

Illinois Central Railroad Company

Rules and Instructions

GOVERNING

**Use of Three Position, Upper
Quadrant, Absolute-Permissive
Automatic**

BLOCK SIGNALS

ON

SINGLE TRACK

DECEMBER 15, 1914

Illinois Central Railroad Company

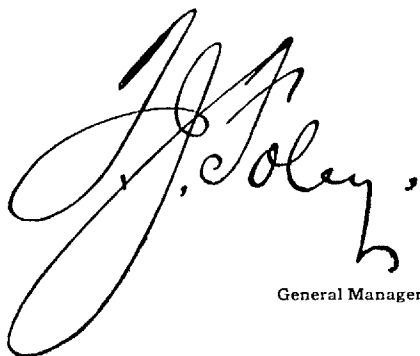
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Use of Three Position, Upper Quadrant,
Absolute-Permissive Automatic Block
Signals on Single Track

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Special instructions may be issued by proper
Authority.



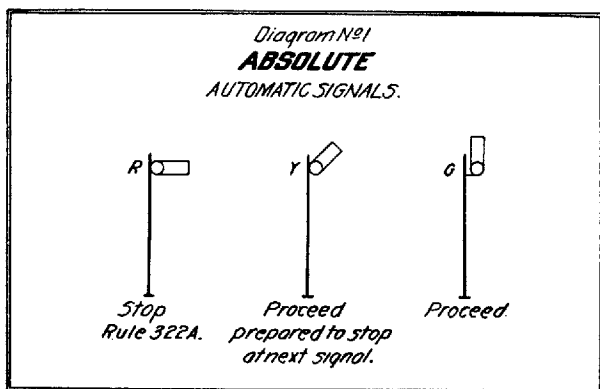
J. J. Foley,

General Manager

Effective on dates and in territory to be bulleted later, three position, upper quadrant, automatic block signals will be placed in service.

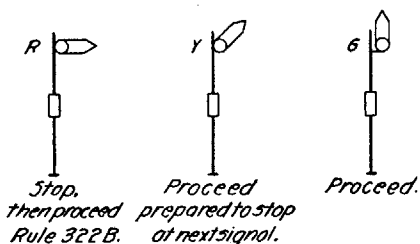
DESCRIPTION

The starting signal will be placed just beyond the end of a passing siding; this signal will be of the "**Absolute**" type, with a square end arm and not bearing a number board. See diagram No. 1.



Signals located between the "**Absolute**" signals will be of the "**Permissive**" type, with pointed end arms and will bear number boards. See diagram No. 2.

Diagram N^o 2
PERMISSIVE
AUTOMATIC SIGNALS.



R U L E S

Rules governing the use of Automatic Block System must be observed, except that the following Rules will supersede Rule 322, in territory in which Absolute-Permissive Block Signals are in service.

Rule 322 A. A train must not pass an "**Ab-**absolute" signal at stop, without authority from the Train Dispatcher, "**Except**" that if unable to communicate with the Train Dispatcher, the train may, if time table and train orders permit, proceed under the protection of flag to the next block signal which indicates caution or proceed.

Rule 322 B. When a train is stopped by a "**Permissive**" signal, it may proceed under control expecting to find the track occupied or an open switch, broken rail or other obstruction in the block, "**Except**" that a train moving under flag protection from an "**Absolute**" signal, shall con-

tinue to proceed under flag protection to a block signal which indicates caution or proceed, as provided by Rule 322-A.

Each conductor, engineman and trainman must receive, sign for and retain a copy of this bulletin and will be examined on it. Conductors and enginemen must pass the examination before operating trains over the signalled track.

The time and place for classes will be bulletined later.

OPERATION OF SIGNALS.

Following diagram is a typical illustration of the operation of signals, as respects train movement:

