

Appendix One, cont.

Engineers signals are as follows:

- |             |  |
|-------------|--|
| O           | Short Blast  |
| —           | Long Blast   |
| A. O        | Apply brakes, stop   |
| B. OO       | Answer to any other signal not otherwise provided for                                  |
| C. OOO      | When standing, back up   |
| D. OOOO     | Call for signals   |
| E. — —      | Release brakes, proceed  |
| F. — — — —  | Crew return to train   |
| G. — OOO    | Brakeman guard rear of train   |
| H. — OO     | Call attention to GREEN classification signals   |
| I. — — O —  | Approaching a public crossing of restricted visibility or a train on an adjacent track |
| J. —————    | Approaching station or railroad crossing   |
| K. OOOOOOOO | Warning to people on track; general alarm  |

SIGNALS OF THE BRAKEMAN

Communicating signals should be used by brakemen when necessary to convey a message to the engineer while the train is running. Communicating signals are sounded on the brakeman's whistle of sufficient loudness for the engineer to hear above the noise of the engine. Brakeman's Signals are as follows:

- |            |  |
|------------|--|
| A. O O     | When standing, proceed                 |
| B. O O     | When running, stop                     |
| C. O O O   | When standing, back up                 |
| D. O O O   | When running, stop at the next station |
| E. O O O O | When running, reduce speed             |

COLOR SIGNALS

Color signals may be lights, flags, tags, or any other recognized signaling device. Their **normal** meanings (exceptions covered below) are as follows:

- |             |  |
|-------------|--|
| A. RED —    | Stop   |
| B. YELLOW — | Proceed with caution at reduced speed and prepare to stop at the next signal |
| C. GREEN —  | Proceed. (GREEN signals on the head end of a locomotive indicate             |