

**THE DELAWARE, LACKAWANNA &
WESTERN RAILROAD COMPANY**

**RULES
OF THE
OPERATING DEPARTMENT**

Effective April 27, 1952

The Delaware, Lackawanna &
Western Railroad Company



RULES

of the

OPERATING DEPARTMENT



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signal is undergoing repairs, or when a track is obstructed.

277. If there is a derailment or if a switch is run through, or if any damage occurs to track or appliances, the signals must be restored so as to display their most restrictive indications, and no movement permitted until all parts involved have been examined and are known to be in safe condition.

278. Except as modified by Rule 265, all Block Signal Rules and Operating Rules remain in force.

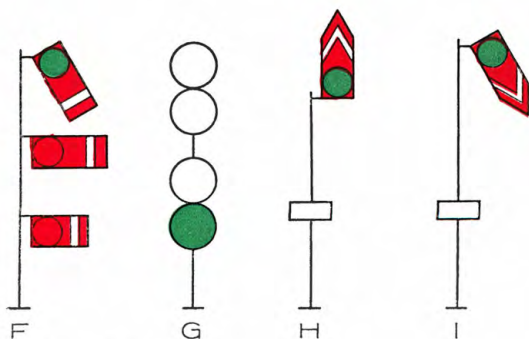
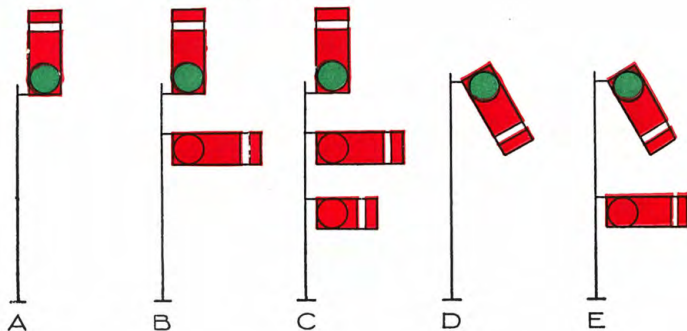
FIXED SIGNALS

Rules 281 to 304, inclusive

Aspects may be shown by the position of semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position, and flashing of lights.


Aspects shown are typical.

RULE 281

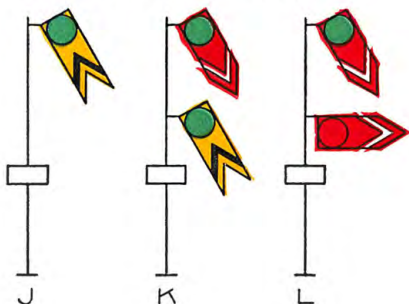


Indication—Proceed.

Name: Clear.

Note:  indicates number plate.

RULE 281—Cont.



M




N

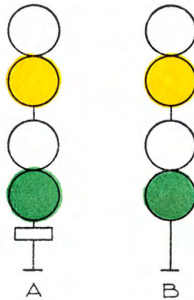
Indication—Proceed.

Name: Clear.

M—Cab signal aspect.

Note:  indicates number plate.

RULE 282

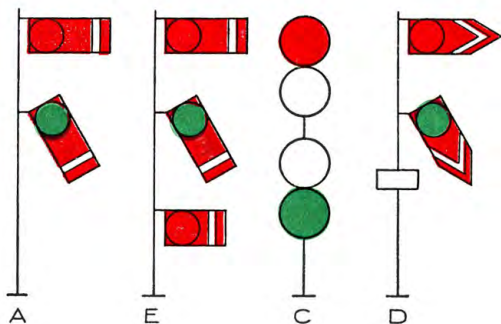


Indication—Proceed approaching next signal at not to exceed medium speed and be governed by indication displayed by that signal.

Name: Approach—Medium.


Note: indicates number plate.

RULE 283

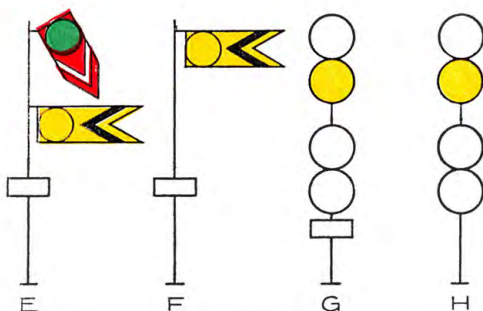
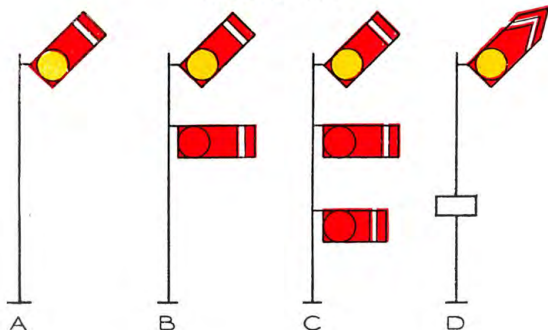


Indication—Proceed through diverging route at not to exceed 15 miles per hour unless otherwise provided. Block is clear.

Name: Clear—Medium.


Note:  indicates number plate.

RULE 285

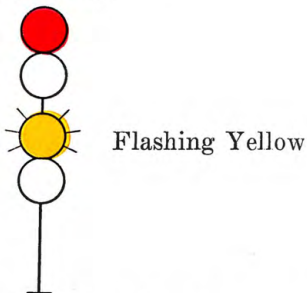


Indication—Proceed preparing to stop at next signal. Train or engine exceeding medium speed must at once reduce to that speed.

Name: Approach.

Note:  indicates number plate.

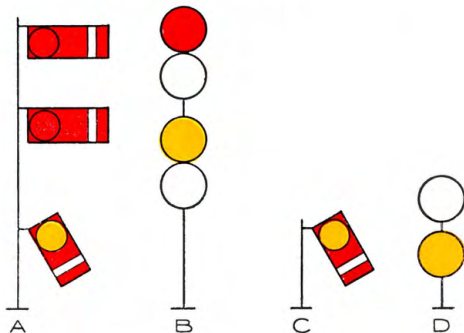
RULE 286



Indication—Proceed through diverging route at medium speed preparing to stop at next signal.

Name: Medium—Approach.

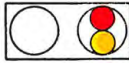
RULE 290



Indication—Proceed at restricted speed.

Name: Restricting.

RULE 290-E CAB SIGNAL

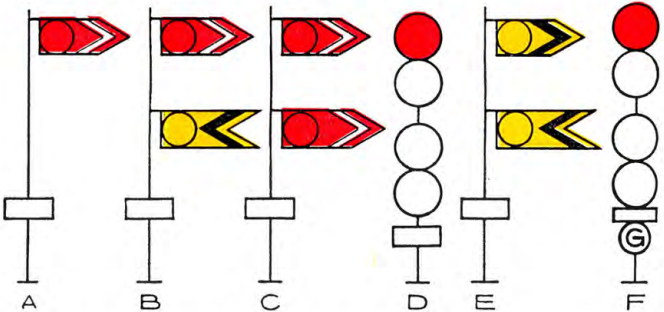


E

Indication—Proceed at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Name: Restricting.


RULE 291



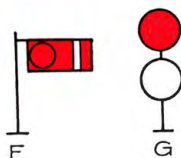
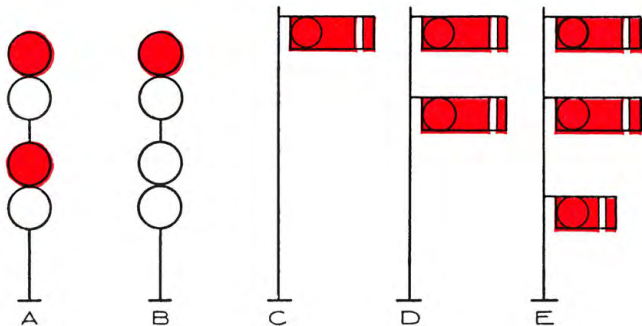
Indication—Stop; then proceed in accordance with Rule 509(a) or 509(b) or 509(g) or 509(h).

Name: Stop and Proceed.

Note.—E & F are grade signals and Rule 509(c) governs.

Note:  indicates number plate.

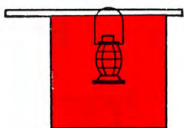
RULE 292



Indication—Stop.

Name: Stop.

RULE 293



A

Indication—Train orders.



B

Indication—Train orders.



C

Indication—No train orders —Proceed.

← Mast of →
Fixed Signal



D

Indication—Train orders.

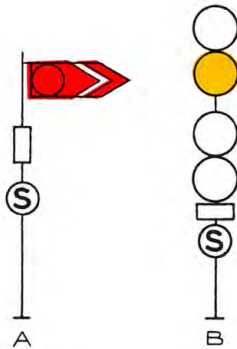


E

Indication—No train orders —Proceed.

Name: Train Order Signal.

RULE 294

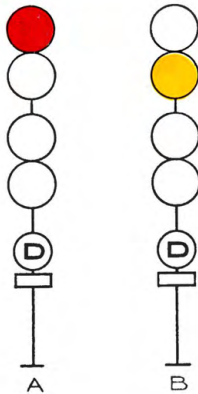


Indication—When Letter “S” Illuminated —
Take Siding.

Name: Take Siding Signal.

Note.—Unless otherwise provided, trains or engines must be governed by restrictive indication of signal before acting on indication to take siding.

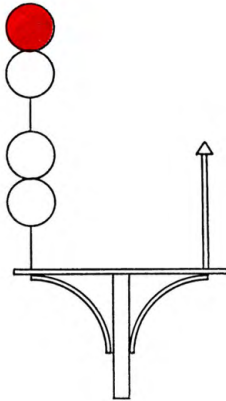
RULE 295



Indication—When Letter “D” Illuminated —
Dragging equipment on train ap-
proaching Drag Indicator — Stop
and inspect train.

Name: Drag Detector Indicator.

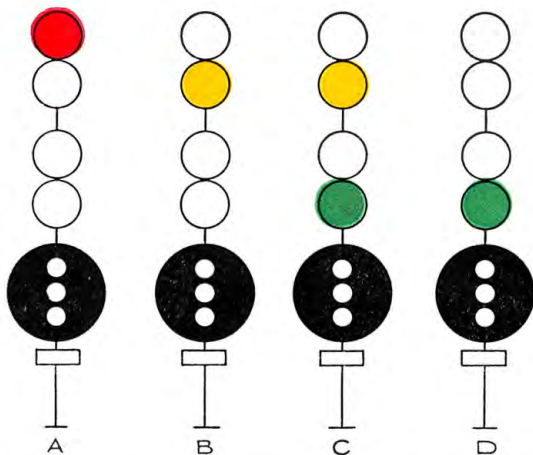
RULE 296



Indication—Where there is an unsignaled track between signal post and the track which it is to govern, a dummy mast is used on such post to signify each unsignaled track.


Name: Dummy Mast.

RULE 297



Indications—Proceed regardless of following superior trains, except that automatic signal indication must be observed. If there is any known cause that will prevent making usual running time, information should be given and instructions received by telephone. After a train accepts the proceed indication, and for any cause is unable to make usual running time, train must be protected as prescribed by Rule 99.

Name: Telephone Train Order Signal.


Note:  indicates number plate.

RULE 298



Indication—Freight trains: Take Siding. Report by telephone when clear of main track. Automatic signal showing “Stop and Proceed” indication may be passed without stopping, and train proceed at restricted speed to entrance switch of siding. Passenger Trains: Stop and report by telephone before taking siding.

Name: Telephone Train Order Signal.


Note:  indicates number plate.

RULE 299

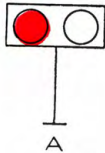


Indication—Stop on main track and report by telephone for instructions.

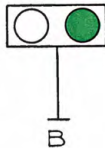
Name: Telephone Train Order Signal.

Note:  indicates number plate.

RULE 300



Indication—Stop and examine spring switch point to see that it is in proper position against stock rail.



Indication—Proceed: Spring switch points in proper position.

Name: Spring Switch Indicator.

RULE 301



Indication—Prepare to stop at Spring Switch.



Indication—Proceed.

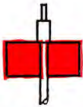
Name: Approach Spring Switch Indicator.

RULE 302

Main Line Switch Targets

Low switch stand.

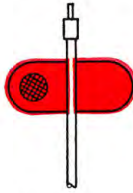
High switch stand.



Lined for
diverging
route.




Lined for
Main Track.



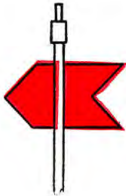
Lined for
diverging
route.



Lined for
Main Track.

Note:  indicates reflector.

Spring Switches



Lined for
diverging route.

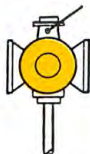


Lined for
Main Track.

RULE 303

Yard Switch Targets

Low switch stand where lamps are used.



Lined for
diverging route.



Lined for straight
track or lead.

RULE 304

Derail Targets

Where lamps are used.

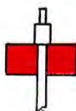


Derailing
Position.



Non-derailing
Position.

Where lamps are not used.



Derailing
Position.



Non-derailing
Position.