CHICAGO & NORTH-WESTERN RAILWAY

COMPANY.

RULES AND REGULATIONS

FOR THE

GOVERNMENT OF EMPLOYES

OF THE

OPERATING DEPARTMENT.

TO TAKE EFFECT AUGUST 1, 1893.

Until April 6th 1902

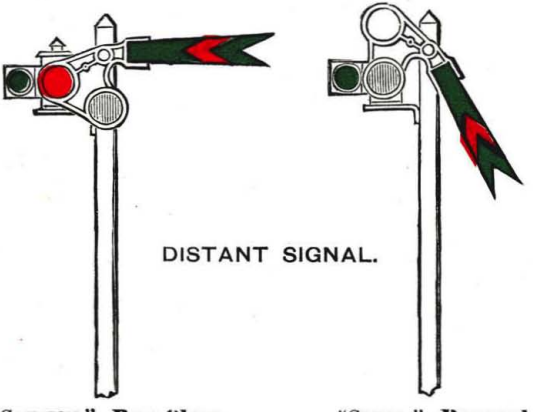
GENERAL EXPLANATION OF SIGNALS

USED IN CONNECTION WITH INTERLOCKING SWITCH AND SIGNAL PLANTS AND THE RULES GOVERNING 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.



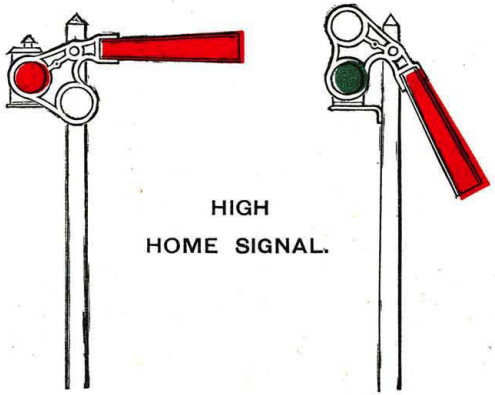
"CAUTION."—**Run Slow.** "CLEAR."—**Proceed.**

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.



HIGH HOME SIGNAL.

"DANGER"—**Stop.** "CLEAR"—**Proceed.**

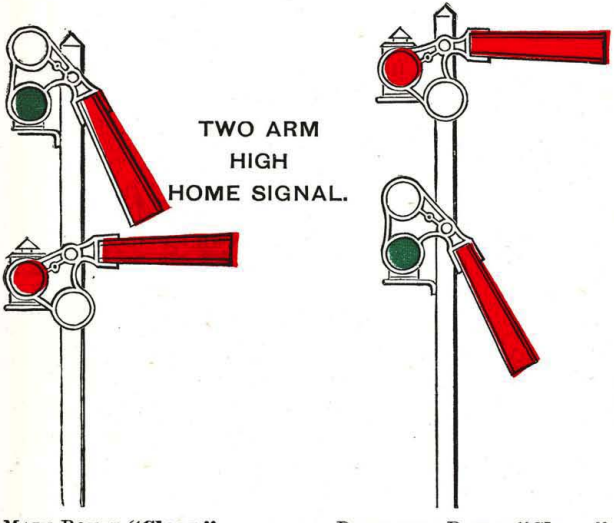
DWARF SIGNAL.

"DANGER"—**Stop.** "CLEAR"—**Proceed**

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 GOVERNING 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.