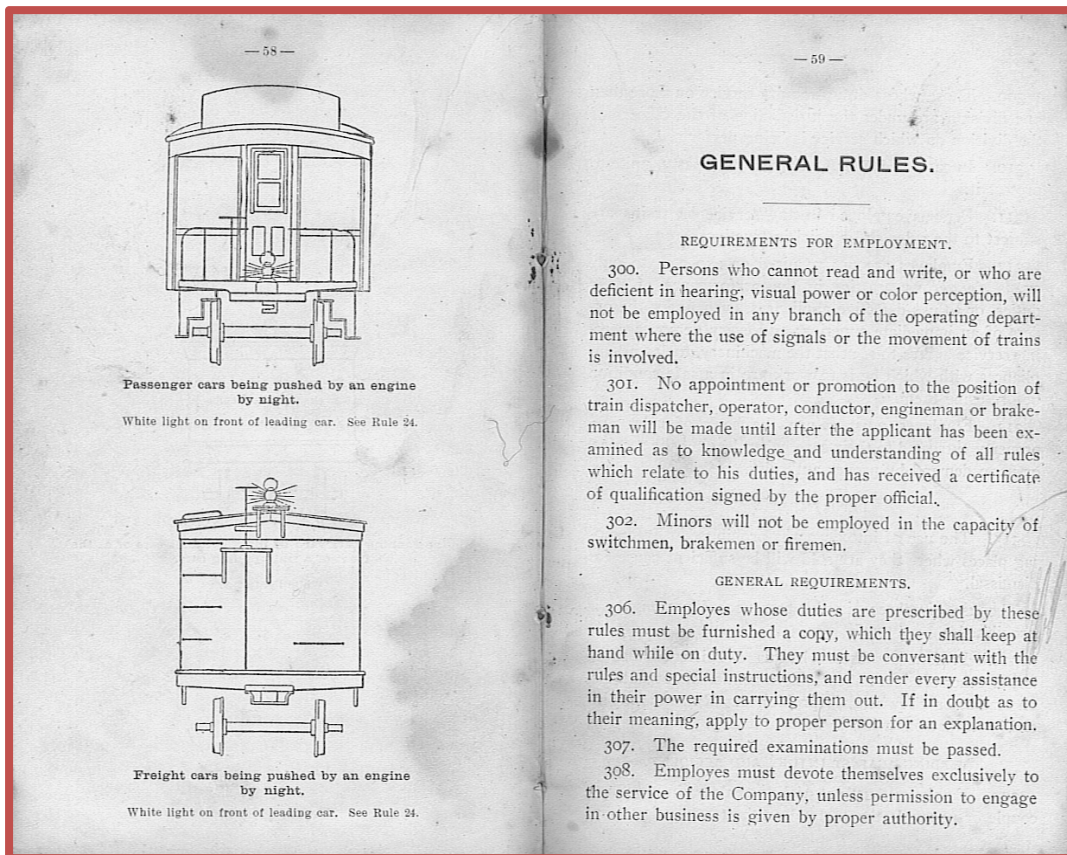


Engine running forward by night, without cars or at the rear of a train pushing cars.
Lights at A A, as markers, showing green to the front and side and red to rear. See Rule 19.

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Engine running backward by night, without cars or at the front of a train pulling cars.
White light at A.



GENERAL RULES.

REQUIREMENTS FOR EMPLOYMENT.

300. Persons who cannot read and write, or who are deficient in hearing, visual power or color perception, will not be employed in any branch of the operating department where the use of signals or the movement of trains is involved.

301. No appointment or promotion to the position of train dispatcher, operator, conductor, engineman or brakeman will be made until after the applicant has been examined as to knowledge and understanding of all rules which relate to his duties, and has received a certificate of qualification signed by the proper official.

302. Minors will not be employed in the capacity of switchmen, brakemen or firemen.

GENERAL REQUIREMENTS.

306. Employes whose duties are prescribed by these rules must be furnished a copy, which they shall keep at hand while on duty. They must be conversant with the rules and special instructions, and render every assistance in their power in carrying them out. If in doubt as to their meaning, apply to proper person for an explanation.

307. The required examinations must be passed.

308. Employes must devote themselves exclusively to the service of the Company, unless permission to engage in other business is given by proper authority.

309. Those whose duties require service on more than one division are under the jurisdiction of the officers of the division on which service is being performed.

310. In case of danger to Company property, unite to protect it.

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

312. Employes are not required or expected to pursue a dangerous practice in the performance of their duties, or to use defective appliances, even under the orders of an immediate superior; and every person accepting service agrees to see that the machinery, tools and appliances with which he is to work are in a safe condition before using them.

313. Employes must return the book of rules and property entrusted to their care, when leaving the service, or upon demand by proper authority.

DEPORTMENT.

315. The use of intoxicants is prohibited. Frequenting places where they are sold will be sufficient cause for dismissal.

The use of tobacco in the presence of passengers is prohibited.

316. Profane or obscene language, boisterous behavior, or other conduct unbecoming a gentleman, at stations, on trains, or elsewhere, is prohibited. Rudeness or incivility to patrons will not be tolerated.

GUARDING AGAINST INJURY AND ACCIDENT.

320. Employes must not go between cars in motion to couple or uncouple them, stand on the track and attempt

to get on cars or engines approaching, or follow other dangerous practices.

321. Employes must inform themselves respecting the location of tunnels, bridges, buildings, stock yards, switches, overhead wires or other obstructions or structures along the line which will not clear them when on the top or sides of cars. They are cautioned against standing on cars while passing under bridges.

322. Do not rely upon others to give notice of the approach of an engine or train, or remain near the track while trains are passing, as coal, stone, timber, car doors or other articles are liable to fall from the train. On double track, stand outside and clear of both tracks.

323. Trains must be under control while passing a train which is receiving or discharging passengers, and if necessary to pass between it and the platform, must run carefully and lookout for persons on the track. Employes must endeavor to keep persons off the track.

324. Before disturbing cars which are being loaded or unloaded, persons in or about them must be notified. Those not taken must be returned to their original location.

325. When there is reason to believe that the safety of the track or any structure is endangered by flood, fire, or other causes, make a personal inspection and avoid risk that might result in injury to persons or damage to property.

326. Watch trains closely, and if anything dangerous is noted, such as brake rod or brake beam dragging, or if trains are running too closely together, in violation of Rule 91, call attention to the fact. Train and engine

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crews should observe trackmen, bridgemen, and other employes, and lookout for signals from them.

ACCIDENTS AND REPORTS.

330. In case of an accident or other obstruction, the employe upon whom responsibility most naturally falls will assume control and he may call on other employes for assistance. See that property or freight exposed to theft, or loss from other causes, is promptly protected.

331. Accidents, delays, failure of water supply, or defective track or bridges, must be reported to Superintendent by wire, also a written report made at end of trip.

Fires, rapidly rising or swollen streams, heavy rain, or slides, liable to cause accident or obstruction, must be reported to Superintendent by wire and, when practicable and necessary, to the nearest section or bridge foreman. The person making the report must also take the necessary steps to fully protect trains, keeping in mind that, in case of wire failure, the Superintendent cannot do so.

332. In reporting accidents or unusual occurrences, the situation must be fully stated so that a clear understanding may be had.

OBSTRUCTING MAIN AND PASSING TRACKS, AND LEAVING CARS.

335. Cars must not be left on the main track unless protected

Cars or engines must not be allowed to stand within the boundaries of a street crossing or public highway.

There should be sufficient clearance between cars left on side tracks, and tracks adjoining, to prevent injury to persons who may be on the sides of cars.

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When cars are left, air brakes must be released and hand brakes applied. When practicable, such cars must be coupled to other cars on the siding and, if on a heavy grade, the wheels must be blocked.

Cars must not be left on a passing track without permission from the train dispatcher.

336. Before switching cars to a coal chute which has an incline track, the brakes must be tested. Cars left at such coal chutes, or on the incline, must have hand brakes tightly set and wheels blocked.

337. Trains must be opened to clear the whole width of public crossings while standing at stations, and in no case may a crossing be blocked longer than five minutes. Before a movement is made to recouple, one of the crew must take position at each crossing to give signal and to prevent accident.

While passenger trains are at stations, other trains must avoid blocking the passageway to them.

PROTECTING AT JUNCTIONS AND RAILROAD CROSSINGS.

340. Branch crews must properly protect against main line trains while doing work at junction stations.

Trains running from main line to a branch must clear the main line as quickly as possible. In the opposite direction, when practicable, main line must not be occupied until ready to leave.

341. At railroad crossings at grade, unprotected by interlocking, trains must stop, and if view is obstructed one of the crew must go to the crossing and give signal when safe to proceed.

Cars or engines must not be allowed to stand on railroad crossings.

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342. Should the tracks of another company be obstructed at a railroad crossing, or by accident elsewhere, immediately protect trains on such tracks in both directions.

INSPECTION AND ROUGH HANDLING.

345. Where there are no car inspectors, trainmen must inspect all cars offered and be sure of their safe condition before moving them. During the trip, running gear and brake and draft rigging should be inspected as often as practicable. Journals showing a tendency to heat must receive immediate attention.

346. Rough handling must be avoided, especially with passenger trains. By night, conversation about passenger trains must be in as low tone as practicable. While passing through sleepers, move quietly and cover lanterns.

347. When an engine is coupled to a train, coupling should be tested by slacking the engine ahead.

TESTING BRAKES.

348. At terminals, or before starting on any trip, brakes must be tested by applying and releasing from engine, and engineman notified as to the total number cut in, also number of loads and empties in train.

349. Engineman will make a running test of brakes as soon as practicable after starting on trip, or when engine or cars have been detached or attached, or hose couplings separated.

350. When two or more engines are coupled to the front of a train, engineman of the leading engine will control the brake, and others must cut out.

351. If a helping engine is attached to the front of train during the trip, the terminal test must be made.

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352. Air brakes must be used when handling equipment occupied by passengers, or when attaching to, or detaching empty cars from, trains occupied by passengers.

353. Air and steam hose must be parted by hand.

HAULING DEAD ENGINES, PILE DRIVERS, ETC.

355. To avoid damage to track and bridges, care must be exercised in the movement of engines not having main or side rods in place. They must not be moved in fast freights, and under no circumstances may a speed of 20 miles an hour be exceeded. They shall be in charge of a competent man, who must frequently advise the conductor as to their condition. When practicable, side rods must be up.

356. Steam shovels, derricks, pile drivers, gun truck cars, twin loads, and cars upon which are loaded heavy or long girders, or other similar freight, must be moved at a speed that is safe.

RUNNING SWITCHES.

358. As far as practicable, running switches must not be made. When it is done, switch and hand brakes should be tested to see that they are working properly. Cars should be given sufficient start to run them in to clear, care being taken that speed is not such as will prevent them from being stopped before striking other cars. Do not attempt to throw switch unless there is ample space between the two cuts to admit of its being done safely. Be on the alert so that if switch is not thrown the two cuts will not collide.

EXPLOSIVES AND FIRE.

360. Cars carded as containing explosives must not be hauled in trains carrying passengers. When practicable,

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they must be placed fifteen cars from engine and ten cars from caboose; must be loaded in an air-brake box car of not less than 60,000 pounds capacity and placed between other air-brake box cars. Not more than three cars of explosives may be moved in one train, and they must be at least five cars apart. They must be inspected frequently for hot boxes and to see that explosive cards are intact. Should a card become detached, conductor must notify agent or yard master, who will replace it.

Explosive cards must be removed from cars after they are made empty at destination.

361. Cars loaded with oil, cotton, hay, straw, or other inflammable material (and when practicable stock cars bedded with straw) should be placed ten cars from the engine, as a protection against fire.

362. Precaution must be taken to prevent loss by fire. Rubbish, oily waste, rags, straw or waste paper must not be allowed to accumulate in or about cars, offices, depots or other property of the Company. Matches, waste and oil must be kept separate. Chimneys, stovepipe and stoves should be examined frequently; and stovepipe must be secured by wire. Papers or other inflammable articles must not be placed behind switchboards or wires.

Fires on or near wooden structures must be immediately extinguished.

CHANGING OFF.

365. When conductors or enginemen change off before completing their trip, they must exchange any train orders or instructions they may have, and each must know that his train orders or instructions are perfectly understood by the other. The conductor or engineman changing must compare the train orders or instructions

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he receives with those in the hands of the conductor or engineman of the train to which he exchanges, before proceeding.

SLOW SPEED.

370. In requesting slow orders, name a speed that is safe, and instructions will be issued accordingly. Speed indicated must not be exceeded.

371. When signals are displayed to warn enginemen of unsafe track or bridges, a white signal should be placed on the engineman's side of the track at the point where usual speed may be resumed.

POSITION OF FLAGMAN AND LOCKING PASSENGER CARS.

375. A flagman must be stationed on the rear car of trains while in motion, except that passenger flagmen may ride in the coach next ahead of sleepers or private cars when their other duties require it.

376. The doors of coaches and sleepers must not be locked while train is in motion.

TRAIN ORDER SIGNALS.

377. When a train order is placed at a station where the order signal is located at or outside of the switch which is used by inferior trains in going on the siding, restricting a superior train for an inferior train in the opposite direction, train dispatcher will use the form "No. — gets this order and will meet No. — at —." The inferior train shall then take into consideration the place where the superior train is likely to stop, and will govern its movements accordingly. When possible, the order must be sent to the superior train before reaching such station.

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378. As the lights in train order signals are not required to be kept displayed at day offices after operators are excused for the night, care is enjoined upon all to prevent accident when an order is sent to a superior train at such stations between the hours of seven p.m. and seven a.m. Train and engine crews must observe order signals at all times and respect the stop indication, even though the light may have failed. As far as practicable, train dispatchers should avoid restricting trains at such points during the night, and must advise with and know that newly employed operators understand the danger of depending entirely upon the order signal. Operators must carefully watch the light and, in addition, when necessary, use other stop signals. When torpedoes are used, they should be placed far enough from the order signal to insure stopping the train in time, but not where persons about the station might be injured by them.

MISCELLANEOUS.

379. Where helper service is maintained, passenger equipment and boarding cars must not be pushed.

380. Time must not be returned on the pay-rolls, except for work actually performed by the person whose name appears thereon.

381. Turn tables must be kept locked when not in actual use, except at busy terminals.

382. Logs, lumber, wood, etc., must clear the nearest rail at least seven feet. The location of warehouses or other structures will be fixed by the Superintendent, but shall not be less than seven feet from the nearest rail of main or passing tracks, or the lead of any track.

383. The use of patented devices is forbidden, except by authority of General Manager.

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384. Persons suspended or dismissed from one department or division must not be employed in another, without the consent of the head of the department or division from which suspended or dismissed.

385. Employes must provide themselves with the current time-table and destroy old one after the new has taken effect.

386. Derail switches must be locked to derail, whether there are cars on the track which they protect or not.

387. Conductors must send all train orders to Train Rule Examiner, Nashville, weekly.

388. If a switch is found to have a defective lock, it must be properly secured, and report made at once to Superintendent.

389. Employes must keep the premises subject to their control in a neat and orderly condition, and will be held responsible for the prudent and economical use of supplies, tools and material.

390. Reckless running, or racing with the trains of other companies, is forbidden. Run steadily and uniformly, adhering as closely to time as due regard for safety permits.

Run slowly down mountain grades, keeping train under control.

391. Pile drivers, derricks and wrecking outfits must be handled in such manner as not to tangle, break, or in any way interfere with the proper working of telegraph wires. Guy ropes must clear the top of rails at least twenty-three feet, when rope is slack.

392. The signals prescribed by Rules 19, 20 and 21 must not be removed going into terminals, or at end of

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run, until the train has been delivered to the connecting division, or is clear of main track.

393. At meeting points, if the superior train arrives first and holds the main track, it shall, if practicable and if near it, open the switch for the inferior train to pull into siding; but this in no way relieves the inferior train from approaching under such control that it can stop at the initial switch.

394. Send telegrams only when the mail cannot be made to serve. Word them briefly and politely and avoid embarrassment to the recipient.

395. Employes are forbidden to offer presents to their superiors either directly or indirectly. Acceptance of gratuities or rewards from patrons is prohibited.

396. Sealing irons, switch and car keys must be kept in secure places and their use by unauthorized persons prevented.

397. Employes must not make an assignment of their wages, or subject the Company to service of garnishment.

Should the wages of an employe be attached or garnished he shall be notified, and if he fails to properly adjust the matter with his creditors he will be taken out of service.

398. No one may dispose of Company property or contract any bill or obligation for its account, except by proper authority.

399. When both conductor and engineman of a train are unacquainted with the road, two pilots must be furnished, one of them preferably an engineman.

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PASSENGER SERVICE.

400. While on duty, wear the prescribed badge and uniform and be neat in appearance.

401. Before leaving initial station, conductor must know that train is properly made up and signals are correctly displayed.

Careful attention must be given to the heating, lighting and ventilation of cars and the supply of fuel, ice and water.

402. No one must be allowed to occupy more than a single seat to the exclusion of other passengers. When there are not seats in coaches and there are vacant seats in parlor or sleeping cars in regular service, passengers may be seated therein. Such seats must be surrendered as soon as there is room in coaches or whenever they are wanted for regular use. Seats in sleepers must not be so assigned or occupied at night after regular passengers have retired.

Passengers must not be allowed to ride upon platforms or in baggage or express cars.

403. Drunken or disorderly persons must not be allowed to get on trains.

Disorderly conduct, profane or other ungentlemanly language, or damage to the Company's property, must not be permitted.

Persons who are unable to take care of themselves must not be allowed to get on a train, unless accompanied by an attendant.

404. Be careful not to give the starting signal prematurely; prevent, as far as possible, passengers getting on or off the train while it is in motion, or at other than regular station stops.

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405. When practicable, side and trap doors of vestibules must be kept closed while train is in motion.

An end gate must be placed at the rear of the last car in a train, when such car is vestibuled.

406. Conductor must go through train as often as is practicable to attend to the wants of passengers, preserve order, and see that the trainmen are performing their duties.

407. Train employes must not occupy seats with passengers, nor enter into conversation with them further than is required in the discharge of their duty, but will contribute as far as possible, without being unduly officious, to the convenience and comfort of passengers. Bear in mind that many matters plain to the experienced need explanation to those who are inexperienced. Must not solicit business for any hotel or transportation company.

408. Reading books or newspapers, or engaging in other occupation which may distract attention from the safe movement of the train, is forbidden.

409. At stations, conductor must remain upon platform and give constant attention to his train and passengers, except when his presence is required elsewhere.

410. When necessary to pass through private cars, and dining cars while meals are being served, train employes must remove their caps.

411. Announcements necessary to the information of passengers must be properly made. At terminal and meal stations, where there is no train caller, conductor must announce distinctly in the waiting, dining and lunch rooms, immediately before starting, the departure and destination of their train. At junction stations and cross-

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ings, where trains leave in different directions, the conductor of each train must cause to be announced distinctly in each coach, before starting, the direction and the principal stations on the route.

412. Before reaching a station at which the train will stop, the name must be distinctly called twice in each coach with the doors closed. If a meal station, so announce with length of time train will stop. If, after announcements have been made, train stops before station platform is reached, trainmen must call out "Keep your seats, this is not the station," so that passengers may not be misled and attempt to leave the train. These instructions apply only to coaches. No call should be made in parlor or sleeping cars, except by the conductor or porter of such cars.

413. Should any one be found upon a train without proper transportation, such person must be required to pay fare and, in case of refusal, should be requested to leave the train. If he refuses to comply, he should be ejected. Ejection must be made at a proper place and in a reasonable manner, using only such force as is necessary and in no case with violence, harsh language, or display of ill temper. Only the conductor may eject a person from a train, but he may call upon other train employes to assist. The names and addresses of several witnesses should be obtained and sent to Superintendent, with a full report of all the circumstances.

Should a conductor permit a passenger to remain on his train contrary to the foregoing instruction, a written report must be made to Superintendent, giving the reasons for such action.

414. It is the duty of the conductor and other trainmen to attend to the safety and comfort of passengers

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on their train, and to protect them against rudeness, threatened violence, assault, abusive, profane or obscene language or conduct. Any passenger thus acting should be promptly ejected, whether at or between stations, but not at such a place as will endanger his life or personal safety.

415. If train should run past a station, notify passengers not to get off until it has backed, which movement must not be executed without proper protection and conductor or flagman on rear platform.

416. On arrival at terminal station, conductor must report to the proper person defects of cars and imperfect action of the brakes or other appliances. Also notify repairers or inspectors at intermediate stations of such defects and, if necessary, give them an opportunity to remedy the same.

417. On arrival at end of run, or division terminal, trainmen must remain with their train, and in full uniform, until all passengers have left the train, or until it is taken charge of by crew relieving them.

418. Beggars or peddlers must not be permitted to practice their vocation on trains.

419. News agents will be allowed only upon designated passenger or mixed trains, and conductor must enforce the following instructions regarding them:

One news agent only, in service, will be allowed upon a train. Each shall be provided with proper transportation, also a card or certificate, signed by the manager of the news company, attesting his employment by that company. They must be neat in appearance, and wear the cap and badge designated. Supply boxes will be allowed only in the space provided for that purpose in

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coaches, and care must be taken not to damage cars in handling boxes. They shall not enter baggage cars, nor occupy seats when needed for passengers, and must pass quietly through cars and offer their wares in a respectful manner. Books or other articles must not be placed in the laps of passengers, nor upon the seats. Must not waken passengers, nor pass through dining cars while meals are being served; neither may they pass through sleeping cars when berths are down. They must, in every way, avoid giving offense or causing annoyance to passengers. The sale of immoral or obscene literature, and prize packages, also the use of tobacco or intoxicants, is forbidden.

FREIGHT SERVICE.

425. Conductor must see that his brakemen are so distributed over the train as to control and protect it most effectually, and to be able to pass signals from any part of it to the engineman.

426. The doors of empty cars in trains must be kept closed. Trainmen will be held responsible for the proper care and protection of goods and property while in transit in their train. See that the doors of loaded cars are properly secured and protected as required.

427. Conductor must ascertain the length of time live stock has been in the cars without food or rest, and unless otherwise instructed, report by wire to Superintendent. Should stock get down, they must either get it up or leave the cars in charge of an agent at a station where there is a pen and, if necessary, assist him in unloading.

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DUTIES OF EMPLOYEES.

TRAIN DISPATCHERS.

430. Engaging in clerical work not related to their duties or reading newspapers or books, while on duty, is prohibited. Unauthorized persons must not be permitted in office.

431. Avoid transmitting orders faster than the operator can plainly write them, taking into consideration the number of copies being made.

432. Orders should not be sent a long time before delivery, nor to points unnecessarily distant from where they are to be executed.

433. At stations on heavy descending grades, or where the view is obstructed and the order-signal is near the switch which must be used by the opposing train, the train which is to be restricted must be stopped if the order is first issued for it at such points, unless it be at a station at which it is scheduled to stop, before the order is completed for the other train to go to such station.

434. Familiarize yourselves with the conditions at stations and, in issuing restricting orders, consider the condition of the weather and rail, or brakes may fail, and trains be unable to stop properly.

During heavy fog, require operators to space trains a safe distance apart.

As far as possible, prevent trains from bunching at stations in such manner as to cause delay in passing.

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Instructions must be issued that will insure full protection when a train is rapidly gaining upon another, or when a train starts from a point where the crew is not afforded opportunity to inform themselves of trains closely following.

When it is known that a train has work to do on a heavy descending grade, curve, or unusual place, following trains should be advised.

Operators must be required to report trains promptly, and at registering points must report the signals registered by sections.

Each figure and word of a train order must be written or underscored while it is being repeated.

Under circumstances admitting of a doubt, do not attempt to hold a train upon the operator's statement that it has not passed.

A combination of orders which might cause misunderstanding must be avoided. When a train order is misunderstood it must be annulled or satisfactorily explained, and the person in error corrected. When a condition exists that might result in an accident, warn all concerned.

All trains to meet at a station by train order must be included in the orders, or such additional information given as may be necessary to avoid accident between trains in the same direction, or prevent a train from moving against another through misunderstanding or lack of information. To enable sections which are closely following to properly govern their movements, each must be given copies of all time orders restricting sections in advance.

As far as practicable, issue meeting and waiting orders for trains before they reach the station at which the trains are to be met or waited for.

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When passenger trains are on time, do not make a practice of giving freight trains orders to run ahead of or against them; when late, restrict them for freight trains by time orders whenever possible to do so, specifying a time that will not delay passenger trains.

When a crew is unacquainted with the division, or when necessary to move an engine without a conductor, take extra precautions, surrounding such trains with every safeguard.

AGENTS AND OPERATORS.

435. Train orders and messages relative to train service are of first importance. Be within hearing of instruments when possible.

Unauthorized persons must not be allowed in telegraph offices.

436. Absenting themselves from duty, exchanging with each other, or employing a substitute, without permission, is forbidden.

437. Habitual failure of night operators who handle train orders to secure proper rest while off duty will be severely dealt with.

438. Students must not be allowed in offices without permission from the Superintendent. They must not use main wires until fully competent to transmit and receive. Operators will be held responsible for interruptions or delay to business caused by them.

439. Disputes or unnecessary conversation on the line, and contention for circuit, is prohibited.

440. Lightning arresters should be examined after each thunderstorm. Binding screws and plugs must be kept tightly set, and switchboards and instruments free

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from dirt. No change in the location of the instruments or interior arrangement of office must be made.

441. Do not allow advertising matter which does not relate to the business of the Company to be posted on company property, unless authorized by proper authority.

442. An operator hearing of an accident after being excused at night, or on Sunday, should go to his office and ascertain if needed.

443. Deliver messages promptly. When an answer is required, make every reasonable effort to obtain one. If person addressed cannot be found, notify sending office.

444. Messages respecting an accident, other than regular tariff business, must not be sent unless signed by an agent, conductor, or other authorized person.

Do not in any way make public the fact or particulars of accidents, or communicate them to any person whatever, except the proper officers of the Company. Contents of all messages must be held as strictly private.

The attention of messengers and students must be called to this rule, and operators must see that they fully understand the necessity for reticence.

445. Unauthorized persons must not be permitted to handle switches, nor may cars be allowed to obstruct the main or passing tracks for convenience in loading or unloading.

446. When there is indication of a violent wind storm, see that cars are so secured that they will not move and obstruct adjoining tracks.

When relieved at night, as far as practicable, see that switches are locked to normal position and that cars are so secured that they will not move and endanger trains on the main or passing tracks.

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447. Advise Superintendent promptly as to severity of storms and extent of damage, and notify train and enginemen. Operators on duty at night offices must also, when necessary, call section and bridge foremen.

448. When a train is delayed in leaving the station, promptly notify the train dispatcher.

449. Observe the rear of trains, and if markers are not displayed, report the omission.

450. Should a train meet with unusual delay at night at an office which is open only during the day, the day operator must be called. Operator must place in window, where it can be read from the outside, a card showing where he can be found.

451. Signal lamps must be trimmed and filled before sunset each day. A supply of torpedoes and red fuses must be kept in a convenient place.

At night offices, a red light must be kept burning to use should the train order signal fail, or other emergency arise.

452. Time signals have preference and must not be interrupted. If standard time is not received at points where standard clocks are located, or if any station clock cannot be made to run within a variation of ten seconds per day, notify Superintendent.

453. See that fixed signals are maintained in proper order, and report defects. Select a conspicuous and permanent location for flag-stop signals.

454. The operator going off duty must transfer to the relieving operator all outstanding train orders and undelivered messages, taking receipt on form provided.

455. Communicate promptly to the train dispatcher all information concerning breaks, grounds, crosses, or

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other bad condition of the line. Be prepared at all times to give linemen correct information as to the working of the line.

456. When the circuit is interrupted on any wire, immediately report direction of the trouble.

Unless otherwise directed, the operator nearest the point of interruption on either side will carry out the following provisions, or as many of them as may be necessary:

First: Keep the ground wire on until the circuit is restored beyond, making frequent tests.

Second: Notify conductors going toward the interruption to watch for the cause, and make inquiry of those coming from its direction concerning the same.

Third: If linemen cannot reach the interruption promptly, notify trackmen, instructing them, if necessary, how the repairs should be made, and see that they take active steps to temporarily repair the line.

Fourth: When all wires are down, send written notice by first train, to be delivered to the operator next beyond the break, stating all that is known and measures taken for repair. If the wires are down in both directions, send notice each way.

As the perfect working of the telegraph is of the utmost importance, operators and others must endeavor by every means in their power to promptly restore the circuit when broken.

Ground wire must not be used to divide a circuit to send business. It will only be used under provision of this rule, or for testing.

457. When agents are on duty, or operators are authorized to sell tickets, waiting rooms and ticket offices

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must be open not less than thirty minutes, or the time required by law, before the leaving time of passenger trains which are required to stop.

Do not sell tickets for a train to a station at which it does not stop.

458. Agents have charge of and will exercise a general supervision over persons employed at their stations, except as otherwise specially arranged.

They must familiarize themselves with the boundaries of the Company's property at their stations and not permit encroachment thereon. Must not allow station grounds to be used to store freight for an unnecessary length of time, except by proper authority.

459. Skids, trucks and scales when not in use should be placed in the warehouse or baggage room; if necessary to leave on platform, they should be placed at the end or rear of station building, and must always be so secured that they will not endanger trains by being blown upon, or in any other manner obstruct the tracks.

YARD MASTERS.

461. Must read bulletins, have correct time, and compare daily with switch engine foremen and switchtenders.

462. Main line switches in yards, except when in use, must be secured for the main track.

463. Engines must not be permitted to stand in the vicinity of waiting rooms, telegraph offices, or near cars occupied by passengers, where the noise or smoke will disturb the occupants.

464. Report accidents in yards, violation of rules, cars arriving without proper way-bills, and cars or freight received in damaged condition.

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465. See that train and engine crews are at their posts ready for departure at the appointed time. Do not permit a train to leave the yard with any of the train or engine crew unfit for the discharge of duty.

466. See that trains are properly made up; freight trains for facilitating movement of trainmen over them, and, when practicable, in the following order:

Air-brake cars ahead and brakes cut in;

In division order;

First division out in station order;

Five cars between dead engines, and placed in front part of train;

Cars in weak or inferior condition (such as boarding cars) in rear part of train. Passenger equipment next to caboose.

CONDUCTORS.

467. Report for duty at least thirty minutes before the time set for departure, and see that crew is on hand.

468. Obey instructions of yard masters within yard limits, and be governed by the directions of agents in doing work at stations. Conform to the instructions issued by the traffic and accounting departments.

469. Trains not scheduled to stop at registering points will be registered by operator. Conductor will leave train register ticket.

470. Keep a memorandum book in which to note the date of any occurrence important to remember and all details of consequence connected therewith.

471. Passengers must not be carried on freight or work trains, without permission from Superintendent.

472. See that subordinates are familiar with their duties, ascertain the extent of their experience and knowl-

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edge of the rules; instruct them, if necessary, in the performance of their work, and caution them as to its risks.

473. Defective brasses, broken parts of couplers, brake rods, etc., should be taken to terminal stations and delivered to proper person.

474. While doing work at stations, where the grade is such that cars will start if brakes release, a trainman must always be left in charge of the train.

475. If compelled for any reason to move at an unusually slow speed, conductor must promptly secure the safety of his train. Constantly keep in mind that nothing will justify a collision between trains.

476. Before backing train out on main track, a flagman must be sent far enough to rear to insure full protection.

477. If unusual supplies or repairs will be required at any point, telegraph such information as will enable their preparation prior to arrival.

FLAGMEN.

478. Report for duty at least thirty minutes before the time set for departure, and remain on duty until train is properly disposed of at end of trip.

479. A flagman's signal equipment shall consist of: One red flag; one red lamp; one white lamp; eight fuses and eighteen torpedoes. Keep a few torpedoes attached to flagstaff and lamps.

480. It is their especial duty to protect the rear of their train, and they must allow nothing to interfere with the prompt and efficient discharge of this duty.

481. As a white light near a colored one prevents the colored light from being as readily seen, signals must

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not be given with a red and white lamp held in the same hand.

482. Obey the signals from the engineman, prescribed by the rules, but never wait for signal or for instructions from conductor or engineman when train needs protection.

483. Closely observe fixed signals and train signals; read train orders, keep them in mind and, should there be occasion to do so, remind conductor.

484. When train is made up, and before it is opened for passengers, go through the cars and see that they are clean, heated, lighted, ventilated and supplied with water, ice and fuel, as may be required, and report any omission to conductor.

485. When train is ready, take position at the car steps and give all necessary assistance and information to passengers. Maintain an erect attitude; never lean against the cars, or lounge or stroll about the platform.

486. Prevent passengers from riding upon the platforms and, as far as possible, from getting on or off the train while in motion, and from incurring other risks, or violating the rules provided for their safety.

487. Assist in preserving order on the train. If necessary to call the attention of passengers to the rules, do so in a quiet and gentlemanly manner, without attracting unnecessary attention. Insist firmly upon compliance, but avoid altercation or dispute. Any disorderly conduct or other violation of the rules which cannot be stopped in this manner must be reported to conductor. Also notify him of attempt to evade payment of fare, or any other irregularity which may be observed.

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488. The bell cord must not be detached nor markers taken down until division terminal or end of run is reached and train has stopped.

489. Good judgment should be exercised in the use of torpedoes and fuses, to prevent trains from being unnecessarily delayed by them.

BRAKEMEN.

490. Report for duty at least thirty minutes before the time set for departure.

491. Closely observe fixed signals and train signals; read train orders, keep them in mind and, should there be occasion to do so, front brakeman will remind engine-man, and rear brakeman the conductor.

492. While riding on the engine, obey engineman's instructions in all matters relating to the protection and proper handling of the train.

493. When hand brakes are used to assist in holding train down heavy grades, they must be frequently changed.

494. Front brakeman must look back frequently for signals, hot boxes, markers, etc.

ENGINEMEN.

501. Report for duty at least thirty minutes before the time set for departure.

502. The law requires that the engineman, fireman, or some other person be always on the lookout ahead while engine is moving. Engineman will see that this requirement is carried out.

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503. Permit no one to ride on engine, except employes in the discharge of their duty, without written permission from Superintendent.

504. See that tools, signal appliances, etc., carried on the engine, are in serviceable condition, and that there is a full supply of coal, water and other necessary stores.

505. While running by night, have in cab, where it cannot be seen by passing trains, a red light, with torpedoes attached thereto and, in case of danger, signal approaching trains. Report failure of lights where they are required to be displayed. Call to fireman the indication of fixed signals as they come into view.

506. Frequently look back to see whether the train is intact, and require the fireman to do the same.

507. Be alert in all matters pertaining to safety, and when it becomes evident that rear of train requires protection, immediately sound whistle signal for flagman to protect and, if necessary, repeat the signal until protection is assured.

508. During and immediately after severe storms, run with caution over track likely to be damaged.

If reason to believe that train has passed over any dangerous defect, stop and notify conductor.

509. Engine must not be left without a man in charge, except at designated places; and must not be left standing in such position as to block movements on adjoining tracks.

510. Engine must not stand nearer than 100 feet to a road crossing, or under a highway bridge, when it can be avoided; nor in the vicinity of waiting rooms, telegraph offices or near cars occupied by passengers where the noise or smoke will disturb the occupants.

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Excessive black smoke or escape of steam from pops, at stations, in tunnels, or other places where the public may suffer inconvenience, must, as far as practicable, be prevented.

511. Overflow from injectors must not be permitted on station platforms, nor in freezing weather on interlocking fixtures. Cylinder cocks should not be opened at station platforms.

512. If train makes an improper station stop, it must not be moved until the conductor gives signal to do so.

513. Avoid striking stock, and when found inside of right-of-way fence notify conductor, also sectionmen, when practicable.

514. Allow no one to handle engine, except firemen who are authorized by proper authority to do so.

515. Ash pans and front ends must not be cleaned on frogs, switches or interlocking fixtures. Back dampers of shallow ash pans must be kept closed while engine is running. Drop bottoms of hopper pans must be kept closed, except when pan is being cleaned. Grates must not be shaken while passing over bridges or trestles.

Enginemen must report such engines as throw an unusual number of sparks.

516. As far as practicable, sand must not be used while passing over switches, frogs or detector bars.

517. Anything that might cause injury to persons or damage to property, must not be thrown from engine while running.

518. See that signals prescribed by the rules are displayed before starting on trip; that they are in place during the trip, and are not removed until train has

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stopped clear of main track at end of run, or division terminal.

FIREMEN.

521. Report for duty at least thirty minutes before the time set for departure.

522. Closely observe train signals; read train orders, keep them in mind and, should there be occasion to do so, remind engineman.

523. Call to engineman the indication of fixed signals as they come into view. Notice especially switch targets and lights which may not be visible to him.

524. Familiarize yourselves with the train rules, special instructions, signals and train orders, and assist engineman in their observance. Understand the rules for the protection of trains and be prepared to execute them when required.

525. When approaching and leaving a station, observe markers, and be careful to get signal for starting before reporting "all right" to engineman.

526. So regulate fire as to be able to keep a lookout while passing through stations and approaching road crossings.

527. Be responsible for engine during absence of engineman, and keep unauthorized persons off.

SECTION AND BRIDGE FOREMEN.

529. When practicable, compare time daily with an employe having standard time. Have a copy of the current time-table at hand while on duty. Keep well supplied with signals, such as torpedoes, red fuses, flags and lanterns.

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530. Section must be inspected daily by a competent employe.

531. See that watchmen and track walkers are provided with proper signals and understand their use.

532. Before rendering track unsafe for passage of trains at full speed, proper signals must be displayed in both directions. If trains are to be stopped, a red flag or light must be used; if slow speed is required, use green signals. Signals must be placed far enough away to give trains ample time to stop. If a signal cannot be seen from the point at which gang is working, a reliable man must be left in charge of it. When weather conditions may prevent trains from seeing the flag or light, a reliable man must be left in charge of it with instructions to also use torpedoes if necessary. Signals should be placed on engineman's side of track.

Signals must be displayed in both directions on double track, as trains may be run in the reverse direction.

533. Track jacks must not be placed between rails.

534. Notify Superintendent by wire at once of any unsafe track or structure, and also protect trains in both directions.

535. When not in use, hand-cars must be placed so as to clear passing trains. Do not leave them on road crossings where travel may be obstructed, or horses frightened. Those not in use and out of view of gang to be kept locked. Allow none but employes to ride on them. When two or more cars are run in the same direction, keep them at least four telegraph poles apart. Racing is prohibited. Except when absolutely necessary, hand-cars must not be run at night or on Sunday.

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536. Foremen must see that their hand-cars are fully protected in both directions while occupying main track. This applies to double as well as single track.

537. Never throw a switch for a trainman. When a switch is thrown for a hand-car, it must be under the supervision of the foreman, who will see that it is immediately returned to its proper position.

538. Road crossings must be kept in good repair. Crossing plank must be so spiked down that they will not catch anything that may be dragging on a train.

539. The location of sign posts must not be changed, without instructions.

540. Note signals displayed by trains, and be on the lookout at all times for extra trains.

541. In case of heavy rain or violent wind storm, have the entire section patrolled, especially watching the points where obstructions are likely to occur. Except in case of emergency, allow no work to be done that will obstruct the track during fog or storm.

542. Examine waterways after every rain storm or extraordinary flow of water, and if undermining of foundation or other damage has occurred, report at once to Superintendent and Roadmaster.

543. Should it become necessary to spike a switch which is in service, Superintendent must be advised by wire as soon as practicable, and also notified when switch is ready for use.

544. Watch telegraph lines; make special examination when notified of a break in the circuit, and make temporary repairs, whenever a break is discovered, reporting same to the nearest operator. Look carefully after the track insulations, and render any necessary assistance in

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making repairs. Notify Superintendent before commencing work involving disturbance of electric or interlocking systems.

545. If notified of anything needing immediate attention on an adjoining section, go at once and render necessary assistance.

546. When one gang passes another at work, they must ascertain what signals are displayed, and govern themselves accordingly.

547. Lookout for torpedoes and as far as possible avoid running over them. When torpedoes are removed to allow hand-car to pass, or if any are damaged or exploded, they must be replaced.

548. Encroachment upon the right-of-way or station grounds must be reported.

549. Report, by engine number, trains that exceed the speed prescribed by slow orders, or disregard slow signals. Report failure of trains to observe signals.

550. Observe rules for others so far as they relate in any way to the proper discharge of your duties.

WATCHMEN.

555. Have at hand the necessary stop signals, such as flags, lamps, torpedoes and fuses, and stop and notify trains when, in your judgment, the track or a bridge, trestle, culvert, tunnel or any structure is in an unsafe condition.

556. Report promptly any accident, or dangerous condition which might cause an accident.

557. When practicable, the rounds of watchmen must be so arranged as to pass over their sections in advance of trains.

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558. Read carefully instructions to section and bridge foremen, and study the flagging rules.

559. Report, by engine number, trains that exceed the speed prescribed by slow orders, or disregard slow signals. Report failure of trains to observe signals.

560. When day and night watchmen are employed, they must not leave their posts until relieved.

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