



**MACKEREL FLATS AND GOAT HILL  
JUNCTION RAILROAD  
OPERATING RULES**

**EFFECTIVE JULY 1, 1997**

**REVISED APRIL 3, 2010**

**REVISED JULY 11, 2015**



Storage assignments are granted to the member, not the equipment. Transfer of ownership of equipment does not guarantee transfer of storage assignment. The Board of Directors shall determine the eligibility of the new owner for a storage assignment for the equipment.

The Board of Directors shall determine who receives assignments and where equipment shall be stored. Changes in storage location may be requested by the member or directed by the Board of Directors to achieve maximum use of the limited storage resource.

Non-operational equipment or personal projects do not qualify under storage rules and are to be removed within 10 days of request made by the Board of Directors.

The Board of Directors may grant, under special circumstance, temporary exceptions to the Active Participation requirement in family emergency situations. This will be based on prior efforts to the benefit of the Club.

**Modification to the Rules or Criteria for Storage Assignments**

The Board of Directors shall be permitted to submit amendments to these rules as needed, including adding a dollar cost of storage beyond work hours, for approval by the members. Such proposed amendments shall be presented at a General Meeting (quorum required); published in the next issue of The Way Freight; open for discussion at the next General Meeting with a quorum; modifications if any published in the following issue of The Way Freight; and voted on by the membership present at the 2nd General Meeting with a quorum after initial presentation..

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## GENERAL NOTICE

Safety is of the first importance.

Obedience to the rules is essential to safety.

## GENERAL RULES

- A. Members whose activities are prescribed by these rules must be provided with a copy.
- B. Members, and others who utilize Orange County Model Engineers, Inc. (O.C.M.E.) facilities, must be conversant with and obey the rules and any special instructions. If in doubt as to their meaning, they must apply to proper authority of the Corporation for an explanation.
- C. Members who utilize O.C.M.E. facilities must pass the required examinations.

C.1.0 **Operating O.C.M.E. or Private Equipment During Public Events.** This includes run weekends, birthday parties, and other events that the public may attend.

C.1.1 Engineers must be 18 years of age, pass the O.C.M.E. engineer test, and be checked out by the O.C.M.E. Vice President of Operations or his designate on the specific equipment being used, and operate the equipment under supervision for 2 full run days within a 3 month period.

C.1.1 Exception: Junior members who have passed the O.C.M.E. Engineers Test, been checked out by the V.P. of Operations or his designate on the equipment, show a sufficient degree of maturity and responsibility, are always under the direct supervision of a qualified engineer at least 18 years old, and been approved by a majority vote of the Board of Directors to do so, may:

- 1) Operate as engineer on birthday parties

- 3. An Application for Storage must be submitted to the Board of Directors prior to the granting of permission for storage or reinstatement of previous storage.

**A Member must continue to qualify under the Active Participation Requirement to retain any privilege of storage that has been granted.**

## Criteria for Storage Assignments, Changes, and Recisions

Storage assignments shall be adjusted annually based on the following criteria:

- 1. Total space available for member storage (total feet of storage minus feet occupied by Club equipment)
- 2. Total work hours accumulated by all members granted and requesting storage and work hours of the qualifying member
- 3. Longevity of the qualifying member
- 4. Current authorized storage of the qualifying member
- 5. Operational status of member's equipment in storage
- 6. Allowance for probational storage by new members and existing members making first storage request

The Board of Directors has the right of recision on any storage, partial or total. All changes which necessitate removal of equipment shall require at least 4 affirmative votes of the Board of Directors and shall provide for 30 days written notice to the member to remove equipment.

Running one's own train on public run days does not qualify for credit except when the train is used to carry the public.

All Work time claimed must be verified by a board member or a designated project manager on an O.C.M.E. time card. Keeping track of hours, obtaining verification, and reporting is the responsibility of each member.

Not more than 7 hours in any one day may be credited to a Regular or Life member. Family members may be allowed not more than an additional 7 hours per day to the credit of the Regular or Life member.

A regular guest (running at least 2 times in any 6 month period, not including meets) may be asked to join O.C.M.E. in order to continue use of the facilities.

## **Storage of Personal Equipment**

### **Storage is an earned privilege, not a right of membership.**

Hours-of-qualified-work as detailed in the Active Participation Requirement section is the primary criteria for assignment of the limited resource of storage space to a member. Storage is based on availability and must be approved prior to a member initially storing or adding to existing equipment in storage.

The procedure for requesting storage follows:

1. Applicant must be a paid Regular member or Life member to store equipment. Any membership lapse may require reapplication for storage.
2. Applicant must have credit for a minimum of 20 qualified hours in the immediate past 6 months.

- 2) Move equipment between the compound and the station on run days
- 3) Move equipment from the unloading area of the station to the loading area of the station on run days during operating hours, provided there are no members of the public on the loading platform

C.1.2. Junior members who have passed the O.C.M.E. Conductors Test, been checked out by the V.P. of Operations or his designate, show a sufficient degree of maturity and responsibility, are always under the direct supervision of a qualified engineer at least 18yrs old, and been approved by a majority vote of the Board of Directors to do so, may operate as a conductor.

C.1.3. Trains can include up to six riding cars.

C.2.0. **Special Rules.** Vice President of Operations can establish temporary operating rules for special events.

C.3.0 **Operating O.C.M.E. Equipment during times not attended by the public.**

C.3.1 Engineers must be 14 years of age or older, pass the O.C.M.E. engineer test, and be checked out by an O.C.M.E. engineer on the specific equipment being used in order to operate the train by themselves.

C.3.2 Members under 14 years of age must always be supervised by an O.C.M.E. engineer over 18 years of age on board the train.

C.3.3 Members who are learning to operate club equipment must be supervised by an O.C.M.E. engineer over 18 years of age on board the train.

C.3.4 Trains can include up to six riding cars.

- E. Members should render every assistance in carrying out the rules and special instructions, and should report any violation thereof to the proper officer.
- F. Accidents, defects in track, bridges, or signals or any unusual condition which may affect the safe operation of the railroad must be reported to the proper authority.
- G. The use of alcoholic beverages or narcotics by members while on railroad property is prohibited. Being under the influence of alcoholic beverages or narcotics while on railroad property is prohibited.

**Efforts-to-the-benefit-of-the-Club** is a wide-ranging list of activities that should enable any member to find one or more things that he or she can do. Many require no or minimal physical labor. Some can be performed at home. If in doubt about the value to the Club of a particular activity, contact the Board.

**Some examples** of qualifying Active Participation (Efforts-to-the-benefit-of-the-Club) include:

Track, equipment, and facilities work; Store work; Procurement and publishing; Birthday party management and train operations; Educational activities (club and general public programs); Monthly Run Day club service to public; Annual and Special Meet committee work and service; Board of Directors service; Board of Directors standing and appointed committee service. The previous list is for sample purposes only and does not define any limits to qualifying activities.

The Board of Directors shall have final authority on the approval of qualifying activities.

**Working on personal equipment does not qualify as Active Participation.**

### **Active Participation Requirement**

A **minimum** of 20 hours of qualified work credit **accumulated every 6 months** is needed to be eligible for track, facilities, or equipment usage and for train storage consideration. Members who run on the track on a regular basis, using either personal or club equipment, must meet the minimum requirement.

Working on personal equipment, even on a designated Club work day, does not qualify for credit.

machine shop, table and radial arm saws, clubhouse, library, and storage containers.

**Use of Club facilities is subject to the following requirements:**

1. A Regular member with dues current or a Life member, who meets the active participation requirement detailed below, must be present on-site and responsible for the safety and security of all his/her non-regular member family and guests present as well as for the safety and security of the compound.
2. Only Club equipment designated for routine member-operation may be operated provided that the member has been qualified to operate that specific equipment.
3. A Regular or Life member who has been on-site and intends to leave the site must secure all Club equipment properly (including cleaning up and putting away all equipment used, closing gates to the bridge, securing the compound, and properly locking and setting the alarm) unless another Regular or Life member is present and agrees to take responsibility for properly securing all Club equipment.
4. On Public Run days, club-owned passenger cars shall be reserved for Club trains. Use in other passenger hauling trains shall be second priority.

**Active Participation**

Active participation for the benefit of the Club is the life-blood of O.C.M.E. Without the dedicated efforts and contributions of many throughout the existence of the Club, O.C.M.E. would have and be nothing. To maintain what O.C.M.E. is and to make O.C.M.E. better requires continuing efforts to the benefit of the Club.

**DEFINITIONS**

Absolute Signal - A block or interlocking signal designated by a plate bearing the letter "A", or by the absence of a number plate. Block.- A length of track of defined limits, the use of which by trains or engines is governed by block signals.

Block - A length of track of defined limits the use of which by trains or engines is governed by block signals.

Centralized Traffic Control System (CTC) - A block signal system under which train or engine movements are authorized by block signals for both opposing and following movements on the same track.

Home Signal - A fixed signal at the entrance of a route or block to govern train of engines entering and using that route or block.

Restricted Speed - Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train or engine, but a scale speed of 20 MPH must not be exceeded.

Signal Aspect - The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Signal Indication - The information conveyed by the aspect of a signal.

White Tie - Switch fouling point.

Blue Tie – Mileage Marker/Section Marker for bi-directional running under dispatcher control.

Green Tie – Water for steamers available.

**OPERATING RULES**

7. Members responsible for display of signals, must provide themselves with proper appliances, keep them in good order and ready for immediate use.
- 7(a). All members must keep a constant lookout for signals. All members of the crew must be alert to receive signals from members of the crews of other trains.

- 7(d). Members giving hand signals must locate themselves where they can be plainly seen and must give signals in such a way that they can be clearly understood.
- 7(g). Yellow flags by day and white lights by night will be used by switch tenders in giving hand signals.

**HAND SIGNALS (LANTERN AND FLAG)**

- 8(a). Swung at right angle to the track. = Stop.
- 8(b). Moved slowly with arm extended horizontally.= Reduce speed.
- 8(c). Raised and lowered vertically. = Proceed.
- 8(d). Swung in a circle at right angle to the track. = Back up.
- 8(h). Any object waved violently by any person on or near the track must be respected as a signal to stop.
- 8(q). Radio or other means of oral communication as well as signals given with a referee-type whistle may be used instead of hand signals to convey information.

**HAND SIGNALS (WITHOUT LANTERN OR FLAG)**

- 8(k). Arm swung in downward arc from the horizontal =Stop.
- 8(l). A beckoning motion with the hand = Come toward me.
- 8(m). Movement of the hand away from the body. = Go away from me.

**Appendix A**

**O.C.M.E. Club Facilities Use and Storage Rules**

**Introduction**

The purpose of these rules is to provide uniform and enforceable rules for the use of Club facilities and for on-site equipment storage.

The use of Club facilities inherently causes wear and tear on Club property. The Club must maintain the facilities and can do so only by the active participation of members doing things that benefit the Club.

On-site storage is a limited resource shared between Club Property (the priority occupant) and the equipment of those club members who wish and who qualify to keep their train equipment (engine and rolling stock) in the storage space available. The Club must regulate the assignment of storage space in order to provide the opportunity for those club members who contribute to the Club's well being to have priority of assignment.

**Club Facilities**

Club facilities is an all-inclusive term meaning all the tangible property of the Club and the parts of Fairview Park that are dedicated to the O.C.M.E. right-of-way and compound. All of this property is managed and maintained solely by the efforts of club members.

Examples of Club facilities are: track layout, club engines and cars, hoist and turntable, steaming bays, transfer table, compressor,



868. The engineer is responsible for the safe operation of the engine in his charge. Any persons assisting him must obey his instructions.
- 868(a). Extreme caution must be exercised during boiler blow-down to prevent injury.
871. Locomotives must not be left unattended, unless, other than steam engines, the unit is completely shut down and the wheels blocked, chained, or otherwise secured from rolling. Steam engines will be left with the throttle closed and latched, the reverse lever in the center position, and the drivers secured against movement.
876. Engineers must not permit any unauthorized person to handle the locomotive when engaged in passenger operation.

### STATION AGENTS

901. Agents are responsible for the efficient operation of their station. They must be courteous and considerate in their dealings with the public.
906. Agents must see that station buildings and areas are kept neat and clean and in proper condition for the accommodation of the public.
- Agents must preserve order in and about the station. They must not permit disorderly persons to interfere with the normal operation of the station.

### TRACK FLAGS, LIGHTS AND SIGNS

12. A train or engine finding a red flag or red light on or near the track must stop before any part of the train or engine passes the red signal, and must not proceed until proper verbal information as to the cause for the red signal is received, or a proceed signal received, or written instructions are found with the red signal.
- 12(d). Reduce Speed sign, showing the maximum speed permitted in scale miles per hour, placed to the right of the track as viewed from an approaching train, indicates that the track 2500 scale feet distant is in condition for a speed not greater than that shown on the sign. Resume Speed sign, placed to the right of the track as viewed from an approaching train, indicates the end of the Reduce Speed location.

Where two speeds are shown, the higher speed applies to passenger trains, and the lower speed to freight trains. Where one speed is shown it applies to all trains.

### ENGINE WHISTLE SIGNALS

14. The whistle must be sounded where required by rule or law. In case of whistle failure, speed of train must be reduced and the bell rung when approaching and passing through stations and yards, over public crossings and around curves.
- (a) Succession of short sounds. = Apply brakes. Stop
- (b) \_\_ \_\_ Release brakes. Proceed.
- (g) o o Answer to any signal not otherwise provided for.
- (h) o o o When standing, back. Answer to back up signal from ground.
- (j) o o o o Call for signals.
- (l) \_\_ \_\_ o \_\_ Approaching any of the following: Grade crossings, tunnels, obscure curves, a train standing on an adjacent track. As an alarm for persons near the track.

## COMMUNICATING SIGNALS

16. All conductors must have in their possession a whistle that is suit-able for communicating signals to the engineer. The following signals will be used:

<u>Number of sounds</u>	<u>Indication</u>
(a) Two	When standing — start.
(b) Two	When running - stop at once.
(c) Three	When standing — back up.

## HEADLIGHTS

17. The headlight must be displayed, burning bright, to the front of every train when operating at night. It must be extinguished when a train has stopped clear of the main line to meet a train, or is standing to meet a train at the end of double track or at a junction.

## MARKERS

19. When operating at night, a marker, or markers must display an illuminated red indication to the rear.

## USE OF SIGNALS

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually displayed, must be regarded as the most restrictive indication that could be given by that signal.

When a signal, except a fixed signal, is given to stop a train, it must be acknowledged by two short sounds of the engine whistle.

Proceed signals as well as stop signals given by switch tenders must be answered by two short sounds of the engine whistle.

867(b). Repairs to engines and other equipment should be done in the steaming bay area only.

867(c). Required annual boiler inspection must be accomplished before any steam locomotive may be operated. This inspection may be accomplished either by O.C.M.E. or other recognized organization,

867(d). No fueling of any kind is allowed in any storage areas. No combustible materials are to be stored in the storage areas. Properly fueled and secured engines are excepted.

867(e). The following pieces of equipment, that are ridden by the engineer, must be secured with safety chains in addition to couplers and/or draw bars: locomotive tenders, second units in a diesel consist (operating or dummy), riding cars, etc.

867(f). All fuel carrying cars must be secured to leading equipment by a coupler and a safety chain. LP fueled locomotives must have interlocking chains for all connecting fuel lines.

867(g). Boiler certification will be renewed each 12 months. A board appointed Safety Inspector or assistant will inspect and test each boiler and issue the appropriate certificate.

The following guidelines will apply:

1. Boilers must be equipped with a 1/8" NPT fitting.
2. Boilers will be hydrostatically tested at 50% above normal operating pressure, but not less than 150 psi.
3. There are to be two or more means of supplying water to the boiler while at normal operating pressure.
4. There must be two or more safety valves. They each must have sufficient capacity to discharge all the steam generated by the boiler without allowing the pressure to rise more than 5% above the maximum operating pressure.

867(h). Solid fueled locomotives must be equipped with an ash pan that will prevent hot coals from dropping on the track.

867(i). All Locomotives and rolling stock must meet I.B.L.S. wheel standards for 7 1/2" gauge track.

833. Station agents or crewmen must not allow persons who are intoxicated or otherwise disorderly to board any train. Mentally or physically handicapped persons are to be boarded only when accompanied by an attendant. They must not permit obscene, profane, or offensive language or other misconduct. Interference with or annoyance of other passengers, or damage to equipment must not be permitted.
- 833(a). Young children are not permitted to ride trains until they are at least 31 inches tall and able to walk.
837. Passengers will be seated on a seat facing forward. Small children may be seated on the car floor if practicable. Each car must be loaded so as to distribute the weight evenly between the trucks.
841. Before departure from the station, the station agent must instruct passengers to keep hands and feet inside the car at all times, to not lean to one side or the other, to not try to touch anything along the way, to follow the instruction of the crew at all times, and to not attempt to get off the train until it has come to a complete stop at the station.

When the conductor has determined the train is ready to depart he will give the engineer a proceed signal. Before starting, the engineer will sound two long sounds of the locomotive whistle.

- 841(a). At no time are members obligated to provide transportation for the public. This service is entirely voluntary.

### **ENGINE SERVICE**

867. Engines or other equipment being moved in the storage area, on or off the transfer table, in or out of the steaming bays, on or off lifts or the turntable must never be ridden. When practicable, all equipment is to be moved by hand in these areas. Wheel blocking chains are to be used.
- 867(a). Engines and other equipment are to be loaded and off-loaded for highway transport only at designated points in the steaming bay area.

### **MOVEMENT OF TRAINS**

84. A train must not start until proper signal is given.
85. When a train is delayed, other trains must be allowed to pass promptly.
91. Unless block signals are in use, trains in the same direction are to keep at least 200 feet apart, except when closing up at stations.
99. When a train stops, except when clear of the main line, a member of the crew must go back immediately with flagman's signals a sufficient distance to insure full protection.
- Flagman's signals:
- Day signal - A red flag.
- Night signal - A white light.
- 99(a). Conductors and engineers are responsible for the protection of their train, and when protection is necessary, they must see that it is provided with utmost promptness and in strict accordance with the rules.
- 99(c). When a train is flagged, the flagman must give the engineer a thorough explanation of the cause, and the engineer must be governed by conditions.
- 99(e). When track is obstructed or unsafe, or before making track impassable or unsafe, full flag protection must be provided in both directions on all tracks affected.
- 102(a). When there has been a derailment, after equipment has been re-railed it must be known by inspection of track and equipment that it is safe for the train to proceed.
104. Unless otherwise provided, the normal position of a main track switch is for main track movement and it must be lined in that position except when changed for immediate movement.
- 104(c). Both switches of a cross—over must be left in normal position after having been used.

104(g). A rigid switch must not be run through. When a switch is damaged or defective, it must be spiked.

107. When a passenger train is standing at a station, no part of that train may be passed by a train or engine on the side where passengers are being received or discharged.

### **GENERAL DESCRIPTION OF SIGNALS**

Block signals are of the color light type. Their aspects are shown by lights of the prescribed color as viewed from an approaching train and may be qualified by flashing of lights, or by number plate or letter plate.

Block signals, as far as practicable, are located adjacent to or directly over the track they govern.

Unless otherwise indicated, where two or more signals are located on the same mast, the upper signal will govern the main route and the lower signal or signals will govern diverging routes.

Stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

Stop-and-Proceed signals are designated by number plates.

Block signal numbers indicate their location approximately in scale miles and tenths according to mile posts.

### **TRAIN SERVICE**

800. The general direction and government of a train is vested in the engineer. All other crew members must obey his instructions.

802. Engineers must know that all crew members are familiar with and do comply with all rules and are qualified to perform their duties.

810. Members of the crew must watch their train closely for any condition that would affect the safe operation of that train. If a problem is noted a signal to stop must be given and the problem corrected.

813(a). When a locomotive is stopped in a tunnel under conditions preventing prompt movement, engines must be shut down immediately.

814. Trains and engines must be handled in a manner which will avoid shock from starting, stopping, or slack action which might cause discomfort to persons or damage property.

### **PASSENGER SERVICE**

831. All crew members on a passenger train are responsible to the engineer. The engineer must know that they are qualified to perform their duties. Courtesy to passengers and to each other is of utmost importance.



832. Passengers must not be allowed to use photo or video equipment while on board the train. Food or drink are not permitted aboard trains.

832(a). Passenger loading and unloading will normally be done at a designated station area only.

709. Members must not discriminate between individuals who ride the railroad. Acceptance of tips or gratuities by individual members is not permitted, however, these may be received in behalf of O.C.M.E..
714. Every precaution must be taken to prevent loss and damage by fire. The rules and instructions governing fire prevention and fire protection must be fully complied with.
715. Members must observe trains to detect anything unusual, defective, or dangerous and make the crew aware of any problem.
- 716(a). In the event passengers, guests or members are injured, everything possible must be done to care for them properly. If warranted, 911 should be called immediately.
- 716(h). All cases of personal injury to any member, guest or passenger must be reported to a member of the board of directors.
719. When persons who are evidently intoxicated or otherwise impaired are on railroad property, every effort must be made to protect them from injury. If they can not be peacefully removed from the property, proper authority must be notified.
740. Non-members of O.C.M.E. are welcome to tour the facilities, but all visitors should be accompanied by a member, especially young children.
741. Members should not use any equipment that belongs to another member without first receiving permission. No member is under any obligation to allow anyone else to use railroad equipment, tools, or any other personal property.
742. When members are conducting visitors on tours of the facility, great care should be exercised to see that no damage is done to any equipment that is stored or is otherwise on the property.

## BLOCK AND INTERLOCKING

Following symbols are used in diagrams of signal aspects:

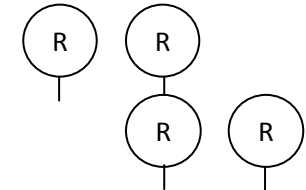
To indicate number plate;  To indicate flashing light; 

RULE

ASPECTS

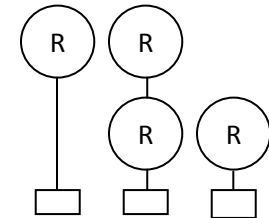
240A

(with or without number plate)



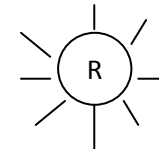
240B

(with number plate)



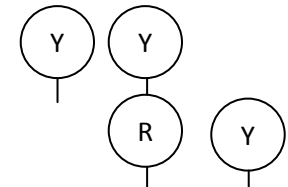
240C

(Flashing red light on any signal)



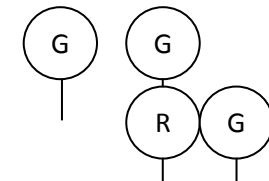
240D

(with or without letter "A" or number plate)



240E

(with or without letter "A" or number plate)



## SIGNAL INDICATIONS

Aspects shown in rules 240C through 240N may be displayed on signals with or without a number plate on the signal mast.

NAME	INDICATION
Stop	Stop before any part of the train or engine passes the signal.
Stop and Proceed	Stop before any part of the train or engine passes the signal then proceed at scale proceed restricted speed through entire block.
Flashing Stop & Proceed	Stop. Block occupied. Proceed at scale restricted speed.
Approach	Proceed prepared to stop before any part of the train or engine passes the next signal. Trains exceeding scale 30 MPH must immediately reduce to that speed.
Clear	Proceed.

On any track signaled for traffic in one direction block signals apply to trains moving with the current of traffic on that track.

- 519. A train or engine entering a block between signals must proceed at restricted speed to the next signal in advance.
- 522. Trains, engines, or cars on a siding or other auxiliary track must stand clear of the insulated joints at the fouling point.

## RAILROAD RADIO RULES

- 654. Before transmitting, any member operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use.
- 655. A distress call will be preceded by the word "Emergency", repeated three times. Such calls shall be used only to cover initial reports of serious accidents and/or injuries.
- 658. Members must clearly identify the station, train, or engine and individual transmitting or responding to a radio call.

## GENERAL REGULATIONS

- 700. Members and guests must never be careless of the safety of themselves or of others. Individual conduct should never subject the railroad or O.C.M.E. to criticism or cause good will to be lost.
- 701. Courteous, considerate conduct is required of all members at all times.
- 701(a). Members must not enter into altercation with any person, regardless of the provocation.
- 705. Members should exercise care and consideration in the use of O.C.M.E., or other members' property.
- 707. Railroad and O.C.M.E. premises must be kept in a clean, orderly, and safe condition.

**CENTRALIZED TRAFFIC CONTROL SYSTEM RULES**

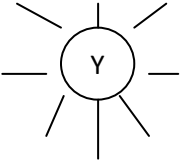
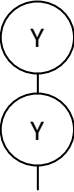
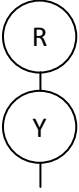
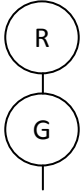
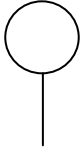
- 265. CTC rules apply only in CTC territory.
- 266. A train or engine must not enter CTC territory unless the governing signal displays an indication to proceed or authority is obtained from the control operator.
- 267. A train or engine must not foul or enter the main track or a controlled siding at a hand operated switch unless the governing signal displays an indication to proceed, or authority to occupy such track has been received from the control operator.
- 269. When a train or engine is stopped by a Stop signal and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions.
- 270. When it is desired to occupy the main track or a controlled siding, the crew must obtain authority from the control operator.

**DUAL CONTROL SWITCHES**

- 276. Dual control switches must not be operated by hand without authority from the control operator except when communication has failed.

**AUTOMATIC BLOCK SIGNAL SYSTEM RULES**

- 505. Automatic block signals govern the use of blocks, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.
- 508. On any track signaled for traffic in both directions, block signals apply to trains in the direction of their movement on that track.

RULE	ASPECTS
24OF	
24OG	
(with or without letter "A" or number plate)	
24OL	
(with or without letter "A" or number plate)	
24OM	
(with or without letter "A" or number plate)	
24ON	
Lunar Light on any Signal	

NAME	INDICATION
Advance Approach	Proceed. Speed passing next signal must not exceed scale 40MPH.
Approach Diverging	Approach next signal prepared to proceed on diverging route at prescribed speed.
Diverging Approach	Proceed on diverging route prepared to stop at next signal. Prescribed speed through turn-out. Trains exceeding scale 30MPH must immediately reduce to that speed.
Diverging Clear	Proceed on diverging route. Prescribed speed through turn-out
Restricting	Proceed on route indicated at scale restricted speed.

**GENERAL SIGNAL RULES**

- 242. Trains and engines must comply with the indications of all signals which govern their movements.
- 243. When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal or to a point where it may be seen that the track is clear to the next signal.
- 244. Engineers must bear in mind that even though a signal has displayed a Proceed indication, the next signal may change to display a restrictive indication while the train is between signals.  
Engineers must be on the alert and prepared to respect whatever indication the next signal may give.
- 245. After stopping for a signal, two long sounds of the engine whistle must be sounded when ready to proceed.

**RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS**

- 261. On portions of the railroad trains will be governed by block signals.
- 262. The reverse movement of a train or engine must not be made except by signal indication, without permission of the control operator.
- 263. Movement of trains will be supervised by the train dispatcher who may also operate the control machine.