

# **UNITED STATES RAILROAD ADMINISTRATION**

**W. G. McADOO, DIRECTOR GENERAL OF RAILROADS**

## **NEW YORK CENTRAL RAILROAD**

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

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Issued in accordance with the Standard Code adopted by  
The American Railway Association, November 17, 1915.

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**EFFECTIVE  
OCTOBER 20, 1918**

## NEW YORK CENTRAL RAILROAD

## CAUTION CARD

Signal Station.....; .....M., ....., 19.....

TO ENGINEMAN, train..... on ..... track:

This card is authority to pass Stop-signal for..... track.

You may proceed with caution. Signal indicates stop on account of.....

.....

.....

.....Signalman.

Enginemen receiving this card properly filled in and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction.

When Caution Card is used on account of failure of means of communication, this card must be delivered to the signalman at the next signal station in advance, and the engineman must personally obtain from the signalman permission to proceed.

NEW YORK CENTRAL RAILROAD

**PERMISSIVE CARD**

Signal Station.....; .....M., .....19.....

TO CONDUCTOR AND ENGINEMAN, train..... on..... track:

Proceed, expecting to find a train in the block between this station  
and.....

....., Signalman.

Permissive Card may be used when a Stop-signal is displayed and it is permissible to admit a following train to the block.

Enginemen receiving this card will proceed as indicated.

## FORMS OF SIGNALS.

### Fixed Signals of the Semaphore Type.



FIG. 1

An interlocking signal or block signal which may display the "Stop" indication is distinguished by a square end red arm. Where more than one light is displayed they are vertically arranged. (Fig. 1.)

NOTE.—An interlocking signal governs the use of the routes of an interlocking plant and may be used for the blocking of trains and for train orders.

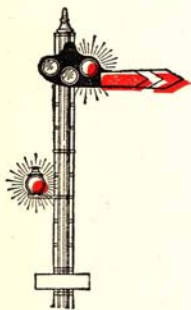


FIG. 2

An automatic block signal which may display the "Stop and then Proceed" indication is distinguished by a pointed end red arm, a number plate and the display of two lights, which for signals of the upper quadrant type and one-arm lower quadrant type shall be diagonally arranged on opposite sides of the signal mast. (Fig. 2.)



FIG. 3

A manual block signal or train order signal which may display the "Stop Within Defined Limits" indication is distinguished by a round end red arm. (Fig. 3.)

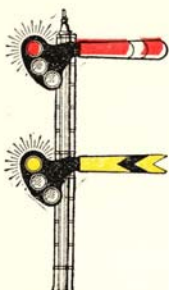


FIG. 4

A manual block signal with permissive arm which may display the "Stop Within Defined Limits" indication is distinguished by an upper round end red arm and a lower forked end yellow arm. (Fig. 4.)

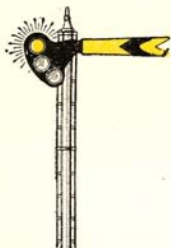


FIG. 5

A distant signal, whether interlocking or block, which may display the "Approach Home Signal with Caution" indication, is distinguished by a forked end yellow arm. (Fig. 5.)

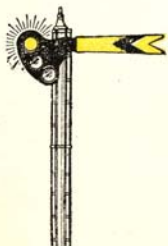


FIG. 6

A distant switch signal which may display the "Continue with Caution" indication is distinguished by a forked end yellow arm. (Fig. 6.)

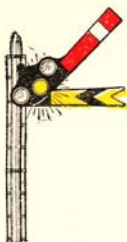


FIG. 7

End-of-block signal is distinguished by a forked end yellow arm displayed in a horizontal position in connection with a home interlocking or block signal arm which displays an indication to proceed. (Fig. 7.)



FIG. 8

A dwarf signal is distinguished by a small square end red arm, placed on a low stand. (Fig. 8.)

### Fixed Signals of Special Form.



FIG. 9

A pot signal is distinguished by the form of the target, the color of which corresponds with the color of the night signal indication displayed, except where a purple light is used for the night indication the target will be red. (Fig. 9.)

NOTE.—The standard form of pot signal is shown, but previous standards may be continued in use.

Various other fixed signals of special form are used, such as slow board, stop board, yard limit, switch, disc or ball.

### **SIGNAL INDICATIONS.**

The signal aspects, indications and the name given each for the various types of signals used are as follows:

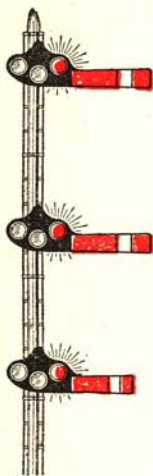


FIG. 11

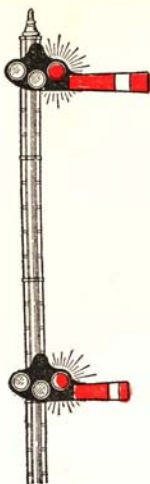


FIG. 12

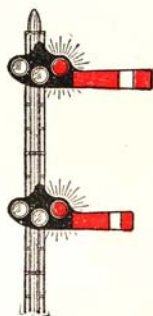


FIG. 13

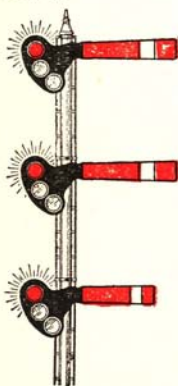


FIG. 14

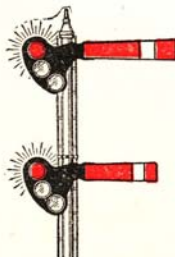


FIG. 15



FIG. 16

## Rule 701.

Indication—STOP.

Name—Stop-Signal.



FIG. 17



FIG. 18



FIG. 19



FIG. 20



FIG. 21



FIG. 22



FIG. 23



FIG. 24



FIG. 25

### Rule 701.

Indication—STOP.

Name—Stop-Signal.

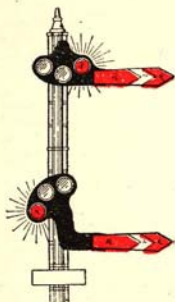


FIG. 26

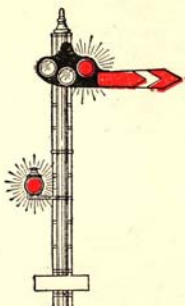


FIG. 27

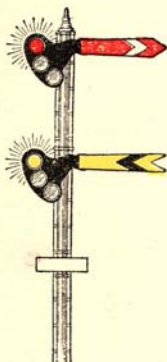


FIG. 28

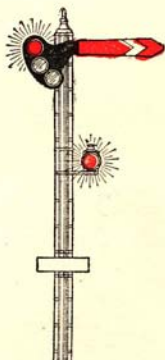


FIG. 29

### Rule 702.

Indication—STOP; THEN PROCEED.

Name—Stop-and-Proceed-Signal.

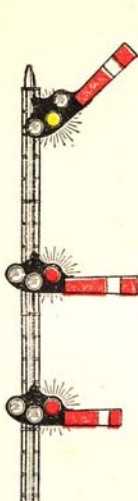


FIG. 30

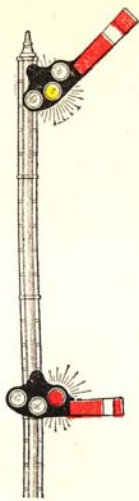


FIG. 31



FIG. 32

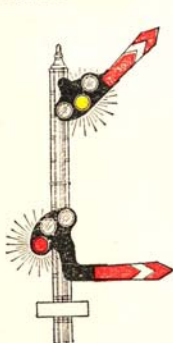


FIG. 33

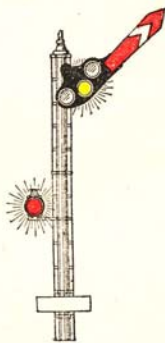


FIG. 34

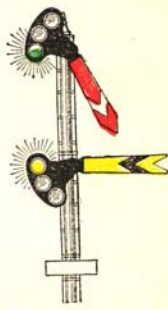


FIG. 35

### Rule 703.

RULE 703. FIGS. 30 TO 35 INCLUSIVE.

Indication—Proceed at a speed reduced to not exceeding one-half the maximum authorized at point involved (not exceeding thirty miles per hour) prepared to stop at the next signal.

Name—Approach-Signal.



FIG. 36



FIG. 37



FIG. 38

**Rule 703.**

Indication—APPROACH NEXT SIGNAL PREPARED  
TO STOP.

Name—Approach-Signal.

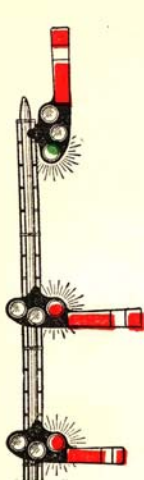


FIG. 39

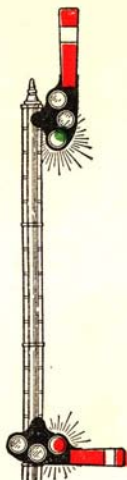


FIG. 40

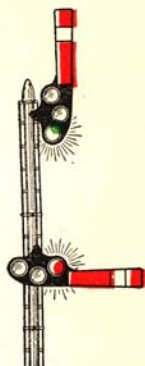


FIG. 41

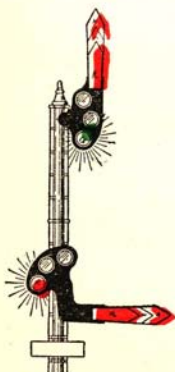


FIG. 42



FIG. 43



FIG. 44

**Rule 704.**

Indication—PROCEED.

Name—Clear-Signal.



FIG. 45



FIG. 46



FIG. 47

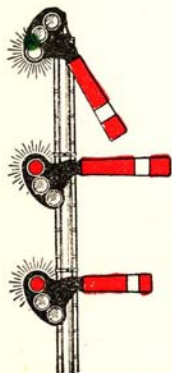


FIG. 48

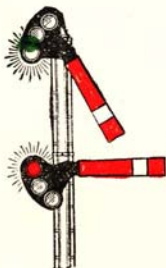


FIG. 49



FIG. 50

### Rule 704.

Indication—PROCEED.

Name—Clear-Signal.

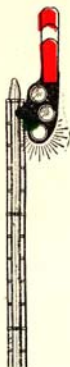


FIG. 51

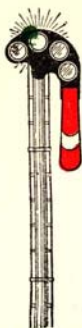


FIG. 52

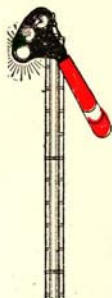


FIG. 53

**Rule 704.**

Indication—PROCEED.

Name—Clear-Signal.

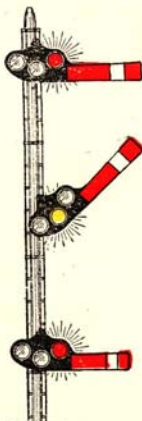


FIG. 54

**Rule 705.**

Indication—PROCEED AT RESTRICTED SPEED,  
PREPARED TO STOP AT NEXT SIGNAL.  
Name—Restricting-Signal.



FIG. 55

### Rule 706.

Indication—  
APPROACH NEXT  
SIGNAL AT RE-  
STRICTED SPEED.

Name—  
Approach-Re-  
stricting-Signal.

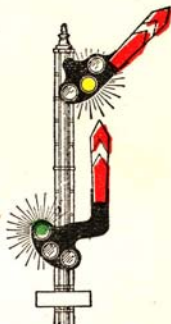


FIG. 56



FIG. 57

### Rule 707.

Indication—  
PROCEED AT RE-  
STRICTED SPEED.

Name—  
Clear-Restrict-  
ing-Signal.

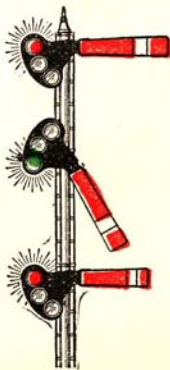


FIG. 58

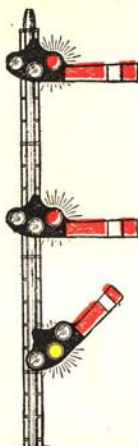


FIG. 59

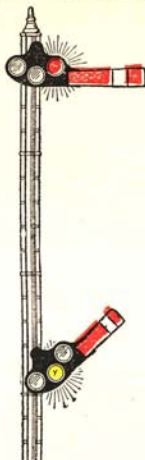


FIG. 60

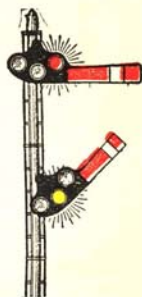


FIG. 61

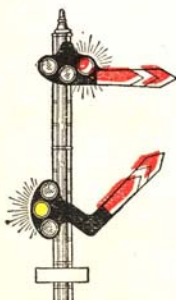


FIG. 62

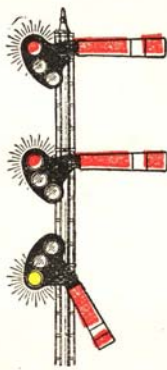


FIG. 63

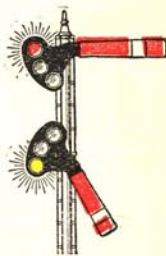


FIG. 64

**Rule 708.**

Indication—PROCEED AT SLOW SPEED,  
PREPARED TO STOP.

Name—Slow-Speed-Signal.



FIG. 65



FIG. 66



FIG. 67



FIG. 68



FIG. 69



FIG. 70

### Rule 708.

Indication—PROCEED AT SLOW SPEED,  
PREPARED TO STOP.

Name—Slow-Speed-Signal.

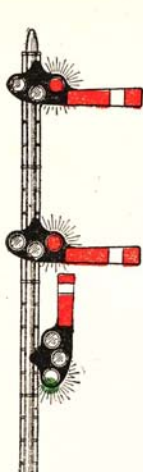


FIG. 71

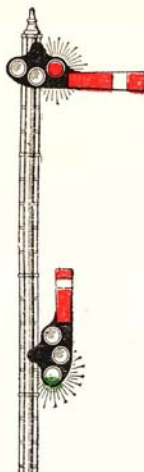


FIG. 72

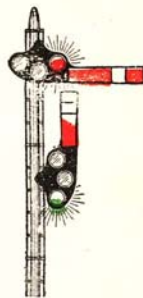


FIG. 73



FIG. 74



FIG. 75



FIG. 76



FIG. 77

### Rule 709.

Indication—PROCEED AT SLOW SPEED.  
Name—Clear-Slow-Speed-Signal.



FIG. 78

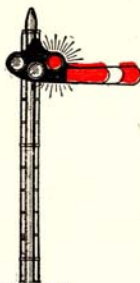


FIG. 79

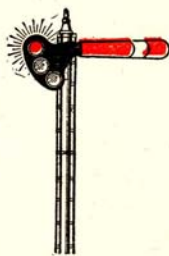


FIG. 80

**Rule 710.**

Indication—STOP WITHIN DEFINED LIMITS.  
Name—Stop-Signal.



FIG. 81

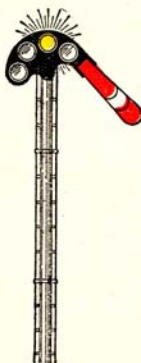


FIG. 82

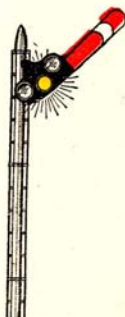


FIG. 83

**Rule 711.**

Indication—PROCEED WITH CAUTION, PREPARED  
TO STOP SHORT OF TRAIN OR OBSTRUCTION.  
Name—Permissive-Signal.



FIG. 84

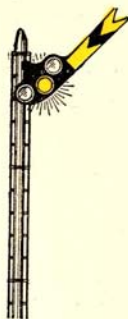


FIG. 85

**Rule 712.**

Indication—APPROACH HOME SIGNAL WITH  
CAUTION.

Name—Caution-Signal.

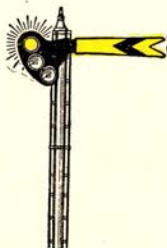


FIG. 86

*continue*

**Rule 713.**

Indication—~~PROCEED~~ WITH CAUTION.

Name—Caution-Switch-Signal



FIG. 87

**Rule 714.**

Indication—PROCEED.

Name—Clear-Signal.

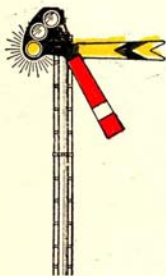


FIG. 88



FIG. 89

**Rule 715.**Indication—PROCEED WITH CAUTION, END OF  
BLOCK SYSTEM.

Name—End-of-Block-Signal.

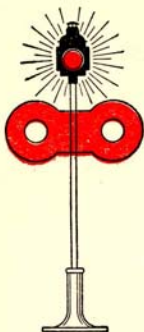


FIG. 90



FIG. 91



FIG. 92



FIG. 93

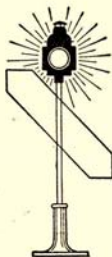


FIG. 94



FIG. 95

**Rule 716.**

Indication—STOP OR PROCEED.

See Rule ~~10~~h.

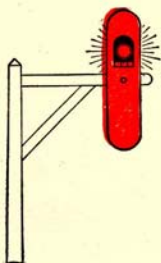


FIG. 96

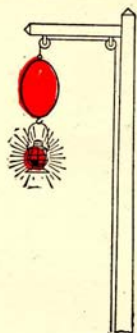


FIG. 97

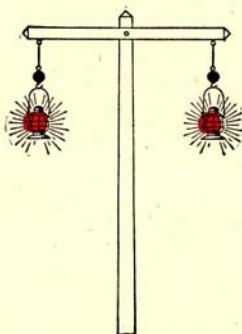


FIG. 98

### Rule 717.

Indication—STOP, OR PROCEED OVER CROSSING  
AS PRESCRIBED BY SPECIAL INSTRUCTIONS  
ON THE TIME-TABLE.



FIG. 99

**Rule 718.**

Indication—TAKE NEXT SIDING.

Name—Take-Siding-Signal.

**Rule 719.**

Indication—REDUCE SPEED TO INDICATED LIMIT.

Name—Reduce-Speed-Sign.

Location—Upon the right of and adjoining the track to which it refers, approximately 3000 feet from the point to be protected.

If a flag is substituted for the sign or the sign does not designate the speed limit, speed must be reduced to 10 miles per hour.



FIG. 100



FIG. 101

**Rule 720.**

Indication—SLOW SPEED.

Name—Slow-Speed-Sign.

Location—At the point to be protected, upon the right of and adjoining the track to which it refers.

**Rule 721.**

Indication—RESUME NORMAL SPEED WHEN REAR OF TRAIN HAS PASSED.

Name—Resume-Speed-Sign.

Location—Upon the right of and adjoining the track to which it refers, and 50 feet in advance of the point protected.



FIG. 102

## MANUAL BLOCK RULES.

**901.** Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

## MANUAL BLOCK RULES. ENGINEMEN AND TRAINMEN.

**911.** Where an interlocking plant and manual block signals are operated from the same signal station, interlocking rules govern movements through the interlocking plant.

**912.** Block signals will also be used as Train-order signals and Train-order signal rules also govern.

**913.** Block signals for a track apply only to trains moving with the current of traffic on that track. Hand signals will be used for blocking trains moving against the current of traffic.

**914.** When a train takes a siding, the conductor must immediately notify the signalman when the train is clear of main track and the switch closed.

**915.** Trains must not pass a Stop-signal without receiving Clearance Card, Caution Card, Permissive Card, or a train order authorizing them to do so, except that:

(a) The head end of a passenger train may pass signal not more than 200 feet when making a station stop, provided it does not foul entrance switch of siding to be used by opposing trains.

(b) A train to take siding at switch located in advance of signal may proceed with caution when engineman receives hand signal from trainman of train holding main track, and the switch is set for movement to the siding.

**916.** Trains must not proceed on hand signals as against block signals.

**917.** A train must not go to a closed signal station or non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

**918.** Unless otherwise directed, when two or more trains have been coupled and so move past any signal station, they must be separated only at a signal station and the signalman notified.

**919.** When a train takes a siding it must not again enter the block without the permission of the signalman.

A train having passed beyond the limits of a block must not back into that block without permission from the signalman.

**920.** Engines within yard limits must receive permission from signalman before occupying main track and report to signalman when clear of main track.

**921.** Unless otherwise provided, when it is necessary for a train to cross over, the signalman must be notified and permission obtained before crossing over or returning.

## MANUAL BLOCK RULES.

### SIGNALMEN.

**941.** Where an interlocking plant and manual block signals are operated from the same signal station, interlocking rules govern movements through the interlocking plant.

**942.** Where apparatus is provided at one signal station for the control, at an adjacent signal station, of the display of an indication to proceed, signalmen must co-operate, in the manner intended, in the operation of such apparatus while observing manual block rules.

**943.** Block signals will also be used as Train-order signals and Train-order signal rules also govern.

**944.** At stations not equipped with fixed signals signalmen must use hand signals.

**945.** A block record must be kept at each signal station.

**946.**                      COMMUNICATING CODE.

- 1—Display Stop-signal.
- 13—I understand.
- 17—Display Stop-signal. Train following.
- 2—Block clear.
- 3—Block wanted for train other than passenger.
- 36—Block wanted for passenger train.
- 4—Train other than passenger has entered block.
- 46—Passenger train has entered block.
- 5—Block is not clear of train other than passenger.
- 56—Block is not clear of passenger train.
- 7—Train following.

8—Opening signal station. Answer by record of trains in the extended block.

9—Closing signal station. Answer by 13

When two or more tracks are used in the same direction, signalmen in using the communicating code must also specify the track.

NOTE.—When the telephone is used, the code will be used without the numerals.

**947.** On single track, to admit a train to a block, the signalman must examine the block record, and if the block is clear, give "1 for ——" to the next signal station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "2 for ——." If the block is not clear, he must reply "5 of ——," or "56 of ——." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 958 or by train order.

To permit a train other than a passenger train to follow a train other than a passenger train into a block, the signalman must give "17 for ——" to the next signal station in advance. The signalman receiving this signal, if there is no passenger train in the block, must reply "5 of —— 13 for ——." The approaching train will then be admitted to the block under Permissive-signal or with Permissive Card and Clearance Card.

**948.** Where there are two or more main tracks, to admit a train to a block, the signalman must

examine the block record, and, if the block is not occupied by a passenger train, give "3 for —," or "36 for —," to the next signal station in advance. The signalman receiving this signal, if the block is clear, must reply "2 for —." If the block is not clear, he must reply "5 of —," or "56 of —." The signalman at the entrance of the block must then display the proper signal indication.

A train must not be admitted to a block which is occupied by a passenger train, or a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 958, or by train order.

A train other than a passenger train may be permitted to follow a train other than a passenger train into a block under Permissive-signal or with Permissive Card and Clearance Card.

**949.** When a train enters a block, the signalman must give "4 —," or "46 —" and the time, to the next signal station in advance, and when the train has passed the Block Signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed 500 feet beyond the Block Signal, he must give the record of the train to the next signal station in the rear.

This information must be entered on the block records.

NOTE.—The blanks in Rules 947, 948 and 949 are to be filled by the number or designation of the train, except as otherwise noted.

**950.** Unless otherwise provided, signalmen must not ask for the block until they have received a report of the train from the next signal station in the rear.

**951.** Signalmen must not permit a train to go to a closed signal station or non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

**952.** Should a train pass a signal station without markers, the signalman must notify the signalman at the next signal station in each direction, and must not report that train clear of the block until he has ascertained that the train is complete.

**953.** Should a train pass a signal station in two or more parts, the signalman must stop all trains moving in the same direction and notify the signalman at the next signal station in advance. A signalman having received this notice must stop all trains moving in the opposite direction. The Stop-signal must not be displayed to the engineman of the parted train if the train can be admitted to the block in advance under Block Signal Rules; but the Train-parted signal must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

**954.** When a train takes a siding the signalman must know that it is clear of the block before giving "2" or displaying a Clear-signal for that block.

The signalman must obtain control of the block before permitting a train on a siding to re-enter the block.

**955.** To permit a train to cross over or return, unless otherwise provided, the signalman must

examine the block record, and if all the blocks affected are clear of approaching trains he must arrange with the signalman at the next signal station in each direction to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Permissive-signal or with Permissive Card and Clearance Card.

All cross-over movements must be entered on the block records.

**956.** A signalman having train 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.

**957.** If, from the failure of block signal apparatus, the block signal cannot be changed from the Stop indication, a signalman having information from the signalman at the next signal station in advance that the block is clear, may admit a train to the block by the use of Clearance Card.

If the block is occupied by a train other than an opposing train or a passenger train, the signalman may admit a following train by the use of Permissive Card and Clearance Card.

**958.** If, from any cause, a signalman is unable to communicate with the next signal station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Caution Card, provided 10 minutes have elapsed since the passage of the last preceding train.

**959.** Block signals for a track apply only to trains moving with the current of traffic on that track. Signalmen will use hand signals for blocking trains moving against the current of traffic.

**960.** To open a signal station the signalman must give "8" to the next signal station in each direction and record the trains that are in the extended block. He must then display Stop-signal and notify the next signal station in each direction that the signal station is open.

When trains, which were in the extended block when the signal station was opened and which had passed his signal station before it was opened, clear the block in advance, he must repeat the record to the signal station in the rear.

**961.** Unless otherwise provided, a signal station must not be closed until the block in each direction is clear of all trains.

To close a signal station, the signalman must give "9" to the next signal station in each direction, and when he receives "13" enter it on his block record, with the time it is received from each signal station.

The block signals must then be cleared, all lights extinguished and the block wires arranged to work through the closed signal station.

**962.** When a Permissive-signal is provided it must be used instead of Permissive Card.

**963.** Clearance Card, Caution Card or Permissive Card must not be issued to trains until train orders received for such trains have been delivered.