

**UNITED STATES RAILROAD ADMINISTRATION**  
**DIRECTOR GENERAL OF RAILROADS**  
**CHICAGO AND NORTH WESTERN RAILROAD**

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**RULES**  
**FOR THE GOVERNMENT**  
**OF THE**  
**OPERATING DEPARTMENT**

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**TO TAKE EFFECT JUNE 1, 1919**

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**ISSUED IN ACCORDANCE WITH THE STANDARD CODE**  
**ADOPTED BY**  
**THE AMERICAN RAILWAY ASSOCIATION**  
**NOVEMBER 17, 1915.**

minutes and then proceed with caution to the next block station, where the conductor must report the fact to the chief train dispatcher.

373. A block station must not be considered as closed, except as provided for by time-table or special instructions.

374. Time-tables or special instructions indicate block stations.

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### **TIME SPACING.**

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380. In districts in which the movement of trains is not controlled by the manual or automatic block system, trains will be spaced under special instructions contained in the time-table of each division, by train order signal.

381. When a train has passed train order signal and the signalman has seen the markers he must display the Stop signal and keep it in that position after the train has departed, as per Rule 91*a*.

382. When a train is passed by another at a station or intermediate siding, the following train may proceed, as per Rule 91*a*.

383. Operators will record in a book the arrival and departure of each train.

## **AUTOMATIC BLOCK SYSTEM.**

### **REQUISITES OF INSTALLATION.**

1. Signals of prescribed form, the indications given by not more than three positions; by lights of prescribed color; or by both.

2. The apparatus so constructed that the failure of any part controlling the operation of a signal will cause it to display its most restrictive indication.

3. Signals located preferably over or upon the right of and adjoining the track to which they refer.

3a. On double track signals, if practicable, will be located over or upon the left of and adjoining the track to which they refer.

4. Semaphore arms that govern, displayed to the right of the signal mast as seen from an approaching train.

4a. When one arm is used on an upper quadrant semaphore signal a marker will be used placed below the arm and extending to the right of the signal mast on a Stop signal and to the left on a Stop and Proceed signal. At night the marker will show a white light vertically below the upper light on a Stop signal and diagonally below on a Stop and Proceed signal.

When two arms are used on an upper quadrant semaphore signal the lower semaphore casting will appear to the right of the signal mast on a Stop signal and to the left of the signal mast on a Stop and Proceed signal. At night the lower light will show vertically below the

upper light on a Stop signal and diagonally below on a Stop and Proceed signal.

4b. Where the disc is used, the indications will be given by two positions of a red or green disc, and, in addition, at night, by lights of prescribed color. The face of a home signal case is painted black, and the back yellow. The face of a distant signal case is painted white and the back yellow.

6. Continuous track circuits.

7. Signal connections and operating mechanism so arranged that a Home Block Signal will display the indications provided in Rules 501 A, 501 AA or 501 G after the front of a train shall have passed it.

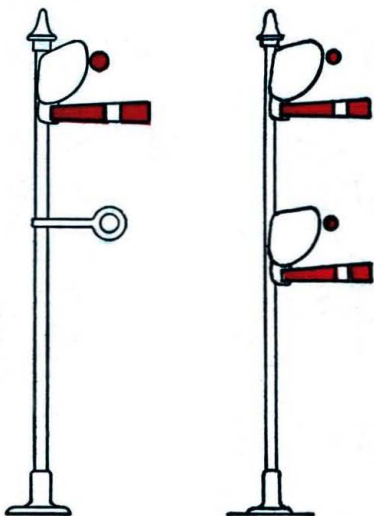
8. Switches in the main track so connected with the block signals that the Home Block Signal in the direction of approaching trains will display the indications provided in Rules 501 A, 501 AA or 501 G when the switch is not set for the main track.

8a. Cross-over switches between the main tracks so connected with the block signals, that the Home Block Signals in the direction of approaching trains will display the indications provided in Rules 501 A or 501 AA when either switch of the cross-over is not set for the main track.

### **RULES.**

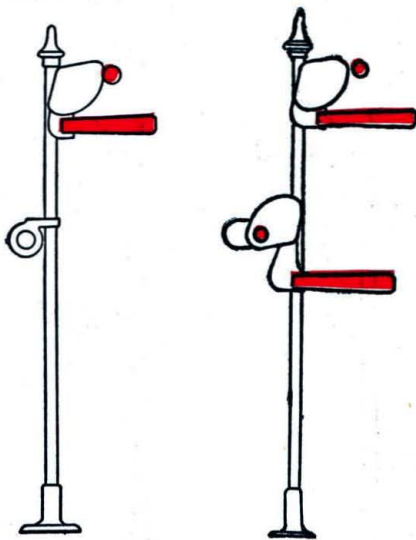
The aspects shown in the following rules are those mostly used. Other combinations of semaphores or combinations of semaphores and disc signals may be used.

**THREE-POSITION BLOCK SIGNALS.**



INDICATION — STOP.  
NAME — STOP-SIGNAL.  
501 A.

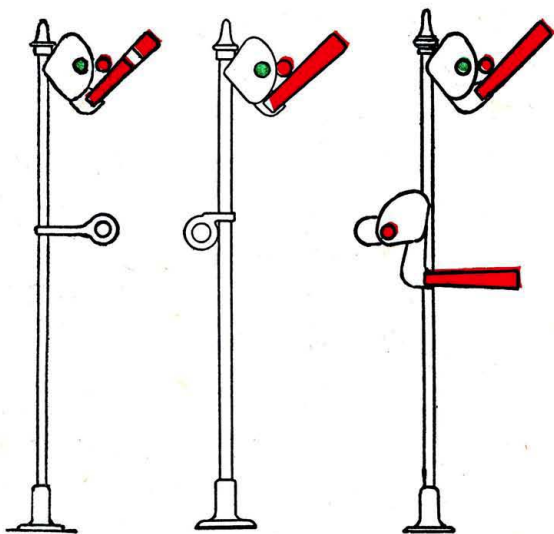
**THREE-POSITION BLOCK SIGNALS.**



**INDICATION — STOP; THEN PROCEED.  
NAME — STOP AND PROCEED-SIGNAL.**

**501 AA.**

**THREE-POSITION BLOCK SIGNALS.**

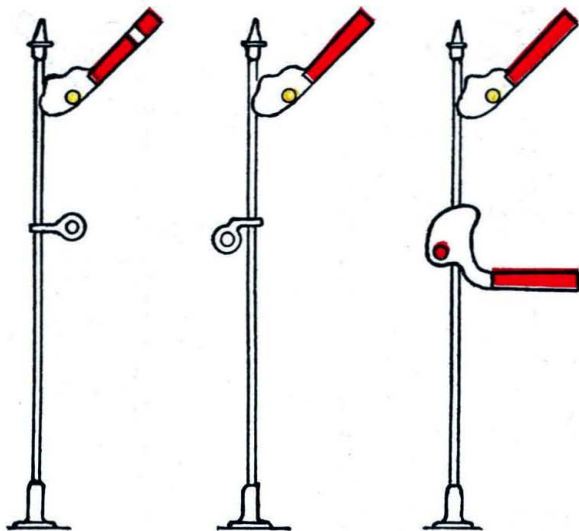


**INDICATION — APPROACH NEXT SIGNAL PREPARED  
TO STOP.**

**NAME — APPROACH-SIGNAL.**

**501 B.**

**THREE-POSITION BLOCK SIGNALS.**



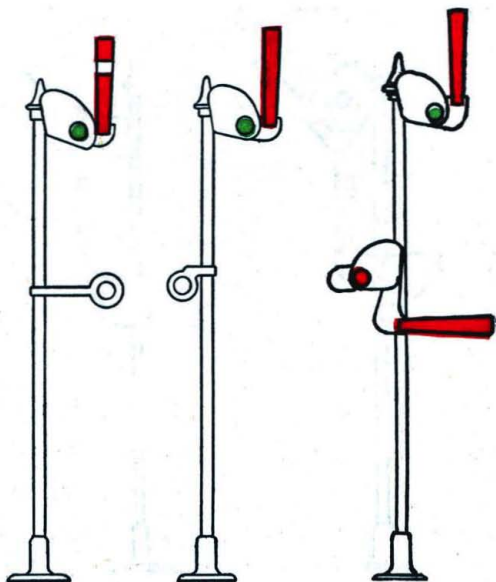
**INDICATION—APPROACH NEXT SIGNAL  
PREPARED TO STOP.**

**NAME—APPROACH SIGNAL**

**501 B.**



**THREE-POSITION BLOCK SIGNALS.**

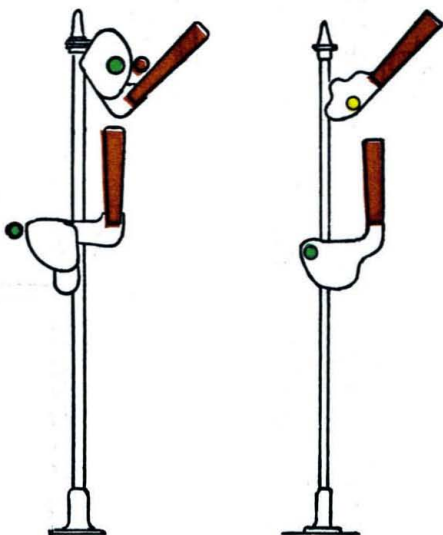


**INDICATION — PROCEED.**

**NAME — CLEAR-SIGNAL.**

**501 C.**

**THREE-POSITION BLOCK SIGNALS.**

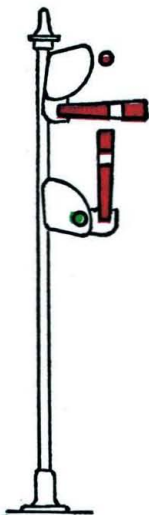


**INDICATION — APPROACH NEXT SIGNAL AT  
RESTRICTED SPEED.**

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

**501 E.**

**THREE-POSITION BLOCK SIGNALS.**

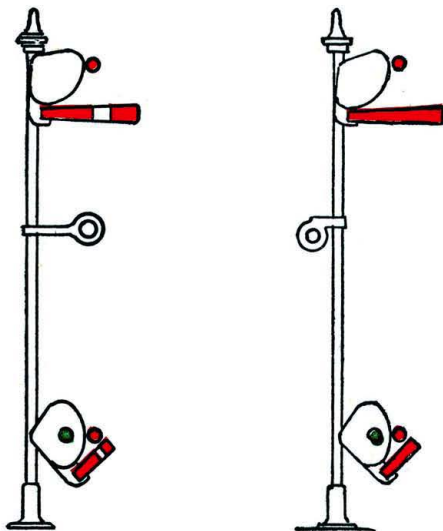


**INDICATION — PROCEED AT RESTRICTED SPEED.**

**NAME — CLEAR-RESTRICTING-SIGNAL.**

**501 F.**

**THREE-POSITION BLOCK SIGNALS.**



**INDICATION — PROCEED AT SLOW SPEED PREPARED  
TO STOP SHORT OF TRAIN OR OBSTRUCTION.**

**NAME — PERMISSIVE-SIGNAL.**

**501 G.**















































































