



# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY AND CHICAGO, BURLINGTON & QUINCY RAILROAD JOINT TRACKS.

The two main tracks of the C. M. & St. P. and C. B. & Q. Railways between St. Croix Crossing and St. Paul, will be used as joint tracks. The C. M. & St. P. Co. will operate the north track. The C. B. & Q. Co. will operate the south track. Unless otherwise provided by schedule or train orders, all trains will use the left hand track in the direction they are running, that is: Eastward bound trains will use the track operated by the C. M. & St. P. Co. and westward bound trains will use the track operated by the C. B. & Q. Co.

C. R. I. & P. trains will use joint tracks between St. Paul and Newport.

The movement of all trains will be governed by Block Signals operated under instructions of Train Dispatchers located at NEWPORT and without time table rights, in accordance with the following rules:

## DEFINITIONS.

BLOCK—A length of track of defined limits, the use of which by trains is controlled by block signals.

BLOCK STATION—A place from which block signals are operated.

BLOCK SIGNAL—A fixed signal controlling the use of a block.

HOME BLOCK SIGNALS—A fixed signal at the entrance of a block to control trains in entering and using said block.

PERMISSIVE BLOCK SIGNAL—A caution signal located on the mast below the home block signal.

STARTING BLOCK SIGNAL—A low fixed signal located at the clearance point of a siding, to control trains in entering main track.

BLOCK SYSTEM—A series of consecutive blocks.

TELEGRAPH BLOCK SYSTEM—A system in which the signals are operated manually, upon information by telegraph.

## BLOCK SIGNALS.

B-1. The governing arm of a semaphore is displayed to the right of the signal mast, as seen from an approaching train, and the indications are given by positions.

(a) Home block signal horizontal indicates "stop."

(b) Home block signal vertical and permissive block signal horizontal indicates "proceed with caution."

(c) Home and permissive block signal vertical indicates "proceed."

## NIGHT SIGNALS.

Red is the equivalent of (a) "stop." Green is the equivalent of (b) "proceed with caution." White is the equivalent of (c) "proceed."

B-2. Block signals control the use of blocks, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

## TRAIN DISPATCHERS AND SIGNALMEN.

B-3. The normal indication of home and starting signals is "stop."

B-4. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the signal secured so as to give the normal indication until repaired.

B-5. Signalmen must observe, as far as practicable, whether the indication of the signals corresponds with the position of the levers.

B-6. Signalmen must not make nor permit any unauthorized alterations or additions to the apparatus.

B-7. A block record must be kept at each block station. Signalmen will report promptly to the train dispatcher the arrival and departure of all trains.

B-8. The prescribed telegraph signals are as follows:

D. S.—Display stop signal. Answer by S. D. or "5."

2.—Block clear. Answer by "13."

3.—Block wanted for—Answer by "2" or "5."

4.—Train has entered block. Answer by "13."

5.—Block is not clear.

"13." I understand.

B-9. To admit a train to a block, the signalman must give 3 for (train number) to the train dispatcher, who will instruct him what signal indication to display. When the train has passed the home block signal, the signalman must display the "stop" signal, and when train has passed the home block signal 300 feet, the signalman will give 2 (train number) to the train dispatcher. A signal to proceed (b) must not be given without authority from the train dispatcher.

B-10. In manual block district trains must not be permitted to pass from siding to main track without authority from the train dispatcher. Permission to pass from siding to main track in the absence of a starting signal must be given on clearance card, "Form B."

B-11. Train dispatchers may permit freight trains to enter certain blocks occupied by other freight trains, by use of permissive cards or permissive signals, but will not allow a passenger train to enter a block occupied by other trains nor any train to enter a block occupied by a passenger except by train order.

B-13. When necessary to move trains in direction not authorized by time table or special rules they will be moved only by train orders.

B-14. When a train takes a siding, the signalman must know that it is clear of the block before giving "5" to the train dispatcher.

B-15. Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed. Should there be any indication of conditions endangering the train, or a train on another track, the signalman must notify the signalman at the next block station in advance, also the train dispatcher. A signalman having received this notice must display stop signal in both directions and answer "S. D." Should a train going in the opposite direction be stopped it may be permitted to proceed when it is known that the track on which it is running is not obstructed, after complying with rule B-9.

B-16. Should a train pass a block station without markers, the signalman must notify the signalman at the next block station in advance, also the train dispatcher. The stop signal must not be displayed by the engineer of the divided train if the block in advance is clear, but the train-parted signal must be given.

B-17. Should a train pass a station in two or more parts, the signalman must notify the signalman at the next block station in advance, also the train dispatcher. The stop signal must not be displayed by the engineer of the divided train if the block in advance is clear, but the train-parted signal must be given.

B-18. If necessary to stop a train for which a clear signal has been given and accepted, the signalman must give hand signals in addition to the stop signal.

B-19. A signalman having orders for a train must display the block signal at "stop." He may permit trains so stopped to proceed under block signal rules, after complying with rules for movement by train orders.

B-20. If from failure of telegraph line or other cause the signalman is unable on the approach of a train to communicate with the train dispatcher, he must ascertain from the next block station in advance whether the last preceding train has cleared that block, and if it has he may display signal "proceed" to the approaching train, provided he has no orders to hold the train.

If the signalman is unable to communicate with the train dispatcher or the next block station in advance, he must stop every train approaching in that direction, and should no cause for detaining the train be known, it may then be permitted to proceed if he has no orders to hold the train, under stop signal, provided ten minutes have elapsed since the departure of the last preceding train, using clearance card form "C."

B-21. If a stop signal is disregarded, the fact, with the number of train, must be reported to the next block station in advance, and then to the train dispatcher.

B-22. Block stations shall not be closed except upon authority of the train dispatcher.

B-23. To close a block station the block signals must be secured at clear, and at night light left burning.

B-24. To open a block station the signalman must first obtain information as to trains in the block in each direction and record it in the block record. He must then display normal signal indications and notify the train dispatcher that the block station is open.

## ENGINEMEN AND TRAINMEN.

B-25. Trains must not pass a block signal at "stop" without receiving a clearance card, form "B" or "C," a permissive card form "P," or a train order, authorizing them to do so.

B-26. Enginemen and conductors holding clearance cards, as per rule "B-20," must deliver them to the signalman at the next block station and personally ascertain from him whether the block in advance is clear before proceeding.

B-27. When a train takes a siding it must not again enter the main track, except as prescribed in rule "B-10."

B-28. When it is necessary for a train to cross over, the conductor before crossing or returning must notify the signalman and obtain permission to do so.

B-29. In making cross-over and return movements which have been authorized by signalmen, trainmen must protect their trains as prescribed in rule "B-9."

B-30. The engineman of a train which has parted must sound whistle signal for train-parted (three long blasts) on approaching a block station.

B-31. An engineman receiving a train-parted signal from a signalman must answer by the whistle signal for train-parted (three long

B-32. If the track is obstructed between block stations notice must be given to the nearest block signalman.

B-33. Trains having work to do must take siding before performing such work, unless permission to occupy main track is received from the train dispatcher.

B-34. Trains moving under authority of a permissive signal (Rule B-1) or a permissive card (form P) will run with caution and reduce speed so as to insure against colliding with train ahead.

## TRAIN RULES.

### STANDARD TIME.

1a. Central Standard time, obtained from the Washington observatory, will be telegraphed to all points from designated offices each day.

### TIME TABLES.

4. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table. A train of the preceding Time-table shall retain its train orders and take the schedule of the train of the same number on the new Time-table.

20. All sections of a train, 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.

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.

22. 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 intercept the view of the blue signals, without first notifying the workmen.

23. 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.

24. 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 treated as if it had not been sent.

25. When a train is named in a train order, all its sections are included unless particular sections are specified, and each section included must have copies delivered to it. When practicable each section will be specified.

26. 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.

27. 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.

28. The following signs when placed before the figures of the schedule indicate:

"s"—Regular stop.  
"P"—Flag stop to receive or discharge passengers or freight.  
"M"—Stop for meals.  
"L"—Leave.  
"A"—Arrive.

29. The conductor of every train, except passenger trains, must, one mile from every station at which the train is not required to stop, give proceed signal to the engineman, who must, if he does not receive such signal, approach the siding cautiously and stop clear of the switch, which an opposing train would use in taking the siding.

30. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals including fuses, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, and at night or if the view of his train is obscured by fog or storm, or if the track conditions are such that his train cannot be seen by an approaching train a distance of one-half mile, he will leave a burning fuse between the rails in addition to placing the two torpedoes as provided for in rules.

In addition to the use of fuses as above, when the speed of a train is reduced under circumstances in which it may be overtaken by another train, a burning red fuse must be thrown off to insure safety.

31. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (d) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back to recover the detached portion running with caution, and, if necessary, following a flagman. The detached portion must not be moved or passed until the front portion comes back.

32. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switch tenders are stationed.

33. To clear the line for Train Orders, and for operators to ask for train orders.

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

35. The usual abbreviations for the names of the months and stations.

36. FORMS OF TRAIN ORDERS.

Form A. Fixing Meeting Points for Opposing Trains.

37. Examples.

(1) No. 5 will meet Extra 95 at Hong Kong.

(2) No. 1 will meet No. 2 at Bombay, 2d No. 4 at Siam and Extra 95 at Hong Kong.

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.

38. Form C. Giving the Train the Right Over an Opposing Train.

39. Examples.

Work Extra 275 has right over all trains between Stockholm and Edinburgh from 7 P. M. to 12 midnight.

This gives the work extra the exclusive right between the points designated between the times named.

40. Form G. Extra Trains.

41. Examples.

(1) Eng. 99 will run extra Berber to Gaza.

A train receiving this order is not required to protect itself against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

42. Form H. Work Extra.

43. Examples.

(1) Engine 292 will work extra 7 A. M. to 6 P. M. between Berne and Turin.

The working limits should be as short as practicable, to be changed as the progress of the work may require.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for or protect itself after a certain hour against a designated extra by adding to (1) the following words:

(b) And will keep clear of (or protect against) Extra 223 West between Antwerp and Brussels after 2:10 P. M.

In this case Extra 223 must not pass the easternmost station before 2:10 P. M., at which time the work extra must be out of the way, or protected (as the order may require) between those points.

A work extra when met or overtaken by an extra must allow it to pass.

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

(d) Protecting itself.

When an extra receives orders to run over working limits it must be advised that the work extra is within those limits by adding to "Form G," example (1), the words:

Work Extra 292 is working between Berne and Turin.

A train receiving this order must run expecting to find the work extra protecting itself within limits named.

(e) Work Extra 292 will protect against No. 55 between Berne and Turin.

A work extra receiving this order must work upon the time of the train named in the order, and protect itself against it as provided in Rule 99.

The regular train receiving this order must run, expecting to find the work extra protecting itself within the limits named.

Form J. Holding Order.

44. Examples.

(1) Hold No. 2.

(2) Hold all eastbound trains.

This order will