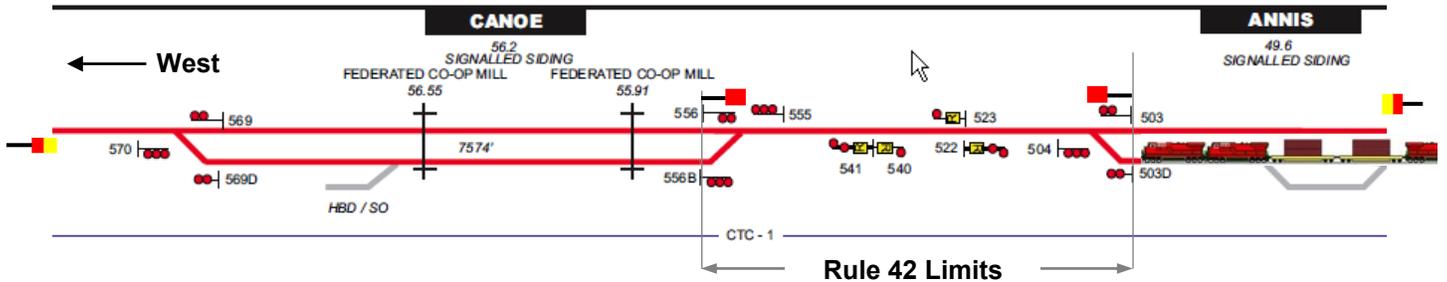


**INSTRUCTIONS TO MOVEMENTS -  
RULE 42 LIMITS DEFINED BY CONTROLLED SIGNALS**

**SITUATION (single track CTC):** Foreman Jack Track has a Form Y on the main track with limits defined as Signal No 503 and Signal No 556 Shuswap Subdivision.

A westward train, 5834 West, is currently occupying the signalled siding at Annis and has contacted foreman Jack Track for instructions in his protected limits.



**QUESTION:** Even though 5834 West will be governed by Signal No 503D when leaving the siding, must the foreman's instructions authorize the train from Signal No 503, the identifiable location stated in the GBO?

**ANSWER:** Yes.

**INTERPRETATION:** In the application of Rule 42 protection, the red flag defining the limits of a foreman's protection must be located at the identifiable location stated in the Form Y GBO; i.e.: if a block signal is stated as the location, then the red flag must be placed at this signal.

In scenarios where an identifiable location stated is a controlled signal, the situation is complicated by the fact that there may be other signals within the controlled location that govern entry to the protected track and these **may not** be located at the red flag. To avoid any misunderstanding when authorizing a movement into the protected limits from the controlled location, the foreman must use the signal specified in the Form Y GBO.

In our scenario, Annis West is a controlled location with two signals governing entry to the foreman's protected limits on the main track, Signal Nos 503 and 503D. The limit stated in the Form Y is main track Signal No 503, therefore the red flag will be located at this signal, and the foreman's instruction to 5834 West must reference this signal.

[Note: In the application of Rule 42, all tracks within the controlled location (tracks bounded by Signal Nos 503, 503D and 504) are considered "main track"]

To avoid such complications, foremen should use whole miles whenever possible to express the track limits. As per GOI ES, page 98: "...At CP, whole miles are preferred, and other identifiable locations should be used only when whole miles are not practicable...".

**SUMMARY:** In the situation described above [single track CTC, when Rule 42 is used to protect "main track" and a track limit is defined by a controlled signal at a location where multiple signals govern entry to the protected track], the signal no stated in the Form Y GBO must be used by the foreman when authorizing movements into the protected limits.