# CHICAGO & NORTH-WESTERN RAILWAY

# COMPANY.

# Rules \* Regulations

#### FOR THE

# GOVERNMENT OF EMPLOYES

#### OF THE

# OPERATING DEPARTMENT.

TO TAKE EFFECT AUGUST 1, 1893.

Un til April 61# 1902 -

# GENERAL EXPLANATION OF SIGNALS

USED IN CONNECTION WITH INTERLOCKING SWITCH AND SIGNAL PLANTS AND THE RULES GOVERN-ING THE MOVEMENT OF TRAINS AT SUCH POINTS.

The signals used are of the semaphore pattern, which consist of a post and arm pointing to the right for all trains whose movement it governs. The position of the arm or the color of the light displayed indicates *caution*, *danger* or *safety*.

On double track the high semaphores as a rule, are located on the left hand of and adjoining the track governed.

On single track, as a rule, they are located on the right hand side of and adjoining the main track.



The distant signal is placed about 1,500 feet from the danger point, and has an arm which is forked at the end, and is painted green and red on its face. When the arm is in a horizontal position, or a red and a green light displayed on the same level and adjoining each other, it indicates "CAUTION—PROCEED WITH TRAIN UNDER CONTROL;" but train must stop before engine reaches home signal, unless same indicates "SAFETY."

When the arm is inclined downward in a nearly vertical position, or green light displayed, it indicates "SAFETY—PROCEED."

The home signal is usually about 300 feet from the danger point, and has an arm with the end squared, and painted red on its face.



When the arm is in a horizontal position, or a red light displayed, it indicates "DANGER-STOP;" do not proceed until signal indicates "SAFETY." When the arm is inclined downward in a nearly vertical position, or a green light displayed, it indicates "SAFETY-GO AHEAD."

High home signals may have two arms on the same post. The higher arm governs the movement of trains along the main track. The lower arm governs the movement of trains over the route diverging from the main



#### MAIN ROUTE "Clear."

**DIVERGING ROUTE "Clear."** 

track; at a junction the blades will be arbitrarily assigned to the routes they will govern.

Semaphores may be of the high or low (dwarf) pattern. High semaphore arms stand not less than twenty-five feet above the track. They may be on single posts or bridges over the tracks. They govern main or high speed routes in their right direction only. On single track both directions are right directions. Dwarf signals, with arms standing not more than five feet above the track, govern the movement of trains on side tracks, from side track to side track, and from side track to main track, and the movement of trains on main track opposed to the regular running direction.

When an overhead bridge is used, the signals are located over the track they govern.

### RULES.

1. Run quite up to a signal, but never beyond it when at danger.

2. When a signal shows DANGER, trains must come to a full stop and must not pass the signal until it shows SAFETY.

3. Enginemen finding a distant signal at caution must immediately bring their trains under complete control and be prepared to stop before reaching the home signal.

4. A signal is given for each movement made. After having received a signal to pass in one direction, a movement must not be made in the opposite direction without receiving permission by the proper signal.

5. Trains or cars must not be left standing over the detector bars at switches or derails, as they will prevent the operation of the switches and signals.

6. Enginemen must not allow sand or water to run while passing over switches and detector bars at interlocking plants.

7. The absence of a fixed signal where one should be seen, or one partially or improperly displayed, shall always be taken as a danger signal.

8. No flying switches will be allowed where movements are controlled by interlocking mechanism.

9. All trainmen must obey promptly the signals and orders of Towermen at points which are interlocked, all movements at such points being entirely under the control of the Towermen.

# GENERAL EXPLANATION OF SIGNALS

USED IN CONNECTION WITH AUTOMATIC PNEUMATIC BLOCK SIGNALS BETWEEN WELLS STREET DEPOT AND WEST 40TH ST., AND BETWEEN WELLS ST. DEPOT AND DEERING, AND THE RULES GOV-ERNING THE MOVEMENT OF TRAINS UNDER THEM.

The signals used are of the regular semaphore pattern of High Home and Distant Signals, the top blade being the Block signal for first block in advance, and the Distant signal located on the same post and below the block signal, being the caution signal for the block signal of the second block in advance.

A train entering a block, the signals for which are "clear" will automatically set those signals at "danger" and "caution," and will keep them in that position until the last pair of wheels has passed out of the block, when the block signal will return to "clear" the distant signal remaining at caution until the block signal of the succeeding block returns to "clear," when it also will return to the clear position if the block signal above it shall have remained clear, otherwise it will remain at "caution."

All main track switches are connected with the signals of the blocks in which they are located, and will cause these signals to stand at danger until the switch is set for the main track, when, if there is no train on the main track in that block, or the train shall have cleared the main track, the signal will return to "clear," otherwise it will remain at danger.

The opening of either switch of a cross-over between the main tracks will set the block signals at "danger" on each track for the blocks in which the cross-over is located, and both switches must be set for the main track to permit the block signal of the unoccupied track to return to clear. Block signals at danger may mean,—1st. A train is in the block. 2d. A switch set for a siding or crossover. 3d. A car outside of the clearance point at a siding. 4th. A broken rail. 5th. Out of order, in which case a black diamond shield will be hung on the post below the danger signal.

### RULES.

1. When a block signal indicates danger, run quite up to the signal but never beyond it. Should the block signal remain at danger, trains will, after waiting one minute, proceed with caution up to the next signal which, if a block signal, and at danger, can be passed after stopping as above, but if an interlocking signal, must be "clear" before it can be passed.

2. When signals indicate caution, proceed with train under control, expecting to find the next signal at danger.

3. When signals indicate a clear track, proceed at speed.

4. Enginemen must not allow either fire-box or front end cinders to be dropped on the main tracks between Wells Street Depot and Moreland, and between Wells Street Depot and Deering.

6. When a train is obliged to stop for a block signal, and there is no apparent cause for the signals standing at danger, the engineman will report the fact to the Superintendent by wire, from the first regular stopping place where there is a telegraph office, giving the letter and number of the signal causing the stop.

## GENERAL EXPLANATION OF SIGNALS

USED IN CONNECTION WITH THE AUTOMATIC ELECTRIC BLOCK SIGNALS BETWEEN WEST 40TH ST. AND TUR-NER, CLYBOURN JUNCTION AND BARRINGTON, AND DEERING AND WAUKEGAN, AND THE RULES GOVERNING THE MOVEMENT OF TRAINS UNDER THEM.

These signals are of the disc type, and indicate danger by displaying a red disc by day, and a red light by night. The absence of the disc by day, or a green light displayed by night, indicates safety.

A small portion of the red disc will be visible when the signal is at safety, at the upper left hand edge of the opening in the signal case, and serves to show that the disc is there, and connected with the signal instrument.

The signals, as a rule, are located on the left of the track they govern, and have odd numbers for the west and north bound track, and even numbers for the east and south bound track.



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Distant or cautionary signals are located in advance of certain signals, and are worked by them, the distant signal standing at caution when the block signal is at danger, and standing clear when block signal is clear. The distant signal case is painted white, and the disc displayed for caution is green with a white cross X upon it for the day signal. At night a green light with a red light adjoining it indicates caution. A green light alone indicates clear.

Each signal is connected with every switch in that block : that is to say, in the track it governs between it and the next signal in advance, and will indicate danger as follows:

First. When a train has passed it, but has not passed a clearing instrument 1,500 feet or more beyond the next signal.



"DANGER"-Stop.

"CLEAR"-Proceed.

Second. When a switch in that block is open.

Third. When a switch has been opened and closed, but has not had its clearing key operated after the switch has been returned to its normal position.

Clearing keys are in boxes on posts adjoining the switches they are to be used with. The boxes can be opened with a standard C. & N.-W. switch key.

By pressing the clearing key, and keeping it closed while counting five (5), all the operations are performed upon the signals with which it is connected, that would be performed in succession by a train in going out of the block after having entered it.

## RULES.

1. A train finding a signal at danger shall come to a stop before reaching it, and shall wait three minutes (unless the signal shall clear in less time) before proceeding. If the signal shall go to clear and come to a state of rest in the clear position, the train may proceed at the usual rate of speed; but, if the signal shall not have cleared, the train, at the expiration of three minutes may, after placing three torpedoes as per Rule No. 113 of Book of Rules and Regulations, proceed cautiously, and under full control, expecting to find a train or an open switch in the block. No part of a train shall stand within two (2) rail lengths on either side of a signal.

2. Any train stopped by a danger signal, or leaving a part of the train in one block to do work in the next block, or making any unusual stop, must observe Rule No. 113, protecting the train as though there were no block signals back of them.

3. The conductor of a train taking a siding to allow another train to pass, after his train has cleared the main track and the switch has been closed, shall clear the signals governing the track vacated, by pressing the clearing key of the switch by which he left the main track.

4. The conductor of a train crossing over from one main line to the other to allow a train to pass, after his

train has cleared the cross-over, and both cross-ove switches closed, shall clear the signals of the tracl vacated, by operating the clearing key of the cross-ove; switch in that track, and upon returning to his propei running track, after his train has cleared the cross-over, and both cross-over switches closed, shall clear the signals of the track temporarily occupied by operating the clearing key of the cross-over switch in that track.

Opening either switch of a cross-over sets to danger the signals governing both blocks in which the cross-over is located, neither of which can be cleared until both switches of the cross-over are in their normal position.

5. A train allowing another train to pass it, shall not come out on the main track until the train which has passed shall have reached the next signal, or had ample time to do so; but shall open the switch leading to the main track in order to keep the signal back of the switch at danger for its own protection.

6. Section foremen and the foremen of other crews having occasion to open a switch must attend to the operation of the clearing key. The key must not be operated if there is a train between the switch and the signals next back or ahead of the switch.

7. Sectionmen and others using hand cars must stop before passing over each track instrument, and move over it slowly to avoid operating the signals. With heavily loaded push or hand cars, an iron or wooden shim must be used to prevent the wheels from striking the lever of the track instrument.

8. When a signal light is out, enginemen will notify train dispatcher from the next regular stopping place where there is an operator, giving number of signal, if possible, or its location between stations.

9. The absence of a signal light, or an improperly displayed signal, will be considered and treated as a danger signal.

10. Conductors must report by wire to Division Superintendent, from the next regular stopping place where there is an operator, all delays caused by signals. giving number of signal. At the end of run, enginemen shall fill out blank report cards to correspond with any stops they may have been obliged to make by reason of the signals, and send them to the Division Superintendent.

11. When the number of a signal is covered, it indicates that the signal is out of service, and trains may proceed cautiously without coming to a stop.

# RULES FOR THE RUNNING OF TRAINS.

**90.** Trains will run under the orders of their Trains under orders, unless such orders shall conflict with of Content these rules or involve any danger, in which case all ductor. The engineer will be held equally responsible. The conductor, for the safety of the train under all circumstances and conditions.

**91.** All trains shall be designated in the time-How designables of the various divisions as passenger or freight nated. trains.

92. All trains scheduled in the division time-Regular tables shall be known as regular trains.

**93.** Trains not scheduled in the division time-special and tables shall be known as special trains, or in case Trains. the train be engaged in some work on track, bridges, etc., it shall be known as a work train. An engine without cars, in service on the road, shall be considered a train.

**94.** All trains running on double track must Double keep to the left. Trains will run on four tracks under special regulations.

**95.** On single track, all trains in one direction Right to the (to be specified on the time-table) will have the absolute right of track, over trains of the same or