

RULE 178 (b)

When following another train, the Motorman, Operator, Yard Foreman, or Switchman must keep at a safe distance and must operate the train at a speed which will enable him to stop safely should the train ahead make a sudden stop at an unexpected place. Collision with another train will not be excused.

INSTRUCTIONS FOR RULE 178 (b)

WHEN THERE IS A TRAIN AHEAD, whether it appears to be moving or standing, the Motorman must begin braking at a distance no less than the distance indicated below:

SERIES 4000 CARS

- AT 40 MPH** (full speed, 1600 FT. (about 2½ city blocks)
4th point)
- AT 20 MPH** (2nd point speed) 500 FT. (about 1 city block)
- AT 10 MPH** (1st point speed) 200 FT. (about ½ city block)

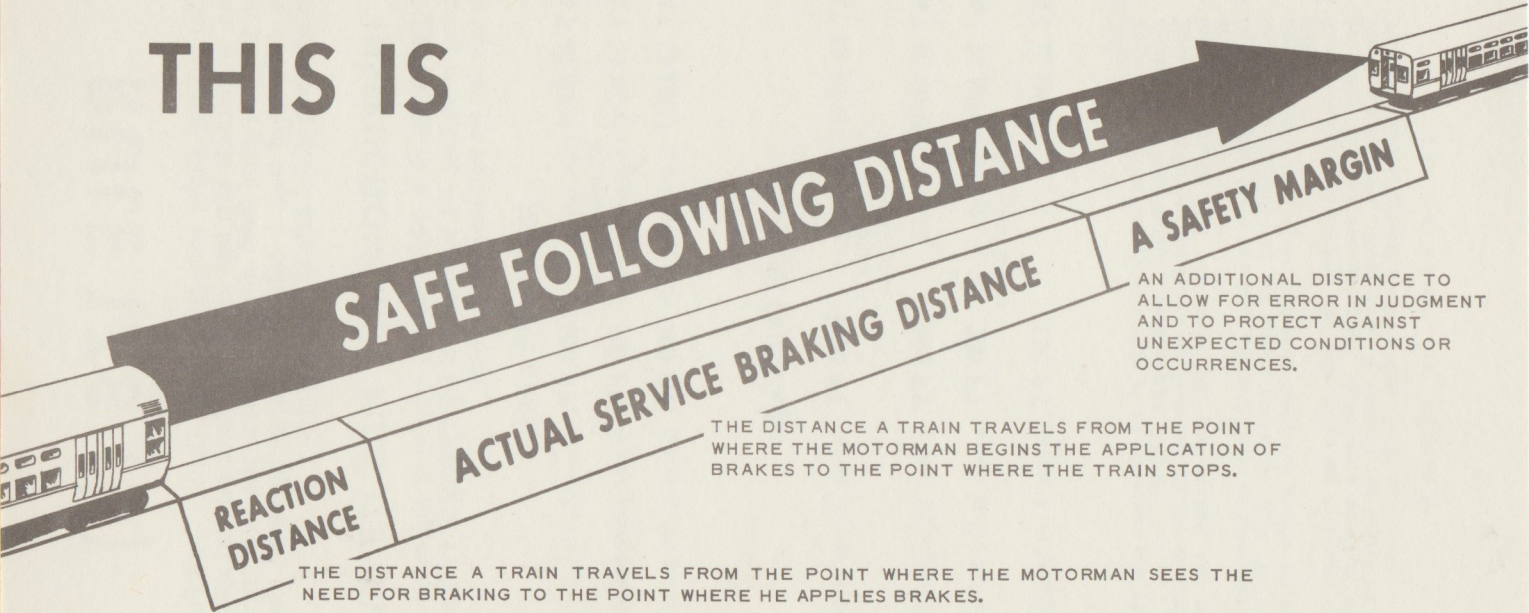
ALL-ELECTRIC CARS

- AT 55 MPH** (full speed, 1600 FT. (about 2½ city blocks)
2000's, 2200's
and Skokie cars)
- AT 50 MPH** (full speed, 1000 FT. (about 1½ city blocks)
6000's)
- AT 20 MPH** (2nd point speed, 200 FT. (about ½ city block)
2000's and 2200's)
- AT 10 MPH** 100 FT. (about 2 car lengths)

NOTES:

1. When within 50 ft. or less of a train ahead, Motorman may never operate faster than walking speed (approx. 3 MPH).
2. These safe following distances are based on the use of service braking on level track with good rail, good brakes, and good visibility.
3. On downgrades, these following distances must be increased; on series 4000 by 100% - on all other series by 25%. On slippery or rusty rail, these following distances should be even greater.
4. When visibility is limited, the safe following distances also determine the maximum operating speed even when no train ahead can be seen. Examples: If visibility is limited to the distances shown, operate no faster than the speeds shown.

THIS IS



SAFE FOLLOWING DISTANCE

REACTION DISTANCE

ACTUAL SERVICE BRAKING DISTANCE

A SAFETY MARGIN

AN ADDITIONAL DISTANCE TO ALLOW FOR ERROR IN JUDGMENT AND TO PROTECT AGAINST UNEXPECTED CONDITIONS OR OCCURRENCES.

THE DISTANCE A TRAIN TRAVELS FROM THE POINT WHERE THE MOTORMAN BEGINS THE APPLICATION OF BRAKES TO THE POINT WHERE THE TRAIN STOPS.

THE DISTANCE A TRAIN TRAVELS FROM THE POINT WHERE THE MOTORMAN SEES THE NEED FOR BRAKING TO THE POINT WHERE HE APPLIES BRAKES.