

CATECHISM

ON THE

CONSOLIDATED CODE

OF

OPERATING RULES

Edition of 1959

NO. 4

Joint Form 2

**THIS BOOK
IS THE PROPERTY OF THE
CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD COMPANY**

Person to whom assigned _____

Occupation _____

Location _____

This book is assigned to the individual supervisor who is to retain it in his possession until called for by the Superintendent or upon leaving the service. Except books for foreign line examiners will be assigned to the position instead of to the individual.

To insure uniform understanding of the rules of the Operating Department, the authorized examiners will examine and instruct employes in accordance with this Catechism.

In answering the questions, all employes will answer those which have no symbol letter. Where there are symbol letters the employes designated will be required to answer those questions in addition.

The symbol letters apply as follows:

B—Brakemen and firemen.

C—Conductors and engineers.

D—Dispatchers.

O—Operators.

Y—Yardmen—who may be required to handle train orders.

‡—Yardmen and yard engineers—who are not required to handle train orders will answer only questions marked ‡.

Great Northern and Northern Pacific Railway employes will not be required to answer questions indicated by *, unless they are, or may become, employed in service in territory where such rules are in effect.

GENERAL NOTICE

RULE	QUESTION
Gen. Notice	† 1 Q—What is of the first importance in the discharge of duty? A— <i>Safety.</i>
Gen. Notice	† 2 Q—What is essential to safety? A— <i>Obedience to the rules.</i>
Gen. Notice	† 3 Q—What assurance is given when entering or remaining in the service? A— <i>Willingness to obey the rules.</i>
Gen. Notice	† 4 Q—What does the service demand? A— <i>The faithful, intelligent and courteous discharge of duty.</i>
Gen. Notice	† 5 Q—What must be shown to obtain promotion? A— <i>Ability for greater responsibility.</i>

GENERAL RULES

A.	† 6 Q—Do you have a copy of the Consolidated Code of Operating Rules edition of 1959? A— <i>Yes.</i>
A.	† 7 Q—Who must have a copy of the current time-table with them while on duty? A— <i>Employes whose duties are in any way affected by it.</i>
B.	† 8 Q—What is required of employes with respect to rules and special instructions? A— <i>They must be conversant with and obey them.</i>
B.	† 9 Q—If in doubt as to the meaning of any rule or special instruction, what must you do? A— <i>Apply to proper authority for explanation.</i>
C.	† 10 Q—Must employes pass the required examinations? A— <i>Yes.</i>
E.	† 11 Q—Must violations of the rules and special instructions be reported to proper authority? A— <i>Yes.</i>

RULE	QUESTION
F.	† 12 Q—How and to whom must accidents, failure in the supply of water or fuel, defects in tracks, bridges, signals, or any unusual conditions which may affect the movement of trains, be reported? A— <i>By quickest available means of communication to the proper authority, and must be confirmed by wire or on required form.</i>
G.	† 13 Q—Is the use of intoxicants or narcotics prohibited? A— <i>Yes.</i>
G.	† 14 Q—May employes have intoxicants or narcotics in their possession while on duty? A— <i>No.</i>
H.	† 15 Q—When is the use of tobacco by employes prohibited? A— <i>While on duty in or about passenger stations or on passenger cars.</i>
K.	† 16 Q—What is required of employes and others authorized to transact business at stations and on or about trains? A— <i>They must be courteous, orderly and quiet.</i>
L.	† 17 Q—What is required of employes in case of danger to the Company's property? A— <i>They must unite to protect it.</i>
M.	† 18 Q—Must employes exercise care to prevent injury to themselves or others? A— <i>Yes.</i>
M.	† 19 Q—Must they observe the condition of equipment and tools which they use in performing their duties? A— <i>Yes.</i>
M.	† 20 Q—What is required when equipment or tools are found defective? A— <i>If practicable, put them in safe condition.</i>

- | RULE | QUESTION |
|------|---|
| M. | † 21 Q—What is required when they cannot be put in safe condition?
A— <i>They must be so marked, and defects reported to the proper authority.</i> |
| M. | † 22 Q—Must employes inform themselves as to the location of structures or obstructions where clearances are close?
A— <i>Yes.</i> |
| M. | † 23 Q—When and where must the movement of trains, engines, cars or other movable equipment be expected?
A— <i>At any time on any track in either direction.</i> |
| M. | † 24 Q—Is it prohibited to stand on the track in front of an approaching engine, car or other moving equipment for the purpose of boarding the same?
A— <i>Yes.</i> |
| M. | † 25 Q—What safety instructions will govern when you are working on the property of another railroad that is a member of the Consolidated Code?
A— <i>Our own safety instructions.</i> |

DEFINITIONS

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| Def. | † 26 Q—What is an approach signal?
A— <i>A fixed signal used in connection with one or more signals to govern the approach thereto.</i> |
| Def. | † 27 Q—What is an automatic block signal system?
A— <i>A series of consecutive blocks governed by block signals, cab signals, or both, actuated by a train or engine, or by certain conditions affecting the use of a block.</i> |
| Def. | † 28 Q—What is a block?
A— <i>A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals, or both.</i> |
| Def. | † 29 Q—What is a block signal?
A— <i>A fixed signal at the entrance of a block to govern trains and engines entering and using that block.</i> |

- | RULE | QUESTION |
|------|---|
| Def. | † 30 Q—What is a bulletin?
A— <i>Advice of conditions affecting the movement or safety of trains and engines.</i> |
| Def. | † 31 Q—What is a centralized traffic control system (CTC)?
A— <i>A system under which train or engine movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.</i> |
| Def. | † 32 Q—What is a control operator?
A— <i>An employe assigned to operate a CTC control machine.</i> |
| Def. | † 33 Q—What is a controlled siding?
A— <i>A siding within CTC limits which trains or engines will enter or leave by signal indication.</i> |
| Def. | † 34 Q—What is current of traffic?
A— <i>The movement of trains on a main track, in one direction, specified by the rules.</i> |
| Def. | † 35 Q—What is a division?
A— <i>That portion of a railroad assigned to the supervision of a superintendent.</i> |
| Def. | † 36 Q—What is double track?
A— <i>Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.</i> |
| Def. | † 37 Q—What is a dual control switch?
A— <i>A power operated switch that is also equipped for hand operation.</i> |
| Def. | † 38 Q—What is a dwarf signal?
A— <i>A low home signal.</i> |
| Def. | † 39 Q—What is an engine?
A— <i>A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.</i> |
| Def. | † 40 Q—What is an extra train?
A— <i>A train not authorized by a time-table schedule.</i> |

RULE	QUESTION
Def.	‡ 41 Q—What is a facing point lock on a spring switch? A—A locking device which automatically locks the points in normal position.
Def.	‡ 42 Q—What is a fixed signal? A—A signal of fixed location indicating a condition affecting the movement of a train or engine.
Def.	‡ 43 Q—Name some fixed signals. A—Switch, train order, block, interlocking, stop signs, yard limit signs, reduce speed and resume speed signs.
Def.	‡ 44 Q—What is a home signal? A—A fixed signal at the entrance of a route or block to govern trains or engines entering and using that route or block.
Def.	‡ 45 Q—What is an interlocking and how may it be operated? A—An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.
Def.	‡ 46 Q—What are interlocking limits? A—The tracks between the opposing home signals of an interlocking.
Def.	‡ 47 Q—What are interlocking signals? A—The fixed signals of an interlocking.
Def.	‡ 48 Q—What is a main track? A—A track extending through yards and between stations, upon which trains are operated by time-table or train order, or both, or the use of which is governed by block signals.
Def.	‡ 49 Q—What is a Manual Block System? A—A series of consecutive blocks governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.
Def.	‡ 50 Q—What is medium speed? A—A speed not exceeding thirty miles per hour.

RULE	QUESTION
Def.	‡ 51 Q—What is a pilot? A—An employe assigned to a train when the conductor or engineer, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.
Def.	‡ 52 Q—What is a regular train? A—A train authorized by a time-table schedule.
Def.	‡ 53 Q—What is remote control? A—A term applied to a method of operating outlying signal appliances from a designated point.
Def.	‡ 54 Q—What is restricted speed? A—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced.
Def.	‡ 55 Q—Where automatic block signal rules, interlocking rules or signal indications require movement at restricted speed, how must such movement be made? A—Proceed prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail or anything that may require the speed of a train or engine to be reduced, but a speed of fifteen miles per hour must not be exceeded.
Def.	‡ 56 Q—What is a schedule? A—That part of a time-table which prescribes class, direction, number and movement for a regular train.
Def.	‡ 57 Q—What is a section? A—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.
Def.	‡ 58 Q—What is a siding? A—A track auxiliary to the main track for meeting or passing trains.

RULE	QUESTION
Def.	† 59 Q—What is a signal aspect? A— <i>The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train; or the appearance of a cab signal conveying an indication as viewed by an observer in the cab.</i>
Def.	† 60 Q—What is a signal indication? A— <i>The information conveyed by the aspect of a signal.</i>
Def.	† 61 Q—What is single track? A— <i>A main track upon which trains are operated in both directions.</i>
Def.	† 62 Q—What is slow speed? A— <i>A speed not exceeding fifteen miles per hour.</i>
Def.	† 63 Q—What is a spring switch? A— <i>A switch equipped with a spring mechanism arranged to restore the switch points to original position after having been trailed through.</i>
Def.	† 64 Q—What is a station? A— <i>A place designated on the time-table by name.</i>
Def.	† 65 Q—What is a subdivision? A— <i>A portion of a division designated by time-table.</i>
Def. BCDY	66 Q—What is a superior train? A— <i>A train having precedence over another train.</i>
Def. BCDY	67 Q—What is a train of superior right? A— <i>A train given precedence by train order.</i>
Def. BCDY	68 Q—What is a train of superior class? A— <i>A train given precedence by time-table.</i>
Def. BCDY	69 Q—What is a train of superior direction? A— <i>A train given precedence in the direction specified by time-table as between opposing trains of the same class.</i>
Def.	† 70 Q—What is a time-table and what does it contain? A— <i>The authority for the movement of regular trains subject to the rules. It con-</i>

RULE	QUESTION
	<i>tains the classified schedules of trains with special instructions relating to the movement of trains.</i>
Def.	† 71 Q—What are three or more tracks? A— <i>Three or more main tracks upon any of which the current of traffic may be in either specified direction.</i>
Def.	† 72 Q—What is a train? A— <i>An engine or more than one engine coupled, with or without cars, displaying markers.</i>
Def.	† 73 Q—What is a train register? A— <i>A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed.</i>
Def.	† 74 Q—What is a yard? A— <i>A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table, or by train order, may be made, subject to prescribed signals and rules, or special instructions.</i>
Def.	† 75 Q—What is a yard engine? A— <i>An engine assigned to yard service.</i>

STANDARD TIME

2. BCDY	† 76 Q—Unless otherwise provided, who must use watches that have been examined and certified to by a designated inspector? A— <i>Employees in train, engine and yard service, train dispatchers and other employees as may be designated.</i>
2. BCDY	† 77 Q—When must certificate in prescribed form be renewed and filed with the watch inspector? A— <i>During the month of August each year.</i>
3. CDY	† 78 Q—When must you compare your watch with a standard clock? A— <i>Before commencing each day's work.</i>

RULE	QUESTION
3. CDY	‡ 79 Q—When watches are compared, what must be registered on a prescribed form? A— <i>The time when compared.</i>
3. CDY	‡ 80 Q—Where will the location of standard clocks be shown? A— <i>In the time-table.</i>
3. CDY	‡ 81 Q—If conductors, engineers, yardmasters or foremen of yard engines do not have access to a standard clock, how will comparison be made? A— <i>By comparing their watches daily with each other and with conductors and engineers who have compared time with a standard clock and have registered that comparison, or with the train dispatcher.</i>
3. CY	‡ 82 Q—What record will be made when compared in this manner? A— <i>Record on the back of their time slip or other form when prescribed, showing time, place, and with whom comparison was made.</i>
3. CY	‡ 83 Q—With whom and when must conductors and foremen of yard engines compare time? A— <i>When practicable, with engineer before starting each trip or day's work.</i>
3. BCY	‡ 84 Q—When and how will other members of the crew make comparison? A— <i>At the first opportunity with the conductor or engineer.</i>
3(A). BCDY	‡ 85 Q—Must employes governed by time service rules know that their watches are wound? A— <i>Yes.</i>
3(A).	‡ 86 Q—When watches of such employes are found to vary thirty seconds or more from standard time, what is required? A— <i>Must be set to correct time.</i>
3(B). BCDY	‡ 87 Q—Must employes present their watches to officers and supervisors for time comparison upon request? A— <i>Yes.</i>

RULE	QUESTION
3(C). DO	88 Q—What must train order operators know about the clock or watch used by them? A— <i>That it indicates correct time.</i>

TIME-TABLE

4.	‡ 89 Q—When does each time-table supersede the preceding time-table? A— <i>From the moment it takes effect.</i>
4. BCDY	90 Q—When and where do its schedules take effect on any subdivision? A— <i>At the leaving time at their initial stations on such subdivision.</i>
4. BCDY	‡ 91 Q—Do you understand that "a train authorized by the preceding time-table" is a train that is authorized by a schedule that is in effect at the time of change of time-table? A— <i>Yes.</i>
4. BCDY	92 Q—When will a train authorized by the preceding time-table retain its train orders and assume the schedule of the corresponding number of the new time-table? A— <i>When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, initial station and terminal station with a schedule of the new time-table.</i>
4. BCDY	93 Q—If the schedule does not correspond in any one of those six ways, may the same schedule be used on the new time-table? A— <i>No.</i>
4.(Note) BCDY	94 Q—What is meant by the day of leaving? A— <i>The day of the week that the schedule authorizes a train to leave its initial station.</i>
4. BCDY	95 Q—From where do schedules on each subdivision date? A— <i>The initial stations on such subdivision.</i>

RULE	QUESTION
4. BCDY	96 Q—How many schedules of the same number and day shall be in effect on any subdivision? A— <i>Not more than one.</i>
4(A). BCDY	† 97 Q—How will notice of new time-table be given? A— <i>By bulletin and train order.</i>
4(A). BCDY	† 98 Q—If you were absent six days or more, how would you find out if there had been any change of time-table? A— <i>By reference to the bulletins.</i>
5.	† 99 Q—How many times are given for a train at any station? A— <i>Not more than two.</i>
5.	† 100 Q—Where one is given, what is it, unless otherwise indicated? A— <i>The leaving time.</i>
5.	† 101 Q—Where two are given, what are they? A— <i>The arriving and leaving time.</i>
5. BCDY	102 Q—How are schedule meeting or passing stations indicated in the schedules of trains? A— <i>By figures in full-faced type.</i>
5. BCDY	103 Q—When both the arriving and leaving time of a train are in full-faced type, what is indicated? A— <i>That both are meeting or passing times or that one or more trains are to meet or pass it between those times.</i>
5. BCDY	104 Q—When there are one or more trains to meet or pass a train at any station, how is attention called to it? A— <i>By showing the numbers of trains in small figures adjoining.</i>
5. BCDY	105 Q—When trains are to be met or passed at a siding extending between two adjoining stations, how will it be indicated? A— <i>The time at each end of the siding will be shown in full-faced type.</i>
5. BCDY	106 Q—Unless otherwise specified, on single track, where does time apply? A— <i>At the switch where an opposing train enters the siding; where there is no siding it applies at the station.</i>

RULE	QUESTION
5. BCDY	107 Q—Unless otherwise specified, on double or three or more tracks, where does time apply? A— <i>At the station.</i>
SIGNALS	
7.	† 108 Q—Must employes whose duties may require them to give signals, provide themselves with proper appliances, keep them in good order and ready for immediate use? A— <i>Yes.</i>
7(A).	† 109 Q—Must signals be used strictly in accordance with the rules? A— <i>Yes.</i>
7(A).	† 110 Q—Are employes in train, engine or yard service and all concerned required to keep a constant lookout for signals? A— <i>Yes.</i>
7(A).	† 111 Q—Where must those giving signals locate themselves? A— <i>Where they can be plainly seen.</i>
7(A).	† 112 Q—Are those giving signals required to give them so as to be plainly understood? A— <i>Yes.</i>
7(A). BCY	† 113 Q—Do you understand that the utmost care must be exercised to avoid acting upon signals that may be intended for other trains or engines? A— <i>Yes.</i>
7(A). BCY	† 114 Q—Unless positive that signals given are for you, what is required? A— <i>Must not move train or engine until communication is made by words.</i>
7(A). BCY	† 115 Q—When backing or pushing a train or cars, not equipped with a back-up air brake hose or pipe and whistle in charge of a trainman, what is required upon disappearance from view of trainmen or light by which signals are given? A— <i>Stop.</i>

RULE	QUESTION
7(B). BCY	‡ 116 Q—May crews of trains clear of main track give a proceed signal to an approaching train? A— <i>No.</i>
7(C). BCY	‡ 117 Q—Where there are close side clearances, or where conditions require, if practicable where will employes work? A— <i>On the opposite side.</i>
8.	‡ 118 Q—Must flags and lights of the prescribed color and type be used as required by the rules? A— <i>Yes.</i>
8.	‡ 119 Q—Where authorized, may reflectorized material of the prescribed color instead of lights be used by night? A— <i>Yes.</i>
9.	‡ 120 Q—When must day signals be displayed? A— <i>From sunrise to sunset.</i>
9.	‡ 121 Q—When must night signals be used in addition to day signals? A— <i>When day signals cannot be plainly seen.</i>
9.	‡ 122 Q—When must night signals be displayed? A— <i>From sunset to sunrise.</i>
	COLOR SIGNALS
10.	‡ 123 Q—What is the indication of the following color signals: (a) Red A— <i>Stop.</i> (b) Yellow A— <i>Proceed as prescribed by the rules.</i> (c) Green A— <i>Proceed, and for other uses prescribed by the rules.</i> (d) White A— <i>Flag stop (See Rule 28) and for other uses prescribed by the rules.</i> (e) Blue A— <i>As prescribed by Rule 26 and for other uses prescribed by the rules.</i> (f) Purple A— <i>When used on siding derails—Stop; and for other uses prescribed by the rules.</i> (ff) Lunar A— <i>For uses as prescribed by the rules.</i>

RULE	QUESTION
10(g) BCDY	‡ 124 Q—When a red flag or a red light is found between the rails of the track, or on the engineer's side of the track, what is required? A— <i>Train must stop before passing red signal.</i>
10(g) BCDY	‡ 125 Q—When may train proceed? A— <i>Not until proper verbal information is obtained, or written information is found with the red signal, or a proceed signal given with yellow flag or yellow light is received from foreman in charge.</i>
10(g) BCDY	‡ 126 Q—When red signal is found between the rails, must it be replaced where found? A— <i>Yes.</i>
10(h) BCDY	‡ 127 Q—When a yellow flag or a yellow light is found on the engineer's side of the track, or is displayed by a flagman, what is required? A— <i>Train must be prepared to stop at a red signal one and one-half miles from the yellow signal.</i>
10(h) BCDY	‡ 128 Q—In the absence of a red signal at that location, how may train proceed? A— <i>At a speed of not more than ten (10) miles per hour unless a different speed is specified by train order or bulletin.</i>
10(h) BCDY	‡ 129 Q—How far must train run at speed specified? A— <i>Until a green flag or green light is found on the engineer's side of the track.</i>
10(h) BCDY	‡ 130 Q—What does the green signal indicate? A— <i>That slow track has been passed.</i>
10(h) BCDY	‡ 131 Q—Must train proceed at speed specified until entire train has passed over the slow track? A— <i>Yes.</i>
10(h) BCDY	‡ 132 Q—What is required of rear trainman when rear of train has passed green signal? A— <i>Must give proceed signal.</i>

RULE QUESTION

- 10(h) † 133 Q—If a flagman is at the yellow signal, how must signal be acknowledged?
BCDY A—*With two short blasts of the whistle.*

FUSEES

11. † 134 Q—What is required of a train or engine finding a fusee burning red on or near its track?
A—*Stop, and may then proceed at restricted speed for one mile.*
11. † 135 Q—What is required of a train or engine finding a fusee burning red beyond the nearest rail of an adjacent main track?
A—*Train or engine need not stop, but must proceed at restricted speed for one mile.*
- 11(A) † 136 Q—Where must fusees not be placed?
A—*They must not be placed where they might set fire to anything, nor on public crossings.*

HAND, FLAG AND LIGHT SIGNALS

- 12 † 137 Q—What is the indication of hand, flag and light signals when used in the following manner:
(a) Swung horizontally at right angle to the track?
A—*Stop.*
(b) Moved slowly with arm extended horizontally?
A—*Reduce speed.*
(c) Raised and lowered vertically?
A—*Proceed.*
(d) Swung in a circle at right angle to the track?
A—*Back.*
(f) Swung horizontally above the head?
A—*Apply air brakes.*
(g) Held at arm's length above the head?
A—*Release air brakes.*
(h) Any object waved violently by anyone on or near the track?
A—*Stop.*

ENGINE WHISTLE SIGNALS

RULE QUESTION

- 14 † 138 Q—Where must the whistle be sounded?
A—*Where required by rule or law.*
- 14 139 Q—What is required in case of whistle failure?
BCD A—*Speed of train must be reduced and the bell rung continuously when approaching and passing through stations, yards, over public crossings and around curves.*
- 14 140 Q—Must the sound of the whistle be distinct, with intensity and duration proportionate to the distance signal is to be conveyed?
BC A—*Yes.*
- 14 141 Q—Is the unnecessary use of the whistle prohibited?
BC A—*Yes.*
- 14 142 Q—Under what conditions may the whistle be sounded while passing or being passed by a passenger train?
BC A—*Where required by rule or law, or in case of an emergency.*
- 14 † Q—What is the indication of engine whistle signal when sounded as follows:
14(a) † 143 Q—One long?
A—*When standing, air brakes applied.*
14(b) † 144 Q—Two long?
A—*Release brakes. Proceed.*
14(c) † 145 Q—One long, three short?
BCY A—*Flagman protect rear of train.*
14(d) † 146 Q—Four long?
BCY A—*Flagman may return from west or south, as prescribed by Rule 99.*
14(e) † 147 Q—Five long?
BCY A—*Flagman may return from east or north, as prescribed by Rule 99.*
14(f) † 148 Q—Three short, one long?
BCY A—*Protect front of train.*
14(g) † 149 Q—Two short?
A—*Answer to 14 (k) or any signal not otherwise provided for.*

RULE	QUESTION
14(h)	‡ 150 Q—Three short? A— <i>When standing, back. Answer to 12 (d) and 16 (c). When running, answer to 16 (d).</i>
14(j)	‡ 151 Q—Four short? A— <i>Call for signals.</i>
14(k) BCY	‡ 152 Q—One long, two short? (Single track) A— <i>To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting points to signals displayed for a following section.</i>
14(k) BCY	153 Q—If not answered by a train, what is required of train displaying the signals? A— <i>Stop, notify them and ascertain the cause.</i>
14(k) BCY	154 Q—One long, two short? (Double or three or more tracks) A— <i>To call attention of engine and train crews of trains of the same class and inferior trains moving in the same direction and to yard engines, to signals displayed for a following section.</i>
14(k) BCY	155 Q—Where single track is in use with portions of double or three or more tracks, will this signal also be given to trains in the opposite direction while moving over double or three or more tracks? A— <i>Yes.</i>
14(k) BCY	156 Q—Will this signal be sounded in CTC territory? A— <i>No.</i>
14(l)	‡ 157 Q—Two long, one short, one long? A— <i>Approaching public crossings at grade, and also frequently to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels and snow sheds; also as alarm for persons or livestock on the track.</i>

RULE	QUESTION
14(l) BC	158 Q—When sounding this signal for public crossings at grade, where will signal begin, and how long must it be continued? A— <i>Standard sign will designate point at which signal must begin, to be prolonged or repeated until crossing is occupied by engine or cars.</i>
14(m)	‡ 159 Q—One long when moving? A— <i>Approaching stations, junctions, railroad crossings at grade, drawbridges, and mail cranes located between stations.</i>
14(n) BC	160 Q—Two long, one short? A— <i>Approaching meeting or waiting points. Answer to 16 (l). See Rule S-90.</i>
14(o) BCY	‡ 161 Q—One short, one long? A— <i>Inspect train for air leak or for brakes sticking.</i>
14(p)	‡ 162 Q—Succession of short sounds? A— <i>When an emergency exists and it is necessary to call for brakes to be applied on moving train or cars, or when necessary to use engine whistle to signal some other movement to stop.</i>
14(q)	‡ 163 Q—One long, one short? A— <i>When running against the current of traffic:</i> <ol style="list-style-type: none">(1) <i>Approaching stations, curves, or other points where view may be obscured.</i>(2) <i>Approaching passenger or freight trains and when passing freight trains.</i>(3) <i>Preceding the signals prescribed by 14 (d) and 14 (e).</i>
14(q) BCY	‡ 164 Q—When there are two main tracks on which movements are made in either direction by signal indication, what trains will sound one long and one short preceding Signal 14(d) and 14(e)? A— <i>Trains on left hand track.</i>

RULE	QUESTION
14(r) BCY	‡ 165 Q—Five long, one short? A— <i>Flagman may return from east or north on 3 track or diverging line, as prescribed by Rule 99.</i>
14(s) BCY	‡ 166 Q—Four long, one short? A— <i>Flagman may return from west or south on 3 track or diverging line, as prescribed by Rule 99.</i>
14(t) BCY	‡ 167 Q—Five long, two short? A— <i>Flagman may return from east or north on 4 track, as prescribed by Rule 99.</i>
14(u) BCY	‡ 168 Q—Four long, two short? A— <i>Flagman may return from west or south on 4 track, as prescribed by Rule 99.</i>
14(z) BC	169 Q—One short, one long, one short? A— <i>Transfer of air brake control.</i>

TORPEDOES

15	‡ 170 Q—What does the explosion of two torpedoes indicate? A— <i>Immediately reduce speed to twenty (20) miles per hour or as much slower as conditions require, keeping a close lookout for train or obstruction.</i>
15	‡ 171 Q—When and where may speed be increased? A— <i>After reducing to twenty (20) miles per hour, but train must also have reached a point one mile from where the torpedoes were exploded.</i>
15	‡ 172 Q—What does the explosion of one torpedo indicate? A— <i>The same as two, but the use of two is required.</i>
15	‡ 173 Q—How far apart must the two torpedoes be placed? A— <i>Not less than 150 feet apart.</i>
15	‡ 174 Q—Where must torpedoes not be placed? A— <i>They must not be placed in immediate vicinity of station buildings, or public crossings, or where they may cause injury.</i>

RULE	QUESTION
15	‡ 175 Q—When must a duplicate set be placed on the opposite rail to explode simultaneously? A— <i>During extremely cold weather or when torpedoes may be covered with snow.</i>

COMMUNICATING SIGNALS

16 BCY	‡ 176 Q—Must each car of a passenger train be connected with the engine by communicating signal appliance? A— <i>Yes.</i>
16 BCY	‡ 177 Q—What is required if the communicating signal fails, or an engine or cars not so equipped is used on a passenger train? A— <i>Arrangements must be made for engineer to receive hand signal before passing stations.</i>
16 BCY	‡ Q—What is the indication of communicating signal when sounded as follows:
16(a) BCY	‡ 178 Q—Two, when standing? A— <i>Start.</i>
16(b) BCY	‡ 179 Q—Two, when running? A— <i>Stop at once.</i>
16(c) BCY	‡ 180 Q—Three, when standing? A— <i>Back.</i>
16(c) BCY	‡ 181 Q—In addition to sounding signal 16(a) and 16(c), what is required? A— <i>When practicable, hand signals will be given.</i>
16(d) BC	182 Q—Three, when running? A— <i>Stop at next passenger station.</i>
16(e) BCY	‡ 183 Q—Four, when standing? A— <i>Apply or release air brakes.</i>
16(f) BCY	‡ 184 Q—Four, when running? A— <i>Reduce speed.</i>
16(g) BCY	‡ 185 Q—Five, when standing? A— <i>Recall flagman.</i>
16(h) BC	186 Q—Five, when running? A— <i>Increase speed.</i>

RULE	QUESTION
16(j) BC	187 Q—Six? A— <i>Increase train heat.</i>
16(k) BC	188 Q—Seven? A— <i>Shut off train heat.</i>
16(l) BCY	† 189 Q—One long, when running? A— <i>Approaching meeting or waiting points as prescribed by Rule S-90; or brakes sticking, look back for hand signals.</i>

HEADLIGHTS

17	† 190 Q—How and when must the headlight be displayed? A— <i>Burning bright to the front of every train by day and by night.</i>
17 BC	191 Q—When must it be extinguished? A— <i>When a train has stopped clear of the main track to meet a train, or is standing to meet a train at the end of double or three or more tracks or at a junction.</i>
17 BC	192 Q—What is required at night when an engine is backing without cars or is backing pulling cars? A— <i>A white light must be displayed in the direction of movement.</i>
S-17 BC	193 Q—What is required when the headlight of a train that is to take siding to meet an opposing train fails before train is clear of main track, or if view of headlight is obscured by cars or other obstructions? A— <i>A member of the crew must be immediately sent ahead on main track to stop opposing train until main track is clear.</i>
S-17 BC	194 Q—Until the headlight of a train turned out to meet another train is extinguished, what is indicated? A— <i>That the main track is obstructed.</i>
S-17 BC	195 Q—How must the opposing train approach the headlight? A— <i>Prepared to stop before passing the headlight.</i>

RULE	QUESTION
S-17 BC	196 Q—If the head end of train is clear of the main track how may the opposing train proceed? A— <i>At restricted speed to the point where the main track may be obstructed.</i>
S-17 BC	196(a)Q—Does Rule S-17 apply in CTC territory? A— <i>No.</i>
17(A) BCD	197 Q—What is required when the headlight fails enroute? A— <i>A white light must be used in its place, the bell run continuously while moving, the whistle sounded frequently, and the train dispatcher notified at the first opportunity.</i>
17(B) BCY	198 Q—When must the headlight not be dimmed? A— <i>In foggy or stormy weather, or when closely approaching or passing over public crossings at grade, or when other conditions make it inadvisable.</i>
17(B) BCY	† 199 Q—When must the headlight be dimmed? A—(a) <i>In yards where yard engines are employed and at stations where switching is being done;</i> (b) <i>When closely moving behind or when standing behind another train;</i> (c) <i>On double or three or more tracks when approaching train in the opposite direction;</i> (d) <i>In CTC territory, when meeting train and it is not necessary to stop for opposing train;</i> (e) <i>While standing on main track awaiting arrival of an approaching train that is to take siding, but not until approaching train dims its headlight as a signal for the standing train to do likewise;</i> (f) <i>When passing engine or rear of train, to afford identification of moving train;</i>

RULE	QUESTION
	(g) <i>Approaching stations where train orders or messages are to be handed up by operator;</i>
	(h) <i>At other times to permit passing of signals or when the safety of employes or others requires.</i>
17(C) BCY	‡ 200 Q—On engines so equipped, when must the oscillating white headlight be displayed? A— <i>At night and at any time weather or other conditions impair visibility.</i>
17(C) BCY	‡ 201 Q—Must it be extinguished when the headlight is dimmed or extinguished? A— <i>Yes.</i>
17(C) BCY	‡ 202 Q—Should it be used in a stationary position as a substitute headlight in case of failure of the headlight? A— <i>Yes.</i>
17(D) BCY	‡ 203 Q—On engines so equipped, when must the oscillating red headlight be displayed? A—(a) <i>Immediately when a train is disabled or stopped suddenly by an emergency application of air brakes;</i> (b) <i>When engineer or conductor finds it necessary to stop train due to some defect which might cause an accident;</i> (c) <i>When an adjacent track is obstructed or there is a possibility of it being obstructed;</i> (d) <i>When head end protection is required.</i>
17(D) BCY	‡ 204 Q—What is required of an opposing train on same or adjacent track when oscillating red headlight is displayed? A— <i>Stop before passing headlight, ascertain the cause and be governed by conditions.</i>
17(D) BCY	‡ 205 Q—Does the use of oscillating red headlight in any way relieve members of the crew from compliance with Rules 99 and 102? A— <i>No.</i>

RULE	QUESTION
18 BCY	‡ 206 Q—When and how must headlight on yard engines be displayed? A— <i>To the front and rear by night, and at any time the view is obscured by storm or fog.</i>
18 BCY	‡ 207 Q—May the headlight on the end that is coupled to cars be dimmed or extinguished while so coupled? A— <i>Yes.</i>
18 BCY	‡ 208 Q—What is required at night when not provided with a headlight? A— <i>A white light must be displayed.</i>

MARKERS AND REAR END LIGHTS

19	‡ 209 Q—Unless otherwise provided, what signals must be displayed and where, as markers, to indicate the rear of the train, by day? A— <i>Marker lamps lighted or unlighted, or green flags in the places provided at the rear of the train.</i>
19	‡ 210 Q—By night? A— <i>Marker lamps lighted, displaying green to the front and side and red to the rear.</i>
19	‡ 211 Q—By night, when train is clear of the main track? A— <i>Green must be displayed to front, side and rear.</i>
19	‡ 212 Q—Must markers display green to the rear when clear of the main track in CTC territory? A— <i>No.</i>
19	‡ 213 Q—When one marker is displayed, what will it indicate? A— <i>The same as two, but the display of two is required.</i>
19	‡ 214 Q—By night, when train is turned out against the current of traffic, how must marker lamps be displayed? A— <i>Marker lamps lighted, displaying green to the front, side and rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and red to the rear on the opposite side.</i>

RULE	QUESTION
19(A)	<p>‡ 215 Q—When a train is not equipped to display the markers in the prescribed manner, what will be used to indicate the rear of the train?</p> <p>A—<i>By day—A red flag.</i> <i>By night—A red light, except when clear of main track, a white light will be displayed, instead of a red light.</i></p>
19(A)	<p>‡ 216 Q—Must the red light be replaced with a white light in CTC territory?</p> <p>A—<i>No.</i></p>
19(B)	<p>‡ 217 Q—When the rear of a train is equipped with built-in markers or electric signal lights, must they be lighted by day and by night?</p> <p>A—<i>Yes.</i></p>
19(B)	<p>‡ 218 Q—Will the requirement that markers display green to front and side apply?</p> <p>A—<i>No.</i></p>
19(C)	<p>‡ 219 Q—Unless otherwise provided, when may markers be discontinued arriving at terminals?</p> <p>A—<i>Not until the train has been delivered to connecting crew or is clear of main track and switch is properly lined.</i></p>
19(D)	<p>‡ 220 Q—On passenger trains so equipped, unless otherwise provided, when must red rear end light be displayed in oscillating position?</p> <p>A—<i>From sunset to sunrise and when day signals cannot be seen due to weather or other conditions, and also by day, when the train is moving under circumstances in which it may be overtaken by another train, or other emergency conditions require.</i></p>
19(D) BCY	<p>‡ 221 Q—Does its use in any way relieve members of the crew from compliance with Rules 99 and 102?</p> <p>A—<i>No.</i></p>
19(D)	<p>‡ 222 Q—When must red rear end light be extinguished?</p> <p>A—<i>When train is clear of main track or when train is to be switched from the rear.</i></p>

RULE	QUESTION
19(E)	<p>‡ 223 Q—When markers of a train ahead display red to the rear, or when red rear end light is displayed, what is required of following train on the same or adjacent track?</p> <p>A—<i>It must approach prepared to stop short of rear of preceding train.</i></p>
19(E)	<p>‡ 224 Q—If rear of preceding train is clear of the track being used, how must following train proceed?</p> <p>A—<i>At restricted speed until it is seen that the entire train ahead is clear of the track being used.</i></p>
19(E)	<p>‡ 225 Q—In CTC territory, how will following train be governed if rear of preceding train is clear of track being used?</p> <p>A—<i>By signal indication.</i></p>

CLASSIFICATION SIGNALS

20	<p>‡ 226 Q—What signals must all sections except the last display on the front of the engine by day and by night?</p> <p>A—<i>Two green lights.</i></p>
S-20 BCD	<p>227 Q—What is required if both green lights fail enroute?</p> <p>A—<i>Train must stop and notify inferior trains that are met or passed and also trains at train order meeting points.</i></p>
21	<p>‡ 228 Q—What signals must extra trains display on the front of the engine by day and by night?</p> <p>A—<i>Two white lights.</i></p>
22	<p>‡ 229 Q—When two or more engines are coupled together, must each engine display the required signals?</p> <p>A—<i>Yes.</i></p>
22	<p>‡ 230 Q—Which engine will give and answer signals?</p> <p>A—<i>The leading engine only.</i></p>
22	<p>‡ 231 Q—When is a helper engine not required to display signals?</p> <p>A—<i>When moving over only a portion of a subdivision in CTC or Rule 251 territory.</i></p>

RULE	QUESTION
23	<p>‡ 232 Q—When one light is displayed where in Rules 20 and 21 two are prescribed, what will it indicate and what is required?</p> <p>A—<i>The same as two; but the proper display of all train signals is required.</i></p>
INDICATORS	
24	<p>‡ 233 Q—May trains be identified by indicators on engines when so equipped and must the train number or engine number be properly displayed?</p> <p>A—<i>Yes.</i></p>
24 BC	<p>234 Q—When train number is required, what is necessary before a train leaves its initial station?</p> <p>A—<i>Train number must be properly displayed in the indicators.</i></p>
24 BC	<p>235 Q—What is required when number of train is changed?</p> <p>A—<i>Indicators must be changed to correspond.</i></p>
24 BCD	<p>236 Q—Before making such change what is required?</p> <p>A—<i>Movement of other trains must be safeguarded.</i></p>
24(B)	<p>‡ 237 Q—Do you understand that when an engine consists of more than one unit and the train number is not used in indicator, the number of one unit only will be used and must be illuminated at all times when in service, and will be the identifying number?</p> <p>A—<i>Yes.</i></p>
24(B)	<p>‡ 238 Q—When practicable, must the number of the leading unit be used?</p> <p>A—<i>Yes.</i></p>
24(B)	<p>‡ 239 Q—Will the numbers of the other units be illuminated?</p> <p>A—<i>No.</i></p>
INSPECTION AND REPAIR PROTECTION	
26 BCDY	<p>‡ 240 Q—What does a blue signal displayed at one or both ends of an engine, car or train, indicate?</p> <p>A—<i>That workmen are under or about it,</i></p>

RULE	QUESTION
26 BCDY	<p>‡ 241 Q—When thus protected, may it be coupled to or moved?</p> <p>A—<i>No.</i></p>
26 BCDY	<p>‡ 242 Q—Who will display the blue signals?</p> <p>A—<i>Each class of workmen.</i></p>
26 BCDY	<p>‡ 243 Q—Who alone is authorized to remove them?</p> <p>A—<i>The same workmen.</i></p>
26 BCDY	<p>‡ 244 Q—What is required before other equipment is placed on the same track so as to intercept the view of the blue signals?</p> <p>A—<i>The workmen must be notified.</i></p>
26 BCDY	<p>‡ 245 Q—What is required when emergency repair work is to be done under the engine, or under or about cars in a train, and a blue signal is not available?</p> <p>A—<i>The engineer must be notified by a member of the crew, and protection given those engaged in making repairs.</i></p>
26 BCDY	<p>‡ 246 Q—Do you understand that train or engine must not be moved, nor air brakes applied or released, until all employes are out from under or between cars, and the engineer so advised by the same employe?</p> <p>A—<i>Yes.</i></p>
USE OF SIGNALS	
27	<p>‡ 247 Q—How must a signal imperfectly displayed or absence of a signal at a place where a signal is usually displayed, be regarded?</p> <p>A—<i>As the most restrictive indication that can be given by that signal.</i></p>
27	<p>‡ 248 Q—What is the exception to this requirement?</p> <p>A—<i>When a light is not burning on a signal, if the day indication is plainly seen, or if an indication is displayed on a color light signal for the route to be used, it will govern.</i></p>

RULE	QUESTION
27	‡ 249 Q—What is required of employes using a switch where the switch light is imperfectly displayed or absent? A— <i>They must, if practicable, correct or replace the light.</i>
27	‡ 250 Q—When and to whom must a signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, be reported? A— <i>Promptly to the superintendent.</i>
27(A) BCY	‡ 251 Q—Where reflectorized type switch lamps are in use, in case of headlight failure or engine backing without a headlight, how must trains and engines approach facing point switches? A— <i>At restricted speed.</i>
28 BCDO	252 Q—What signal must be used to stop a train to receive traffic only at the flag stations indicated on its schedule or in special instructions? A— <i>A white signal.</i>
28 BCDO	253 Q—When necessary to stop a train for other purposes or at other stations, what signal must be used? A— <i>A red signal.</i>
29	‡ 254 Q—When a signal, except a fixed signal, is given to stop a train, how must it, unless otherwise provided, be acknowledged? A— <i>As prescribed by Rules 14(g) or (h).</i>
30	‡ 255 Q—When must the engine bell be rung? A— <i>When an engine is about to move; while passing through stations, tunnels and snow sheds; while approaching public crossings at grade and at other locations where required by special instructions.</i>
30	‡ 256 Q—What is the exception to the rule? A— <i>Where the stop and start, forward or backward, is part of a switching movement.</i>

RULE	QUESTION
30 BCY	‡ 257 Q—While approaching public crossings at grade, where must ringing of engine bell begin and end? A— <i>Sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching such crossing, and continuing until the engine has passed over the crossing.</i>
30 BCY	‡ 258 Q—Is the unnecessary use of the bell prohibited? A— <i>Yes.</i>
34 BCY	‡ 259 Q—When must members of crew in cab of engine communicate to each other the indication of each signal affecting the movement of their train or engine? A— <i>As soon as each signal becomes visible or audible.</i>
34 BCY	‡ 260 Q—Who is responsible to know that these requirements are complied with in cab of engine? A— <i>The engineer.</i>
34 BCY	‡ 261 Q—Must other members of the train crew when practicable also communicate to each other the indication of each signal affecting the movement of their train or engine? A— <i>Yes.</i>

SUPERIORITY OF TRAINS

S-71	262 Q—On single track, how is a train superior to another train? A— <i>By right, class or direction.</i>
S-71	263 Q—How is right conferred? A— <i>By train order.</i>
S-71	264 Q—How is class and direction conferred? A— <i>By time-table.</i>
S-71	265 Q—Which is superior—right, class or direction? A— <i>Right.</i>
S-71	266 Q—Between what trains is direction superior? A— <i>Trains of the same class.</i>

RULE	QUESTION
D-71	267 Q—On double or three or more tracks, how is a train superior to another train? A— <i>By right or class.</i>
D-71	268 Q—How is right conferred? A— <i>By train order.</i>
D-71	269 Q—How is class conferred? A— <i>By time-table.</i>
D-71	270 Q—Which is superior—right or class? A— <i>Right.</i>
72	271 Q—What is the order of superiority of trains by class? A— <i>Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.</i>
S-72	272 Q—On single track, how do you determine in what direction trains are superior to trains of the same class in the opposite direction? A— <i>As specified by the time-table.</i>
73	273 Q—Are extra trains inferior to regular trains? A— <i>Yes.</i>

MOVEMENT OF TRAINS

81	† 274 Q—May a main track be fouled or occupied without authority, unless protected as prescribed by Rule 99? A— <i>No.</i>
81(A) BCDY	† 275 Q—When a train, either on main track or siding, is to stop to be met or passed by another train, or is to stop for a signal at the end of a siding, where should stop be made? A— <i>Not less than 300 feet from the signal or fouling point if length of train will permit.</i>
82	276 Q—For how many hours after their time at each station are time-table schedules, unless fulfilled or annulled, in effect? A— <i>Twelve hours.</i>

RULE	QUESTION
82	277 Q—When do regular trains lose both right and schedule? A— <i>When more than twelve hours behind either their schedule arriving or leaving time at any station.</i>
82	278 Q—How can they thereafter proceed? A— <i>Only as authorized by train order, except in CTC territory further movement will be authorized by the train dispatcher.</i>
S-83 BCDY	279 Q—On single track, what is required before a train may leave its initial station on any subdivision, or a junction, or pass from double or three or more tracks to single track, or leave CTC territory? A— <i>It must be ascertained whether all trains due, which are superior, have arrived or left.</i>
S-83(A) BCDY	280 Q—When a train is required to meet or wait for an opposing extra train, or when an extra train has been made superior to an opposing train, may the train register be used as evidence of the arrival of such extra train? A— <i>No.</i>
S-83(A) BCDY	281 Q—If you had a Form W train order Example (5) or (6) in your possession could the train register be used as evidence of the arrival of the extra train specified in the order? A— <i>Yes.</i>
D-83 BCDY	282 Q—On double or three or more tracks, what is required before a train may leave its initial station on any subdivision or a junction, or leave CTC or Rule 251 territory? A— <i>It must be ascertained whether all trains due, which are superior, have left.</i>
S-83(A)	283 Q—How do you determine where train registers are located? A— <i>By consulting the time-table.</i>

RULE	QUESTION
83(A)	284 Q—Who are required to register their trains in the train register? A— <i>Conductors of all trains, and engineers of engines without conductors.</i>
83(A) CDO	285 Q—Where authorized, may the operator accept register ticket and register for the conductor? A— <i>Yes.</i>
83(A) DO	286 Q—In such cases, must the operator report trains to the train dispatcher from the register ticket or from the train register? A— <i>From the train register.</i>
83(A)	287 Q—Unless check of trains is received by train order, what is required of conductor before leaving register stations? A— <i>He must fill out train register check on the prescribed form and deliver or have it delivered to engineer.</i>
83(A)	288 Q—How must the number of a section of a regular train be shown on train registers and register tickets? A— <i>It must be spelled out.</i>
83(B) BCDO	289 Q—Unless otherwise provided, before leaving its initial station on any subdivision must a train have a clearance? A— <i>Yes.</i>
83(B) BCDO	290 Q—Must the clearance include the O.K., the time and the superintendent's initials? A— <i>Yes.</i>
83(B) BCDO	291 Q—May operators issue clearance to a train at its initial station on any subdivision, without authority from the train dispatcher, except in case of failure of means of communication? A— <i>No.</i>
83(B) BCDO	292 Q—In case of failure of means of communication, what must be shown on the clearance? A— <i>The words "wire failure" with the</i>

RULE	QUESTION
83(B) BCDO	293 Q—After having been detoured, and on returning to its regular route at other than an initial station for that schedule, what must a train have before resuming its schedule? A— <i>A train order.</i>
83(C) BCDO	294 Q—May a regular train be created at a station other than the initial station of the schedule except by train order? A— <i>No.</i>
84 BCY	‡ 295 Q—May a train start until the proper signal is given? A— <i>No.</i>
85 BCDY	296 Q—When a train of one schedule is on the time of another schedule of the same class in the same direction, how will it proceed? A— <i>On its own schedule.</i>
85 BCDY	297 Q—May trains of one schedule pass trains of another schedule of the same class? A— <i>Yes.</i>
85 BCDY	298 Q—May extra trains pass or run ahead of second and third class trains and extra trains? A— <i>Yes.</i>
85 BCDY	299 Q—May third class trains pass or run ahead of second class trains? A— <i>Yes.</i>
85 BCDY	300 Q—May a section pass and run ahead of another section of the same schedule? A— <i>Yes.</i>
85 BCD	301 Q—What must first be exchanged with the section to be passed? A— <i>Train orders, clearances, signals and numbers.</i>
85 BCD	302 Q—What must be reported from the first available point of communication? A— <i>The change in sections.</i>

RULE	QUESTION
85 BCD	303 Q—When trains are running in sections of a schedule, which section is responsible for a following section passing a leading section without proper authority? A— <i>The leading section.</i>
86 BCDY	304 Q—When must an inferior train be clear of a superior train, in the same direction, unless otherwise provided? A— <i>The time a superior train is due to leave the next station in the rear where time is shown.</i>
87 BCDY	305 Q—Must necessary identification of trains be made at meeting and passing points? A— <i>Yes.</i>
S-87 BCDY	306 Q—What is required of an inferior train with respect to opposing superior trains? A— <i>Must clear the time of opposing superior trains not less than five minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train.</i>
S-87 BCDY	307 Q—When an inferior train fails to clear the main track by the time required by rule, what must be done? A— <i>It must be protected as prescribed by Rule 99.</i>
87(A)	308 Q—When a train approaches a station where advance indication is displayed on an operator's advancing indicator, how must it be acknowledged? A— <i>Two long sounds of the engine whistle.</i>
87(A)	309 Q—How may train then proceed to train order office? A— <i>On main track at restricted speed.</i>
87(A)	310 Q—Must train then be governed by train orders or instructions received? A— <i>Yes.</i>
87(A)	311 Q—When proceeding on an advance indication against an opposing train

RULE	QUESTION
	and stop is made before reaching train order office, what must be done? A— <i>Front of train must be protected immediately as prescribed by Rule 99.</i>
87(A) DO	312 Q—When may operator display advance indicator? A— <i>Only when authorized by train order Form X.</i>
S-88 BCD	313 Q—How will extra trains be governed with respect to opposing extra trains? A— <i>By train order.</i>
S-88 BCD	314 Q—At meeting points between extra trains, which train must take the siding, unless otherwise provided? A— <i>The train in the inferior time-table direction.</i>
S-89 BCD	315 Q—At meeting points, must the train taking siding pull in when practicable? A— <i>Yes.</i>
S-89 BCD	316 Q—If necessary to back in, what must be done? A— <i>The movement must first be protected as prescribed by Rule 99.</i>
S-89(A) BCD	317 Q—At scheduled meeting points between trains of the same class, where must the superior train stop? A— <i>Stop clear of the switch used by the train taking siding unless switch is properly lined and track is clear.</i>
S-89(A) BCD	318 Q—At train order meeting points, where must the train holding main track stop? A— <i>Stop clear of the switch used by the train taking siding unless the train to be met is clear of the main track and switch is properly lined.</i>
S-90 BC	319 Q—On trains equipped with communicating signal system, what signal must the conductor give to the engineer preceding a schedule meeting point with a train of the same or superior class or a point where by

RULE	QUESTION
	train order it is to meet, or has to wait for, an opposing train? A— <i>One long sound of communicating signal 16(l).</i>
S-90 BC	320 Q—Where must this signal be given? A— <i>Immediately after passing the last station, but not less than one mile preceding the meeting or waiting point.</i>
S-90 BC	321 Q—When and how will engineer reply? A— <i>Immediately reply with two long one short sounds of engine whistle.</i>
S-90 BC	322 Q—If engineer fails to answer by signal 14(n), what action must be taken by the conductor? A— <i>Must take immediate action to stop the train.</i>
S-90 BC	323 Q—On other trains, what signal must be given before reaching a meeting or waiting point, and when will signal be given? A— <i>Signal 14(n) must be sounded at least one mile before reaching a meeting or waiting point.</i>
91 BCD	324 Q—Unless some form of block signals is used, how many minutes must trains in the same direction keep apart? A— <i>Not less than ten minutes, except in closing up at stations.</i>
91(A) BCDO	325 Q—Unless otherwise provided, where no form of block signals is in use, how many minutes must operator on duty space trains? A— <i>Ten minutes apart.</i>
91(A) BCDO	326 Q—Unless track is signaled for traffic in both directions, must trains also be spaced ten minutes apart when moving against the current of traffic? A— <i>Yes.</i>
91(A) BCDO	327 Q—When train order signal is used to space trains, when must it be placed to indicate stop? A— <i>Immediately after rear of train has passed signal.</i>

RULE	QUESTION
91(A) BCDO	328 Q—When clearance is used to space trains, what must operator show on clearance? A— <i>The time train may go.</i>
91(A) BCDO	329 Q—May train leave before that time? A— <i>No.</i>
92 BCDO	330 Q—May a train leave a station in advance of its schedule leaving time? A— <i>No.</i>

QUESTIONS 331 TO 336 INCLUSIVE, APPLY ON
RAILROADS OTHER THAN THE UNION
PACIFIC AND SPOKANE INTERNATIONAL

93 BCDY	‡ 331 Q—Within yard limits, how may the main track be used with respect to clearing first class trains? A— <i>Must clear first class trains when due to leave the last station where time is shown.</i>
93 BCDY	‡ 332 Q—In case of failure to clear the main track, what must be done? A— <i>Protection must be given as prescribed by Rule 99.</i>
93 BCDY	‡ 333 Q—Within yard limits, how may the main track be used with respect to second and inferior class, extra trains and engines? A— <i>Without protecting.</i>
93 BCDY	‡ 334 Q—Within yard limits, how must second and inferior class, extra trains and engines move? A— <i>At restricted speed.</i>
93 BCDY	‡ 335 Q—Within yard limits, when running against the current of traffic or on a portion of double or three or more tracks used as single track, how must all trains and engines move? A— <i>At restricted speed.</i>
93 BCDY	‡ 336 Q—Within yard limits, do approach or proceed automatic signal indications supersede the provisions of Rule 93? A— <i>No.</i>

QUESTIONS 336-A TO 336-F, APPLY ONLY ON THE
UNION PACIFIC AND SPOKANE INTERNATIONAL
RAILROADS

RULE	QUESTION
UP93 BCDY	336-A Q—Within yard limits, how must all trains and engines move? A— <i>Prepared to stop within the distance track is seen to be clear.</i>
UP93 BCDY	336-B Q—Within yard limits, where the main track is protected by continuous block signals, is protection against other trains required? A— <i>No.</i>
UP93 BCDY	336-C Q—Where not protected by continuous block signals, how, and against what trains must protection be afforded? A— <i>Protection in accordance with Rule 99 must be afforded against first-class trains.</i>
UP93 BCDY	336-D Q—In block or non-block signal territory during foggy or stormy weather, how, and against what trains must protection be afforded? A— <i>Protection in accordance with Rule 99 must be afforded against all trains and engines.</i>
UP93 BCDY	336-E Q—Unless otherwise authorized, what is required before a train or engine may be moved against the current of traffic within yard limits? A— <i>Provision must be made for the protection of such movement.</i>
UP93(A) BCDY	336-F Q—Must second-class, extra trains and engines avoid delay to first-class trains within yard limits? A— <i>Yes.</i>
94 BCD	337 Q—When a train overtakes another train so disabled that it cannot proceed, what action will be taken? A— <i>Pass it, if practicable, and if necessary will assume the schedule and take the train orders and clearances of the disabled train, proceed to the first available point of communication, and there report to the train dispatcher.</i>

RULE	QUESTION
94 BCD	338 Q—What will the disabled train do? A— <i>Assume the right of schedule and take the train orders and clearances of the last train with which it has exchanged, and will, when able, proceed to and report from the first available point of communication.</i>
95 BCDY	339 Q—May two or more sections be run on the same schedule and has each section equal time-table authority? A— <i>Yes.</i>
95 BCD	340 Q—May a train display signals for a following section without train order authority? A— <i>No, except as prescribed by Rules 85 and 267.</i>
95(A) BCDY	341 Q—When display of signals is to be discontinued at an intermediate train register station of a schedule, where will the train which is to continue movement beyond take down the signals? A— <i>At the place where its train register is located.</i>
95(A) BCDY	342 Q—Where will following sections which are to be discontinued at that station clear the main track? A— <i>At the first switch of the siding, except if siding is beyond train register location they must not occupy main track beyond location of the train register unless further movement is authorized by train order, Rule 93 or under protection as prescribed by Rule 99.</i>
95(A) BCDY	343 Q—When signals are displayed to the terminal of a schedule on a subdivision, do all sections have the same time-table authority as the regular train has when no signals are displayed? A— <i>Yes.</i>
S-96 BCD	344 Q—May signals be ordered displayed to, or taken down at, other than a register station for the train displaying the signals? A— <i>No.</i>

RULE	QUESTION
97	345 Q—Unless otherwise provided, how must extra trains be authorized? A— <i>By train order.</i>
D-97	346 Q—How may extra trains, except work extras, be authorized to run with the current of traffic? A— <i>By a clearance.</i>
D-97	347 Q—What will clearance include? A— <i>Clearance number, engine number and direction, and the name of the station to which the extra is authorized to run.</i>
D-97	348 Q—Must such clearance be authorized by the train dispatcher, and may it be cancelled by train order? A— <i>Yes.</i>
D-97	349 Q—May such clearance be issued by an operator in case of wire failure? A— <i>No.</i>
D-97	350 Q—Must work extras be authorized by train orders, and unless otherwise provided, must they move with the current of traffic? A— <i>Yes.</i>
98 BCDY	‡ 351 Q—Unless protected by block or interlocking signals, how must trains and engines approach the end of double or three or more tracks, junctions, railroad crossings at grade, and drawbridges? A— <i>At restricted speed.</i>
98 BCDY	‡ 352 Q—Where required by rule or law, must trains and engines stop? A— <i>Yes.</i>
98(A) BCY	‡ 353 Q—At a railroad crossing not protected by signals, where must trains and engines stop? A— <i>Before passing stop sign.</i>
98(A) BCY	‡ 354 Q—When view is obscured so that at least 200 feet of the other railroad on each side of crossing cannot be seen from point where train or engine is stopped, what action must be taken? A— <i>A member of crew must be sent to crossing to give proceed signal when</i>

RULE	QUESTION
	<i>safe to proceed, and the train or engine must not proceed until proceed signal has been received.</i>
98(A) BCY	‡ 355 Q—Where a railroad crossing at grade is protected by a gate, if the gate is set against the route to be used, what action must be taken? A— <i>Trains or engines must stop and remain at least fifty feet from the crossing until the gate is secured in proper position against the other route.</i>
98(A) BCY	‡ 356 Q—Where signals are operated in conjunction with the gate and do not indicate proceed when gate is set against the other track, what action must be taken? A— <i>A member of the crew must proceed to the crossing, ascertain that gate is properly secured and if no conflicting movement is evident will give proceed signal, and train or engine must not proceed until proceed signal has been received.</i>
98(A) BCY	‡ 357 Q—If a train or engine is approaching on a conflicting route, when may proceed signal be given? A— <i>Not until conflicting movement has been completed over the crossing, or has come to a stop and a thorough understanding has been had with the crew of the train or engine stopped on the conflicting route.</i>
98(A) BCY	‡ 358 Q—After train or engine has stopped at a railroad crossing, and when ready to proceed, what whistle signal must be sounded? A— <i>Two long, signal 14(b).</i>
QUESTIONS 359 TO 371 INCLUSIVE, APPLY ON RAILROADS OTHER THAN THE UNION PACIFIC AND SPOKANE INTERNATIONAL.	
99 BCY	‡ 359 Q—When a train is moving under circumstances in which it may be overtaken by another train, what is the flagman required to do? A— <i>Must drop lighted fuses at proper</i>

RULE	QUESTION
	<i>intervals and take such other action as may be necessary to insure full protection.</i>
99 BCY	‡ 360 Q—When a train stops under circumstances in which it may be overtaken by another train, what is the flagman required to do? A— <i>Must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.</i>
99 BCY	‡ 361 Q—When may he return? A— <i>When recalled and safety to the train will permit.</i>
99 BCY	‡ 362 Q—When the conditions require, what will he leave? A— <i>The torpedoes and a lighted fuse.</i>
99 BCY	‡ 363 Q—By whom must the front of the train be protected when necessary? A— <i>By the forward trainman or other competent employe.</i>
99 BCY	‡ 364 Q—How must the front of the train be protected? A— <i>In the same manner as the rear of the train.</i>
99 BC	365 Q—When a passenger train stops, what is the flagman required to do? A— <i>He must appear on the ground at the rear of the rear car prepared to provide protection as provided by the rules.</i>
99 BC	366 Q—Must he be properly clothed and have necessary flagging equipment with him? A— <i>Yes.</i>
99 BCY	‡ 367 Q—Who are responsible for the protection of their trains? A— <i>Conductors and engineers.</i>
99 BCY	‡ 368 Q—May other duties be permitted to interfere with the proper protection of the train? A— <i>No.</i>

RULE	QUESTION
99 BCY	‡ 369 Q—What is required when flagman is left behind, or is incapacitated? A— <i>Another trainman must take his place.</i>
99 BCY	‡ 370 Q—What day signals will be used by flagman? A— <i>A red flag, not less than ten (10) torpedoes and six (6) red fuseses.</i>
99 BCY	‡ 371 Q—What night signals will be used by flagman? A— <i>A white light, not less than ten (10) torpedoes and six (6) red fuseses.</i>

QUESTIONS 371-A TO 371-N INCLUSIVE, APPLY ONLY ON THE UNION PACIFIC AND SPOKANE INTERNATIONAL RAILROADS:

UP99 BCY	371-A Q—What is required of the flagman when a train stops, except when clear of the main track? A— <i>Must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes on the rail one-half mile from the rear of his train, continuing back one and one-half miles from the rear of his train again placing two torpedoes on the rail. He may then return to the two torpedoes one-half mile from rear of his train where he must remain and flag approaching trains until relieved or recalled by the whistle of his engine.</i>
UP99 BCY	371-B Q—When will the flagman increase the distance, placing two torpedoes at every one-fourth mile beyond the second set of torpedoes? A— <i>During foggy or stormy weather and in the vicinity of obscure curves or descending grades, or when other conditions require it.</i>
UP99 BCY	371-C Q—Must the front of the train be protected in the same way when necessary? A— <i>Yes.</i>
UP99 BCY	371-D Q—After the flagman has the necessary torpedoes placed and has returned to the two torpedoes one-half mile

RULE	QUESTION
	from his train, and is recalled by the engine whistle, when may he return? A— <i>When safety to his train will permit.</i>
UP99 BCY	371-E Q—When flagman returns, may he remove the two torpedoes from the rail at that point? A— <i>Yes, except when the conditions require he will leave a lighted fusee, and not remove the two torpedoes.</i>
UP99 BCY	371-F Q—If the flagman sees or hears a train approaching before he has reached the required distance, what must he do in the daytime? A— <i>Immediately place two torpedoes on the rail and continue in the direction of the approaching train and flag it with hand signals.</i>
UP99 BCY	371-G Q—By night, or during foggy or stormy weather, if a train is seen or heard approaching before he has reached the required distance, what must flagman do? A— <i>Immediately place two torpedoes on the rail, leave a lighted fusee at that point and continue in the direction of the approaching train and flag it with a red fusee.</i>
UP99 BCY	371-H Q—If the flagman is recalled before reaching the required distance, may he return if safety to his train will permit? A— <i>Yes.</i>
UP99 BCY	371-I Q—If necessary, what must he place in the daytime to protect his train while returning? A— <i>Two torpedoes.</i>
UP99 BCY	371-J Q—If necessary, what must he leave at night, or in foggy or stormy weather? A— <i>Two torpedoes, and in addition display a lighted fusee.</i>
UP99 BCY	371-K Q—When a train is moving under conditions in which it may be overtaken by another train, must the flagman take whatever action is necessary to insure full protection? A— <i>Yes.</i>

RULE	QUESTION
UP99 BCY	371-L Q—By night, or by day when the view is obscured, what must be thrown off at proper intervals? A— <i>Lighted fusees.</i>
UP99 BCY	371-M Q—In the daytime when going out to flag, what must the flagman take with him? A— <i>A red flag, not less than 10 torpedoes and 6 fusees.</i>
UP99 BCY	371-N Q—What must he take with him at night, or in foggy or stormy weather? A— <i>A white light, not less than 10 torpedoes and 6 fusees.</i>
99(A) BCDY	‡ 372 Q—In CTC territory, when is protection of train in accordance with Rule 99 not required? A— <i>When standing on main track between stop signals of a controlled siding.</i>
99(A) BCDY	‡ 373 Q—What is required of the flagman in CTC territory, when protection of rear of train is necessary? A— <i>Rule 99 must be complied with, except that flagman need not go back farther than the last stop signal governing the direction of his train, calling train dispatcher by telephone at that location.</i>
99(B) BCY	‡ 374 Q—What is required of the engineer when train requires flag protection? A— <i>He must immediately whistle out flagman.</i>
99(B) BCY	‡ 375 Q—If that signal has been sounded before the train has been brought to a stop, what must be done? A— <i>It must be repeated immediately after stop has been made.</i>
99(B) HCY	‡ 376 Q—When ready to proceed, what is the engineer required to do? A— <i>He must recall the flagman.</i>
99(C) BCY	‡ 377 Q—What is required when a train has been flagged? A— <i>Flagman must inform engineer why the train has been flagged and engineer must be governed by conditions.</i>

RULE	QUESTION
99(D) BC	<p>‡ 378 Q—When a flagman is sent out with instructions affecting a train's authority to proceed, what must be done?</p> <p>A—<i>Three written copies of the instructions must be made, one copy to be given to the flagman who must show his copy to the engineer of the train or trains affected, one copy to the engineer of the train he is sent on, if sent on a train, and the other copy to be retained by the conductor.</i></p>
99(D) BC	<p>‡ 379 Q—When a flagman is sent on a train, where will he ride?</p> <p>A—<i>He will ride on the engine.</i></p>
99(D) BC	<p>‡ 380 Q—Where must the engineer stop to let him off?</p> <p>A—<i>At the first switch of the station to which he is sent.</i></p>
101	<p>‡ 381 Q—What is required when any known condition interferes with the safe passage of trains and engines at normal speed?</p> <p>A—<i>They must be fully protected.</i></p>
101(A)	<p>‡ 382 Q—If any defect or condition which might cause an accident is discovered in track, bridges or culverts, what must be done?</p> <p>A—<i>A flagman must be left.</i></p>
101(A)	<p>‡ 383 Q—May the radio, telegraph or telephone be depended on to notify other trains or engines?</p> <p>A—<i>No.</i></p>
101(A) BCY	<p>‡ 384 Q—If any member of train or engine crew has reason to believe that their train or engine has passed over any dangerous defect, what must be done?</p> <p>A—<i>Stop must be made at once, proper protection provided and report must be made to proper authority.</i></p>
101(B) BCD	<p>385 Q—During severe storms or when there is indication of high water or any condition which threatens damage, how must trains move?</p> <p>A—<i>At restricted speed.</i></p>

RULE	QUESTION
101(B) BCD	<p>386 Q—If in doubt as to being able to proceed safely, what must be done?</p> <p>A—<i>Train must be placed on siding.</i></p>
101(B) BCD	<p>387 Q—When a train is moving during severe storms or when there is indication of high water or any condition which threatens damage, what further action must be taken by conductors and engineers?</p> <p>A—<i>Inquiries must be made at stopping places and, when advisable, extra stops made to ascertain extent and severity of storms and to examine bridges, culverts, or other places subject to damage by high water.</i></p>
101(B) BCD	<p>388 Q—If any condition is found that might affect the safety of a train, what must be done?</p> <p>A—<i>Flag protection must be provided and section forces and train dispatcher promptly notified.</i></p>
101(C) BC	<p>389 Q—Must trains run carefully in locations affected by drifting sand or slides and under conditions of dense fog or stormy weather when visibility is restricted?</p> <p>A—<i>Yes.</i></p>
102 BCDY	<p>‡ 390 Q—When a train becomes disabled or is stopped suddenly by an emergency application of the brakes or other causes, what protection must be provided on an adjacent track that is liable to be obstructed?</p> <p>A—<i>A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must be protected at once in both directions as prescribed by Rule 99.</i></p>
102 BCDY	<p>‡ 391 Q—In such cases must protection be provided until it is ascertained that such tracks are safe and clear for the movement of trains?</p> <p>A—<i>Yes.</i></p>

RULE	QUESTION
102 BCDY	‡ 392 Q—In such cases must it be determined by inspection that the train involved and the track to be used are safe for the train to proceed? A—Yes.
102 BCDY	‡ 393 Q—When may train involved proceed, and flagmen be recalled? A— <i>Not until engineer has been definitely advised by the conductor that it is safe to do so.</i>
102 BCDY	‡ 394 Q—How may a train on an adjacent track pass the disabled train? A— <i>When preceded by a flagman or definitely assured by the conductor of the disabled train that the track is clear and it is safe to proceed.</i>
102(A) BCDY	‡ 395 Q—When there has been a derailment, after equipment has been rerailed, how must it be determined that it is safe for the train to proceed? A— <i>By inspection of track and equipment.</i>
102(B) BCD	396 Q—When an engine leaves its train or part of its train behind and passes any switch where it would be possible for another train or engine to enter that track between the front and rear portions, what is required before engine may return to the rear portion? A— <i>A flagman must protect the return movement unless the return movement has been authorized by the train dispatcher.</i>
102(B) BC	397 Q—When an engine leaves its train or part of its train behind on the main track must a sufficient number of hand brakes be set to keep train from moving? A—Yes.
102(B) BC	398 Q—What must be placed a sufficient distance in advance of the detached portion to warn the returning movement? A— <i>Torpedoes.</i>

RULE	QUESTION
102(B) BC	399 Q—How must returning movement be made? A— <i>At restricted speed.</i>
102(B) BC	400 Q—In addition, at night or when view is obscured by weather conditions, how must the front end of the detached portion of the train be protected? A— <i>By a light placed on the front end of the detached portion.</i>
102(B) BC	401 Q—When a light is not available, or when other conditions require, what action must be taken? A— <i>A trainman must protect the returning movement.</i>
103 BCY	‡ 402 Q—When cars are pushed by an engine and conditions require, what must trainman do? A— <i>Must take a conspicuous position on the leading car.</i>
103 BCY	‡ 403 Q—When switching over public crossings at grade or authorized foot crossings not protected by a watchman, by gates, or by crossing signals in operation, what is required? A— <i>A member of the crew must protect the crossing.</i>
103 BCY	‡ 404 Q—When protecting crossings must a man be on the ground at the crossing? A—Yes.
103 BCY	‡ 405 Q—May the man protecting the crossing get on the leading car or engine until movement has passed over the crossing? A—No.
103 BCY	‡ 406 Q—Under what conditions must protection also be provided? A— <i>While coupling cars at or near crossings; While pushing cars over crossings, except when the leading car is equipped with a back-up air brake hose or pipe and whistle in charge of a trainman.</i>

RULE	QUESTION
103 BCY	† 407 Q—Do you understand that in general, highway crossing signals are so designed that they will not operate for a train or engine making a reverse movement after having passed over the crossing? A—Yes.
103 BCY	† 408 Q—Before such reverse movement is made what is required unless it is known that signals are operating? A—A member of the crew must take position at the crossing to afford protection to traffic while movement is being made.
103 BCY	† 409 Q—When a train is parted to clear a public crossing not protected by a watchman, or is standing near such crossing, when practicable, what is required? A—A trainman must protect traffic against trains or engines approaching on adjacent tracks.
103 BCY	† 410 Q—Must unnecessary operation of automatic highway crossing signals due to trains or cars standing in circuit be avoided? A—Yes.
103 BCY	† 411 Q—Where automatic crossing signals are equipped for manual operation, may signals be manually operated for highway traffic? A—Yes.
103 BCY	† 412 Q—If signals have been manually operated must they be restored to automatic operation? A—Yes.
103 BCY	† 413 Q—Do you understand that crossing signals in operation mean that signals are displaying warning to highway traffic? A—Yes.
104 BCOY	† 414 Q—Who are responsible for the position of switches used by them and their trainmen except where an employe is assigned to handle switches? A—Conductors.

RULE	QUESTION
104 BCOY	† 415 Q—What is required after switches have been used? A—They must be left in proper position.
104 BCOY	† 416 Q—May a switch be left open for another train or engine? A—No, unless in charge of a member of the crew of such train or engine or an employe assigned to handle switches.
104 BCY	† 417 Q—When practicable who must see that the switches and derails near the engine are properly lined? A—The engineer.
104 BCOY	† 418 Q—May a train or engine foul a main track until switches connected with the movement are properly lined? A—No.
104 BCOY	† 419 Q—When waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, how must all switches connected with the movement be secured? A—In the normal position.
104 BCOY	† 420 Q—When may the switches be restored to normal position? A—Not until the movement is completed or clear of the main track involved.
104 BCY	† 421 Q—What is required of trains or engines leaving a main track before stopping for trainman to line the switch? A—They must pull clear of the main track.
104 BCY	† 422 Q—Where trains or engines are required to be reported clear of main track, when may such report be made? A—Not until switch has been secured in its normal position.
104(A) BCY	† 423 Q—Do you understand that Rules 104 and 104(A) apply to all switches when operated by hand? A—Yes.
104(A) HCOY	† 424 Q—Unless otherwise provided, what is the normal position of a main track switch, and how must it be secured? A—For the main track, and it must be

RULE	QUESTION
	<i>lined and locked in that position, except when changed for immediate movement.</i>
104(A) BCOY	‡ 425 Q—For facing point movements, how must switches be secured, for trains moving through them? A— <i>Switches equipped with locks must be locked, or if equipped with hooks only, must be hooked.</i>
104(A) BCOY	‡ 426 Q—For trailing point movements and for other than train movements, how will switches be secured? A— <i>By placing locks or hooks in hasp.</i>
104(A) BCOY	‡ 427 Q—Must switches equipped with other types of locks or security devices be secured to the extent practicable? A— <i>Yes.</i>
104(A) BCY	‡ 428 Q—May a main track switch be left open unless a member of the crew remains near enough to be able to line it upon the approach of a train or engine? A— <i>No.</i>
104(A) BCOY	‡ 429 Q—What must employes handling switches know about such switches? A— <i>They must know they are properly lined, locked or secured and that switch points fit.</i>
104(A) BCOY	‡ 430 Q—How must lock be tested to know that it is secured? A— <i>By pulling chain.</i>
104(A) BCOY	‡ 431 Q—Where must employes stand in relation to the switch, while a train is closely approaching or passing? A— <i>Not less than twenty feet from the switch stand and, when practicable, on the opposite side of the track.</i>
104(A) BCOY	‡ 432 Q—When a train or engine is on a siding or other track to be met or passed by a train, where must the employe who is to attend the switch remain until the expected train has been met or has passed? A— <i>Remain no nearer the switch than the fouling point.</i>

RULE	QUESTION
104(A) BCY	‡ 433 Q—When practicable, where must employes alighting from a moving train to change position of a switch behind such train, get off? A— <i>They must get off from rear end of rear car.</i>
104(A) BCY	‡ 434 Q—When this cannot be done and safety permits, where must they get off train? A— <i>From side opposite switch stand.</i>
104(A) BCOY	‡ 435 Q—Except when changed to permit movement, how must derails be set and secured? A— <i>In derailing position, and where equipped with locks they must be locked.</i>
104(A) BCY	‡ 436 Q—How must switches be set over track scales when the scales are not in use? A— <i>For the dead rails.</i>
104(A)	‡ 437 Q—If a switch lock is missing or found defective what is required? A— <i>Another lock must be supplied if practicable and a report made to the train dispatcher.</i>
104(A) BCOY	‡ 438 Q—If a switch is damaged or run through, what must be done? A— <i>Report must be made to proper authority and when practicable section men notified.</i>
104(A) BCY	‡ 439 Q—Unless section men take charge, what must be done? A— <i>Switch must be spiked.</i>
104(A) BCY	‡ 440 Q—If switch cannot be made safe, must protection be provided? A— <i>Yes.</i>
104(B) BCY	‡ 441 Q—How are spring switches identified? A— <i>They are identified by special targets, lights, or both.</i>
104(B) BCY	‡ 442 Q—What is required of a train or engine stopping on a spring switch while trailing through and actuating the switch points before making a reverse movement or taking slack? A— <i>The switch must be operated by hand</i>

RULE	QUESTION
	<i>and it must be known that switch points are in proper position for safe movement.</i>
104(B) BCY	<p>‡ 443 Q—When must a spring switch not be operated by hand?</p> <p>A—<i>When wheels are standing on any parts of the switch points, or before the points have completed their full movement after being trailed through.</i></p>
104(B) BCY	<p>‡ 444 Q—When a train or engine moving in either direction is stopped by a signal governing movement over a spring switch what is required before movement is made?</p> <p>A—<i>The switch must be tested by opening and closing by hand and switch examined to make certain it is properly lined, locked or secured and that points fit.</i></p>
104(B) BCY	<p>‡ 445 Q—When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting movement is evident, what is required?</p> <p>A—<i>The switch must be operated by hand for the route.</i></p>
104(B) BCY	<p>‡ 446 Q—If switch is equipped with a facing point lock may it be lined and locked in normal position until after movement has been completed?</p> <p>A—<i>No.</i></p>
104(B) BCY	<p>‡ 447 Q—If switch is not equipped with a facing point lock may it be lined and locked in normal position after the leading wheels have passed the fouling point?</p> <p>A—<i>Yes.</i></p>
104(C) BC	<p>‡ 448 Q—In automatic block signal territory at locations where there is no signal governing trailing point movements through a spring switch from a siding or other track to the main track, must the switch be operated by hand</p>

RULE	QUESTION
	<i>and Rule 513 and the third paragraph of Rule 514(A) be complied with?</i>
	A— <i>Yes.</i>
104(C) BC	<p>449 Q—May the switch be restored to normal position after the leading wheels have passed the fouling point?</p> <p>A—<i>Yes.</i></p>
104(C) BC	<p>450 Q—Must protection as prescribed by Rule 99 be provided against following movements on the main track?</p> <p>A—<i>Yes.</i></p>
104(C) BC	<p>451 Q—Do you understand that under conditions covered by the exceptions in Rule 513 the spring switch may be trailed through without hand operating the switch?</p> <p>A—<i>Yes.</i></p>
D-104 BCY	<p>‡ 452 Q—What is required of trains and engines moving against the current of traffic on double or three or more tracks before passing over facing point of spring switches, unless such switches are protected by signals?</p> <p>A—<i>Must stop and examine switches.</i></p>
105 BCDY	<p>‡ 453 Q—How must trains and engines using a siding or any track other than a main track move?</p> <p>A—<i>At restricted speed.</i></p>
105 BCDY	<p>‡ 454 Q—May sidings of an assigned direction be used in a reverse direction?</p> <p>A—<i>Not unless authorized by the superintendent, or in an emergency under flag protection.</i></p>
105(A) BCDY	<p>‡ 455 Q—What is required when main track is out of service and trains must be run through an adjacent track?</p> <p>A—<i>Switches must be lined, locked and spiked for that track, and train dispatcher notified.</i></p>
105(A) BCDY	<p>‡ 456 Q—Must flag protection be provided until train order covering the condition is issued to all trains affected?</p> <p>A—<i>Yes.</i></p>

RULE	QUESTION
105(A) BCDY	‡ 457 Q—Must flagman remain until released by the train dispatcher? A— <i>Yes.</i>
106 BCY	‡ 458 Q—Who are equally responsible for the safety of the train and the observance of the rules? A— <i>The conductor and the engineer and pilot when there is one.</i>
106 BCY	‡ 459 Q—What is required under conditions not provided for by the rules? A— <i>Must take every precaution for protection.</i>
107 BCY	‡ 460 Q—What is required of trains or engines in passing a train receiving or discharging traffic at a station, except where proper safeguards are provided, or the movement is otherwise protected? A— <i>Must run at restricted speed.</i>
107 BCY	‡ 461 Q—May trains or engines pass between train and platform at which traffic is being received or discharged, unless the movement is properly protected and proceed signal is received? A— <i>No.</i>
107 BCY	‡ 462 Q—How must such movement then be made? A— <i>At restricted speed.</i>
108	‡ 463 Q—What is required in case of doubt or uncertainty? A— <i>The safe course must be taken.</i>
109 BCDY	‡ 464 Q—Where are the locations of bulletin boards or bulletin books designated? A— <i>In the time-table.</i>
109 BCDY	‡ 465 Q—How will bulletins be numbered? A— <i>Consecutively beginning with No. 1 January first of each year.</i>
109 BCDY	‡ 466 Q—By whom will they be issued and cancelled? A— <i>By the superintendent.</i>
109 BCDY	‡ 467 Q—Who must read bulletins and notices before starting each trip or day's work? A— <i>Employees in train, engine and yard service.</i>

RULE	QUESTION
109 BCDY	‡ 468 Q—Will they be held accountable for their observance? A— <i>Yes.</i>
109 BCY	‡ 469 Q—Must crews operating over more than one division, where bulletins of each division are posted at the starting point of run, receipt for the last bulletin of each division? A— <i>Yes.</i>
D-151	‡ 470 Q—On double track, to which side must trains keep, unless otherwise provided? A— <i>To the right.</i>
D-151	‡ 471 Q—Where three or more main tracks are in service, how shall they be designated and their use indicated? A— <i>By numbers and special instructions.</i>
D-152 BCY	‡ 472 Q—What is required when a train crosses over to, or obstructs another main track, unless otherwise provided? A— <i>It must first be protected as prescribed by Rule 99 in both directions on that track.</i>

RULES FOR MOVEMENT BY TRAIN ORDERS

201	473 Q—Unless otherwise provided, what is required for movements not provided for by time-table? A— <i>Train orders.</i>
201	474 Q—By whose authority and over whose signature will they be issued? A— <i>The superintendent.</i>
201	475 Q—Must train orders contain only information or instructions essential to such movements? A— <i>Yes.</i>
201	476 Q—Must train orders be brief and clear and in prescribed forms when applicable? A— <i>Yes.</i>
201	477 Q—Is alteration, erasure, interlineation or punctuation permitted in train orders? A— <i>No.</i>

RULE	QUESTION
201	478 Q—May words or figures in train orders be surrounded by brackets, circles or other characters? A—No.
202 D	479 Q—Must each train order be given in the same words to all employes or trains addressed? A—Yes.
203 D	480 Q—How must train orders, except slow or cautionary orders, be numbered? A— <i>Consecutively each day, beginning at midnight.</i>
204 CDOY	481 Q—Must train orders be addressed to those who are to execute them, naming the place at which each is to receive his copy? A—Yes.
204 CDOY	482 Q—How must train orders for a train be addressed? A— <i>To the conductor and engineer and also to anyone who acts as its pilot.</i>
204 CDOY	483 Q—To whom must a copy of each train order be supplied by the operator? A— <i>To each employe addressed.</i>
204	484 Q—How must orders addressed to operators restricting the movement of trains be respected by conductors and engineers? A— <i>The same as if addressed to them.</i>
204 BCDY	485 Q—What is required upon receipt of train orders and clearances by those to whom they are addressed? A— <i>They must be read promptly.</i>
204 BCDY	486 Q—Must conductors when practicable, obtain from engineers an understanding of all train orders before they are acted upon? A—Yes.
204 BCDY	487 Q—To whom must conductors show train orders and clearances when practicable? A— <i>To trainmen.</i>

RULE	QUESTION
204 BCDY	488 Q—To whom must engineers show train orders and clearances? A— <i>To members of the crew on the engine.</i>
204(A)	489 Q—Unless otherwise provided, must a copy of all train orders and clearances be furnished the rear trainman? A—Yes.
204(A)	490 Q—When a train has more than one engine in service, or when an engine is added between terminals, must each engineer be furnished copies of all train orders and clearances affecting their movement? A—Yes.
205 D	491 Q—Must each train order be written in full in the book provided for that purpose at the office of the train dispatcher? A—Yes.
205 D	492 Q—What must be recorded with each train order? A— <i>Time train order signal displayed; Indication displayed by train order signal; To what offices the order was transmitted; When the order was made complete or the "X" response sent at each office; The names of those who signed the order when required.</i>
205 D	493 Q—When must these records be made? A— <i>At once and never from memory or memoranda.</i>
205 DO	494 Q—May additions be made to train orders after they have been repeated? A—No.
206	495 Q—How will regular trains be designated in train orders and clearances? A— <i>By numbers as, "No 10," and sections as, "Second 10," adding engine numbers in train orders if desired.</i>
206	496 Q—How will extra trains be designated in train orders and clearances? A— <i>By engine numbers and the direction as "Extra 798 (East) (West)."</i>

RULE	QUESTION
206	497 Q—How will work extras be designated in train orders and clearances? A— <i>By engine numbers as "Work Extra 798."</i>
206	498 Q—When a prefix or suffix letter is used with engine number, must it be shown on train orders? A— <i>Yes.</i>
206	499 Q—How will an engine of another company be designated? A— <i>The initials or designated name will precede the engine number.</i>
206	500 Q—When two or more engines are coupled, which engine number will be used in train orders? A— <i>The leading engine.</i>
206	501 Q—When a helper or other engine is placed on the head end over a portion of a subdivision, which engine number will be used? A— <i>The road engine.</i>
206	502 Q—May even hours as 1000 am be used in stating time in train orders? A— <i>No.</i>
206 DO	503 Q—In transmitting train orders by telegraph, how may time be stated? A— <i>In figures only or duplicated in words.</i>
206 CDO	504 Q—How must time be stated in transmitting and repeating train orders by telephone? A— <i>Time must be pronounced first, thus: one naught five; then spelled letter by letter, thus: o-n-e n-a-u-g-h-t f-i-v-e, followed by pronouncing each figure, thus: 1-0-5.</i>
206 CDO	505 Q—In transmitting and repeating train orders by telephone, how must names of stations, sections, and direction of extras be stated? A— <i>Must be first pronounced plainly and then spelled letter by letter, thus: Aurora, A-u-r-o-r-a; Second, S-e-c-o-n-d; East, E-a-s-t.</i>

RULE	QUESTION
206 CDO	506 Q—In transmitting and repeating train orders by telephone, how must figures, other than time, be stated? A— <i>They must be pronounced first, followed by pronouncing each figure thus: One Hundred Five, 1-0-5; Twenty-seven-fifty-six, 2-7-5-6, except where the number is but one figure, it must be pronounced first, thus: One; then spelled, thus: O-n-e.</i>
206 CDO	507 Q—Will the letters duplicating names of stations, sections, direction and numerals be written in the order book or upon train orders? A— <i>No.</i>
206 CDO	508 Q—May time be duplicated in words in the order book or upon train orders? A— <i>Yes.</i>
206 D	509 Q—When train orders are transmitted by telegraph what is required of the train dispatcher? A— <i>He must write the order the first time it is repeated and must underscore each word and figure each time it is repeated thereafter.</i>
206 D	510 Q—When train orders are transmitted by telephone, what is required of the train dispatcher? A— <i>He must write the order as he transmits it and must underscore each word and figure each time it is repeated.</i>
207 DO	511 Q—To transmit a train order, what must a train dispatcher instruct each office addressed? A— <i>The position and direction in which the train order signal is to be displayed, and the number of copies to be made, thus: "Stop West Copy 5," or "19 East Copy 3."</i>
208 D	512 Q—When a train order is to be sent to two or more offices, must it be transmitted simultaneously to as many of them as practicable? A— <i>Yes.</i>

RULE	QUESTION
208 D	513 Q—When not sent simultaneously to all, to which train must the order be sent first? A— <i>The superior train.</i>
208 DO	514 Q—Must the several addresses be in the order of superiority of trains, each office taking its proper address? A— <i>Yes.</i>
208 CDO	515 Q—When practicable, except in automatic block signal territory, who must the several addresses include? A— <i>The operator at the meeting or waiting point.</i>
208 CDO	516 Q—To what trains must copies of the order addressed to the operator at the meeting or waiting point be delivered? A— <i>To the trains affected until all have arrived from one direction.</i>
208(A) CDO	517 Q—May a train order be issued for a train at the point where its movement is restricted if it can be avoided? A— <i>No.</i>
208(A) CDO	518 Q—When so sent, except at its initial station, what is required? A— <i>The fact must be stated in the order, the train being restricted must be brought to a stop before delivery of the order and special precautions must be taken to insure safety.</i>
208(A) BCD	519 Q—How must a train that is advanced to a station where the opposing train receives the order, approach that station? A— <i>Expecting to find the train receiving the order on the main track and, where conditions require the train advanced must protect against the opposing train as prescribed by Rule 99.</i>
209 DO	520 Q—Must operators receiving train orders write or typewrite them in manifold during transmission, and retain a copy of each train order? A— <i>Yes.</i>

RULE	QUESTION
209	521 Q—What part of the train order must be in the operator's handwriting? A— <i>The complete, the time, and the signature of the operator.</i>
209(A) DO	522 Q—What is required when the requisite number of copies of a train order cannot be made at one writing? A— <i>Operators must make additional copies from one previously repeated and must then repeat to the train dispatcher from the new copies each time additional copies are made.</i>
209(A) DO	523 Q—The name of which operator must be shown when additional copies of an order are made? A— <i>Name of original receiving operator must be shown and the initials of the operator who recopies the order.</i>
209(A) DO	524 Q—Will the date of issue and time completed be changed? A— <i>No.</i>
209(A) DO	525 Q—Must operators retain a copy of each additional writing? A— <i>Yes.</i>
209(A) DO	526 Q—What must be shown on copy retained? A— <i>The time and date it was repeated to the train dispatcher.</i>
209(A) D	527 Q—What record must train dispatcher make of each repetition? A— <i>Make a notation of each repetition in train order book.</i>
209(A) CDO	528 Q—When an error is made in transmitting an order and before it is repeated, what must be done? A— <i>All copies of the order must be immediately destroyed, the order marked "Void" in the train order book and if re-issued, given another number.</i>
209(A) CDO	529 Q—If an order in which an error has been made has been repeated, what must be done? A— <i>That order must be annulled.</i>

RULE	QUESTION
209(A) CDO	530 Q—When train orders are annulled on other than the date of issue, what must be included in the annulment order? A— <i>The date as well as the number of the order annulled.</i>
210 CDO	531 Q—What is required of operators when a train order has been transmitted? A— <i>Unless otherwise directed, they must repeat it at once in the succession in which the several offices have been addressed.</i>
210 CDO	532 Q—What is required of each operator receiving the order? A— <i>Must observe whether the others repeat correctly.</i>
210 CDO	533 Q—When an order has been repeated correctly by an operator, what response will be given by the train dispatcher? A— <i>"Complete," the time, with the initials of the superintendent.</i>
210 CDO	534 Q—What will the operator receiving this response then write in the space provided on the order? A— <i>The word "Complete," the time and his last name in full.</i>
210 CDO	535 Q—To whom will the operator deliver a copy of the order? A— <i>Each person addressed, unless the order is annulled by the train dispatcher.</i>
210 BCDO	536 Q—When delivery to the engineer will take the operator from the immediate vicinity of his office, by whom will the engineer's copy be delivered? A— <i>By conductor or trainman.</i>
211 DO	537 Q—Before clearing a train what is required of the operator? A— <i>Must fill out Clearance Form A and transmit the required information to the train dispatcher from the clearance.</i>
211 BCDO	538 Q—Must information be shown on Clearance Form A without erasure or alteration? A— <i>Yes.</i>

RULE	QUESTION
211 DO	539 Q—How will you clear No 17 at Seattle with orders 1, 2 and 3. A— <i>Seattle clear No 17 with 3 orders numbers 1, 2 and 3.</i>
211 DO	540 Q—How will you clear this train with "No orders?" A— <i>Seattle clear No 17 with "No orders."</i>
211 D	541 Q—After receiving this information, what must the train dispatcher do? A— <i>Make the required record in the train order book and check the order numbers.</i>
211 DO	542 Q—If the operator has correctly given all the order numbers for the train, what will the train dispatcher reply? A— <i>"Seattle, clear No 17 with 3 orders numbers 1, 2 and 3," or, "Seattle, clear No 17, no orders," giving the OK, the time and the superintendent's initials.</i>
211 DO	543 Q—What will the operator then do? A— <i>Endorse on the clearance the OK, the time and the Superintendent's initials.</i>
211 CDO	544 Q—In case of failure of means of communications, if all orders held for a train have been completed, may the operator deliver such orders accompanied by a Clearance Form A? A— <i>Yes.</i>
211 CDO	545 Q—What will be shown on the clearance instead of the OK and superintendent's initials? A— <i>Notation "Wire failure" and the time.</i>
211 CDO	546 Q—Will such clearance be acted upon as though OK had been given in the usual way? A— <i>Yes.</i>
211 DO	547 Q—When communication is restored, what must the operator do? A— <i>Notify the train dispatcher of the time each train was cleared and the numbers of the orders delivered.</i>
211	548 Q—What must be delivered together with all train orders? A— <i>Clearance Form A.</i>

RULE	QUESTION
211 BCDY	549 Q—Must conductors and engineers and, when practicable, other members of crew see their train is correctly designated on clearance and that the information shown on clearance corresponds with the train orders received? A—Yes.
211 DO	550 Q—Must operators make the required number of copies of Clearance Form A, at one writing, sign last name in full and retain a copy? A—Yes.
211	551 Q—May typewriter be used when writing clearance? A—No.
212 CDO	552 Q—When so directed by the train dispatcher, how may a train order, after having been transmitted, be acknowledged before repeating? A—By the operator responding: "number of train order to train number, X," with the operator's initials and office signal.
212 DO	553 Q—What must the operator then write on the order in the place provided? A—His initials and the time.
213 D	554 Q—When may "complete" be given to a train order for delivery to a train? A—Not until the order has been repeated, or "X" response sent by the operator who receives the order for the train being restricted.
214 CDO	555 Q—When a train order has been repeated, including the signature of the superintendent, or "X" response sent, and before "complete" has been given, how must the order be treated? A—As a holding order for the train addressed.
214 CDO	556 Q—May it be otherwise acted on until "complete" has been given? A—No.

RULE	QUESTION
214 CDO	557 Q—Has a train order been repeated unless the signature of the superintendent has also been repeated? A—No.
214 CDO	558 Q—If communication fails before an office has repeated an order or has sent the "X" response, of what effect is the order at that office and how must it be there treated? A—The order at that office is of no effect and must be treated as if it had not been sent.
216 D	559 Q—For train orders delivered by the train dispatcher, what are the requirements as to the record and delivery? A—The same as at other offices.
216(A) D	560 Q—When the train dispatcher issues a train order that is to be delivered to a train by the train dispatcher, how must the record be made in the train order book? A—A carbon copy of the body of the order must be made in the train order book at the time the order is written on the train order form and this copy underscored as it is repeated thereafter.
217 CDO	561 Q—How must a train order, to be delivered to a train at a point not a train order office or at which the office is closed, be addressed? A—To "C&E _____ (at) (between) _____ care of _____."
217 CDO	562 Q—By whom will the order be forwarded and delivered with Clearance Form A? A—By the person in whose care it is addressed.
217 CDO	563 Q—Who is responsible for its delivery? A—The person in whose care it is addressed.
217 CDO	564 Q—When delivery is to be made by conductor or engineer of another train, must the numbers of such orders be

RULE	QUESTION
	shown in the usual manner on Clearance Form A of the train making delivery? A— <i>Yes.</i>
217 CDO	565 Q—Must both the conductor and engineer of delivering train be supplied with copies? A— <i>Yes.</i>
217 CD	566 Q—If necessary, must train be stopped to make delivery? A— <i>Yes.</i>
217 CDO	567 Q—When orders are sent in this manner, to a train, the superiority of which is thereby restricted, what must the operator be directed to do? A— <i>Make an extra copy of the order.</i>
217 CDO	568 Q—What must the operator do with the extra copy? A— <i>Deliver to the person who is to make delivery of the order.</i>
217 CDO	569 Q—What must that person secure on the extra copy? A— <i>The signatures of the conductor and engineer addressed.</i>
217 CDO	570 Q—What must he then do with this copy? A— <i>Deliver it to the first operator accessible.</i>
217 CDO	571 Q—What must the operator do with the copy delivered to him? A— <i>At once transmit the signatures of the conductor and engineer to the train dispatcher and preserve the copy.</i>
217 DO	572 Q—What must the train dispatcher receive before giving "complete" to the order for a train being advanced? A— <i>The signatures of the conductor and engineer of the train being restricted.</i>
218	573 Q—When a train is named in a train order by its schedule number alone, what sections of that schedule are included? A— <i>All sections.</i>

RULE	QUESTION
218 BCDO	574 Q—Must copies of the order be delivered to each section? A— <i>Yes.</i>
219 CDO	575 Q—Before repeating or giving the "X" response to a train order restricting the movement of a train, which has received Clearance Form A at that station, or after the engine has passed his train order signal displaying proceed indication, what must the operator obtain? A— <i>The signatures of the conductor and engineer to the order.</i>
219 BCDO	576 Q—When a restricting train order is issued to a train after Clearance Form A has been delivered, in addition to obtaining the conductor's and engineer's signature to the order, what must the operator do? A— <i>Take up and destroy all clearances that have been delivered to that train at that station.</i>
219 BCDO	577 Q—Must a new clearance be issued showing the numbers of all orders delivered that train at that station? A— <i>Yes.</i>
219 BCDO	578 Q—When a train order that does not restrict the train is issued after clearance has been delivered, if it is not practicable to take up clearance, how may it be handled? A— <i>The train dispatcher will authorize the operator to issue an additional clearance which must include the numbers of all orders delivered to that train at that station.</i>
220	579 Q—How long do train orders continue in effect? A— <i>Until fulfilled, superseded or annulled.</i>
220	580 Q—What part of an order may be either superseded or annulled? A— <i>Any part specifying a particular movement.</i>

RULE	QUESTION	RULE	QUESTION
220	581 Q—When do orders held by, or issued for, or any part of an order relating to a regular train become void? A— <i>When such train loses both right and schedule as prescribed by Rules 4 and 82, or its schedule is annulled.</i>	221 BCDO	589 Q—Unless otherwise provided, when must the train order signal indicate proceed? A— <i>When there are no train orders.</i>
220 CD	582 Q—When a conductor or engineer, or both, is relieved before completion of a trip, what must be done with all train orders, clearances and instructions held by them? A— <i>Must be delivered to relieving conductor or engineer.</i>	221 BCDO	590 Q—When “stop” or “19 order” indication is displayed, what must trains have before proceeding? A— <i>Clearance Form A.</i>
220 CD	583 Q—What must the relieving conductor and engineer do before proceeding? A— <i>Compare such train orders, clearances and instructions.</i>	221 DO	591 Q—Must operators have the proper appliances for hand signalling ready for immediate use and use them should the fixed signal fail to operate properly or when other conditions require? A— <i>Yes.</i>
220(A) CD	584 Q—Do train orders annulling a schedule or a section and slow or cautionary orders issued to a conductor or engineer continue in effect to them on continuous trip or tour of duty although the schedule or section number or the running order of their train be changed? A— <i>Yes.</i>	221(A) DO	592 Q—What must an operator do when he receives the signal “stop” or “19” followed by the direction? A— <i>He must immediately display the proper indication for the direction indicated and then reply “SD” or “19D,” adding the direction.</i>
221 BCDO	585 Q—Unless otherwise provided, must a fixed signal be used at each train order office? A— <i>Yes.</i>	221(A) DO	593 Q—When may the position of the signal be restored to proceed? A— <i>Not until the order has been delivered or annulled.</i>
221 BCDO	586 Q—When shall this train order signal indicate stop? A— <i>When trains are to be stopped for train orders.</i>	221(A) DO	594 Q—At a train order office where there is no train order signal, what will the operator respond instead of “SD” or “19D?” A— <i>“NS.”</i>
221 BCDO	587 Q—Will a yellow flag by day, or a yellow light by night, displayed below the stop indication on a two indication color light type, Swift type, or two position semaphore type train order signal indicate “19 order”? A— <i>Yes.</i>	222 DO	595 Q—Unless relieved of that duty, must operators promptly record and report to the train dispatcher the time of arrival, departure or passing of all trains and the direction of extra trains? A— <i>Yes.</i>
221 BCDO	588 Q—When shall the train order signal indicate “19 order”? A— <i>When trains are to receive train orders without stopping.</i>	222 DO	596 Q—Must operators when practicable, observe passing trains and report to the train dispatcher if the proper signals are not displayed? A— <i>Yes.</i>

RULE	QUESTION
223	597 Q—May signals and abbreviations, other than those specified in Rule 223, be used? A—No.
224 DO	598 Q—What is the procedure to follow in relaying a train order? A— <i>The train dispatcher must transmit it to the relaying operator, who must then transmit it to destination. The employe receiving it at the destination must, after obtaining the signatures of conductor and engineer when required, repeat it to the relaying operator who must on the copy he retains, underscore each word and figure as it is repeated to him and then repeat it to the train dispatcher. If correct, "complete" will be given by the train dispatcher and relayed to destination.</i>

FORMS OF TRAIN ORDERS FIXING MEETING POINTS FOR OPPOSING TRAINS

Form S-A	(1) No 1 meet No 2 at B.
BCD	599 Q—What is required of trains receiving this order? A— <i>Will run with respect to each other to the designated point and there meet in the manner prescribed by the rules.</i>
BCD	600 Q—If trains No 1 and No 2 are of the same class, which will take siding? A— <i>The train of the inferior time-table direction.</i>
BCD	601 Q—If either train arrives at B displaying green signals, how will the other train be governed with this order? A— <i>Remain at B for all sections.</i>
BCD	602 Q—If either train arrives without displaying markers, what must the other train do? A— <i>Remain until it is ascertained that the train is complete.</i>
BCD	603 Q—With this order to meet at B if the inferior train on arrival at B should have sufficient time to go to the next

RULE	QUESTION
	station and clear the superior train as required by the rules, may it go? A—No.
BCD	604 Q—If No 2 is at B with this order and No 1 becomes more than twelve hours late at B, what can No 2 then do? A— <i>No 2 may go.</i>
BCD	605 Q—If No 1 is at B with this order and receives an order annulling No 2, what may No 1 then do? A— <i>No 1 may go.</i>
BCD	606 Q—If No 1 is at B with this order and No 2 cannot assume its schedule due to a time-table change, what may No 1 do? A— <i>No 1 may go.</i>
BCD	607 Q—Order No 1:—No 1 meet No 2 at B Order No 2:—No 1 meet No 2 at C instead of B Order No 3:—Order No 2 is annulled. With these three orders, has No 1 a meeting point established by train order with No 2? A—No.
BCD	608 Q—Why? A— <i>Order No 2 supersedes Order No 1. Order No 3 annuls Order No 2.</i>
BCD	609 Q—May examples (1) and (2) be modified by adding "_____ take siding" or "_____ gets this order at _____"? A—Yes.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN

Form B	(1) No 1 pass No 3 at K.
BCD	610 Q—What is required of both trains with this order? A— <i>Run according to the rule to the designated point and there arrange for the rear train to pass promptly.</i> (2) Extra 594 west pass No 3 at K.

- | RULE | QUESTION |
|------|--|
| BCD | 611 Q—With this order, is right conferred to run ahead of the train passed from the designated point?
A—Yes. |
| BCD | 612 Q—Under examples (1) and (2), unless otherwise provided, which train will take siding?
A— <i>The train to be passed.</i> |
| BCD | 613 Q—With examples (1) and (2), if No 3 after having been passed should overtake the other train, what should be done?
A— <i>No 3 should be permitted to pass.</i>
(3) Extra 594 east run ahead of No 6 M to B. |
| BCD | 614 Q—What is required of the first-named train?
A— <i>Will, unless delayed, run ahead of the second-named train between the designated points.</i> |
| BCD | 615 Q—If a train is delayed after receiving an order to run ahead of a superior train, what may the trains involved do, and how must the order be considered?
A— <i>The first-named train may allow the second-named train to pass and the train order must then be considered fulfilled.</i> |
| BCD | 616 Q—If the first-named train allows the second-named train to pass, when and by whom must the train dispatcher be notified?
A— <i>At once by the inferior train, when practicable, and by the superior train at first open office.</i> |
| BCD | 617 Q—With this order, when Extra 594 east arrives at B, if they have time enough to go to A and clear No 6, as prescribed by Rule 86, may they go?
A—Yes. |

- | RULE | QUESTION |
|------|---|
| BCD | 618 Q—Must No 6 know before leaving M that Extra 594 east has left M?
A—No.
(4) Extra 95 west run ahead of No 3 B until overtaken. |
| BCD | 619 Q—What is required of the first-named train?
A— <i>Will run ahead of the second-named train from the designated point but if overtaken at that point or at any station beyond, will arrange to let the second-named train pass promptly.</i> |
| BCD | 620 Q—Do any of these orders relieve the first-named train from protecting against the second-named train as prescribed by Rule 99?
A—No. |

GIVING RIGHT OVER ANOTHER TRAIN IN THE SAME DIRECTION

- | | |
|--------|--|
| Form C | (1) No 1 has right over No 3 A to Z.
(2) Extra 21 west has right over Extra 25 west A to Z and wait at A until 1250 pm
C 110 pm
E 120 pm
(3) No 401 (a second class train) has right over Extra 25 west A to Z and wait at A until 1250 pm
C 110 pm
E 120 pm |
| CD | 621 Q—What right do these orders give the first-named train?
A— <i>Right over the other train between the points named.</i> |
| CD | 622 Q—How must the second-named train clear the first-named train?
A— <i>As prescribed by Rule 86.</i> |
| CD | 623 Q—May the first-named train in examples (2) and (3) pass the designated points before the times given?
A—No. |

GIVING RIGHT OVER AN OPPOSING TRAIN

RULE	QUESTION
Form S-C	(1) No 1 has right over No 2 G to X.
CD	624 Q—If the second-named train reaches the point last named before the other arrives, how may it proceed? A— <i>Keeping clear of the schedule of the opposing train as required by rule.</i>
CD	625 Q—If an order was later received reading, "No 1 meet No 2 at K," which train will take siding at K? A— <i>No 2.</i> (2) Extra 37 east has right over No 3 F to A.
BCD	626 Q—May the regular train go beyond the point last named until the extra train has arrived? A— <i>No, unless directed by train order to do so.</i>
BCD	627 Q—If an order was later received reading, "Extra 37 east wait at C until 250 pm for No 3," what time must No 3 be in the clear at C? A— <i>245 pm.</i>
BCD	628 Q—If No 3 could only make B on this wait order, what time must they be in the clear at B? A— <i>245 pm.</i> (3) Extra 38 east has right over Extra 37 west X to G. (4) Extra 77 west has right over Extra 78 east B to G.
BCD	629 Q—May either train go beyond the point last named until the other train has arrived? A— <i>No, unless directed by train order to do so.</i>
BCD	630 Q—May examples (1), (2), (3) and (4) be modified by adding, "and at _____?" A— <i>Yes.</i>
BCD	631 Q—When the order is modified by adding, "and at _____," what right

RULE	QUESTION
	does this confer to the first-named train at the point last named? A— <i>The right to occupy the main track between switches of the siding.</i>
BCD	632 Q—When the order is modified by adding, "and at _____," if the trains meet at the last named point, which train must take the siding? A— <i>The second-named train.</i> (5) Extra 38 east has right over Extra 37 west X to G and wait at M until 959 am L 1030 am J 1055 am
BCD	633 Q—May the first-named train pass the designated waiting points before the times given? A— <i>No.</i>
BCD	634 Q—How must trains receiving this order clear the time specified at the designated waiting points or any intermediate station? A— <i>Not less than five minutes.</i>
BCD	635 Q—If Extra 37 west cannot make H, I or J and be in the clear at 1050 am, must it remain at G? A— <i>Yes.</i> (6) Extra 38 east has right over Extra 37 west X to G and wait at M until 959 am L 1030 am J 1055 am for Extra 37 west.
BCD	636 Q—When may the first-named train pass the designated waiting points? A— <i>Not before the times given, unless the second-named train has arrived.</i>
BCD	637 Q—How must the second-named train clear the time specified at the designated waiting points or any intermediate station? A— <i>Not less than five minutes.</i>

RULE	QUESTION
BCD	638 Q—In examples (5) and (6), when may the first-named train go beyond G? A— <i>Not until the second-named train has arrived, unless directed by train order to do so.</i> (7) Extra _____ (east) (west) will not wait at G for Extra _____ (west) (east).
BCD	639 Q—When examples (3), (4), (5) or (6) are used and there is no conflicting movement involved between the two trains beyond the second-named point, does this order authorize the first-named train to leave the second-named point without waiting for the opposing train? A— <i>Yes.</i>
BCD	640 Q—When examples (1), (2), (3), (4), (5) and (6) are used, is the first-named train given right over the specified train between the points named? A— <i>Yes.</i>
BCD	641 Q—If the trains meet at either of the designated points, which train must take siding? A— <i>The first-named train, unless the order otherwise prescribes.</i>
BCD	642 Q—If the trains meet between the designated points, which train must take siding? A— <i>The second-named train, unless the order otherwise prescribes.</i>
BCD	643 Q—When right is given to the end of double or three or more tracks or to the beginning of CTC territory, how will the first-named train be governed? A— <i>May proceed with the current of traffic or under CTC rules, but must not leave double or three or more tracks or CTC territory to enter single track, until the second-named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing train as required by rule.</i>

TIME ORDERS

RULE	QUESTION
Form E	(1) No 1 run 50 mins late A to G. (2) No 1 run 50 mins late A to G and 20 mins late G to K.
BCDY	644 Q—Do these orders make the schedule time of the train named, between the stations designated, as much later as stated in the order? A— <i>Yes.</i>
BCDY	645 Q—How will any other train receiving these orders run with respect to this later time? A— <i>As before required to run with respect to the regular schedule time.</i>
D	646 Q—Should the time in the order be such as can be easily added to the schedule time? A— <i>Yes.</i>
BCD	647 Q—In example (2), if No 1 is due to leave G at 1000 am, what time must an opposing inferior train be in the clear at G? A— <i>1015 am.</i>
BCD	648 Q—In example (2), if No 1 (a first class train) is due to leave F at 950 am, and G at 1000 am, what time must an inferior train in the same direction, with this order, be in the clear at G for No 1? A— <i>1040 am.</i>
BCD	649 Q—What time must an inferior train in the same direction with example (2) order clear No 1 at H? A— <i>1020 am.</i>
BCD	650 Q—In example (2), if No 1 is due to leave K at 1030 am, what time must an opposing inferior class or extra train be in the clear at K? A— <i>1025 am.</i> (3) No 1 and No 3 wait at N until 959 am P 1030 am R 1055 am, etc.

RULE	QUESTION
BCD	669 Q—When will this form be used? A— <i>To discontinue the display of signals.</i>
BCD	670 Q—What will the train named do? A— <i>Take down signals as directed.</i>
BCD	671 Q—May a following section proceed beyond the designated point? A— <i>No.</i> (9) Engs 99 and 25 reverse positions as Second and Third 1 H to Z.
BCD	672 Q—When will this form be used? A— <i>To pass one section by another.</i>
BCD	673 Q—What are conductors and engineers of the trains addressed required to do? A— <i>Exchange train orders, clearances and signals.</i>
BCD	674 Q—Need following sections, if any, be addressed? A— <i>No.</i>
BCD	675 Q—Must each section affected by these orders have copies and must they arrange signals accordingly? A— <i>Yes.</i>
BCD	676 Q—What form of train order must be used to annul a section for which signals have been displayed over a subdivision, or any part thereof, when no train is to follow the signals? A— <i>Form K.</i>
BCD	677 Q—What must the train order specify when sections are run to an intermediate point of a schedule? A— <i>Which engine or engines shall assume the schedule beyond such point.</i>

EXTRA TRAINS

Form G

- (1) Eng 99 run extra A to F.
(2) Eng 99 run psgr extra A to F.

BCD	678 Q—Does this give the extra any right to occupy the main track between the switches of the siding at A or F? A— <i>No.</i>
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RULE	QUESTION
BCD	679 Q—Does the designation of "psgr" extra confer any additional right to such an extra? A— <i>No.</i> (3) Eng 99 run extra A to F and return to C.
BCD	680 Q—Where must the extra go before returning to C? A— <i>To F.</i>
BCD	681 Q—Does this give the extra any right to occupy the main track between the switches of the siding at A or F, or at C on the return trip? A— <i>No.</i> (4) Eng 77 run extra leaving A on Thursday Feb 17th as follows with right over all trains Leave A 1130 pm C 1225 am E 147 am Arrive F 222 am
BCD	682 Q—Must all trains over which the extra is thus given right, be given copies of this order, including trains that might overtake the extra? A— <i>Yes.</i>
BCD	683 Q—How may this order be varied? A— <i>By specifying the kind of extra and the particular trains over which the extra shall or shall not have right.</i>
BCD	684 Q—How must an extra authorized by this form of order respect the time given at the designated points? A— <i>Must not pass the designated points before the time given.</i>
BCD	685 Q—Within yard limits, how must an extra authorized by this form of order move? A— <i>The same as any other extra train.</i>
BCD	686 Q—How must trains over which the extra is thus given right clear the time of the extra? A— <i>The same as an inferior train is required to clear a first class train.</i>

RULE	QUESTION
BCD	687 Q—Does this include work extras? A—Yes.
BCD	688 Q—May Form E and S-E orders be used in connection with this example? A—Yes. (5) Eng 99 run extra A to F this order is annulled at 710 pm.
BCD	689 Q—If an extra authorized by this form of order has not arrived at F at the time specified what is required? A— <i>Must be clear of the main track or protected in both directions as prescribed by Rule 99.</i> (6) On Feb 17th after 645 am eng 99 run extra A to F.
BCD	690 Q—When will an extra authorized by this form of order leave A? A— <i>Not before the time specified.</i> (7) After extra 55 west has arrived at (or passed) F eng 66 run extra F to A.
BCD	691 Q—When will this form of order be used? A— <i>When or where it is impracticable to give a meet with the first-named train.</i>
BCD	692 Q—What must a train authorized by this form of order know before leaving the point first-named? A— <i>That the first-named train has arrived at or passed.</i>

WORK EXTRA

Form S-H	(1) Eng 292 works extra 645 am until 545 pm between D and E.
BCD	693 Q—What is required of the work extra whether standing or moving? A— <i>Must protect itself against extra trains within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared.</i>
BCD	694 Q—If the order is modified by adding: (2) Not protecting against eastward

RULE	QUESTION
	extra trains. What is required of the work extra? A— <i>Will protect only against westward extra trains. The time of regular trains must be cleared.</i>
BCD	695 Q—If the order is modified by adding: (3) Not protecting against extra trains. What is required of the work extra? A— <i>Protection against extra trains is not required. The time of regular trains must be cleared.</i>
Form S-H and D-H	(4) Work extra 292 clears (or protects against) extra 76 east between D and E after 210 pm.
BCD	696 Q—When will this form of order be used? A— <i>When a work extra has been instructed by order to not protect against extra trains and afterward, it is desired to have it clear the track for or protect itself after a certain hour against a designated extra.</i>
BCD	697 Q—When may extra 76 east enter the working limits? A— <i>Not before 210 pm.</i>
BCD	698 Q—How will extra 76 east run after 210 pm? A— <i>Expecting to find the work extra clear of main track, or protecting itself, as the order may require.</i> (5) Work Extra 292 protects against No 55 (or _____ class trains) between D and E.
BCD	699 Q—When will this form be used? A— <i>To enable a work extra to work upon the time of a regular train.</i>
BCD	700 Q—How will the work extra be governed with this form of order? A— <i>May work upon the time of the train or trains mentioned in the order, and must protect itself against such train or trains.</i>

RULE	QUESTION
BCD	701 Q—How will the regular trains receiving this order run? A— <i>Expecting to find the work extra protecting itself.</i> (6) Work Extra 292 has right over all trains between D and E 715 pm until 115 am.
Form S-H	
BCD	702 Q—When will this form be used? A— <i>When the work extra is to be given exclusive right over all trains.</i>
BCD	703 Q—Does this form give the work extra exclusive right between the points designated and between the times named? A— <i>Yes.</i>
BCD	704 Q—Is any other train permitted to enter the working limits before 115 am? A— <i>No.</i> (7) On Feb 17th eng 292 works extra 645 am until 545 pm between D and E.
BCD	705 Q—Will this form be used to authorize in advance a work extra and may it be modified by specifying two or more dates? A— <i>Yes.</i> (1) Eng 292 works extra on _____ track (or _____ tracks) 645 am until 545 pm between D and E.
Form D-H	
BCD	706 Q—What is required of the work extra whether standing or moving? A— <i>Must protect itself within the working limits against extra trains moving with the current of traffic on the track or tracks named. The time of regular trains must be cleared.</i>
BCD	707 Q—If the order is modified by adding: (2) Not protecting against eastward extra trains. How will the work extra be governed? A— <i>Protection against eastward extra trains is not required. The time of regular trains must be cleared.</i>

RULE	QUESTION
BCD	708 Q—May the work extra move against the current of traffic on the eastward track? A— <i>Yes.</i>
BCD	709 Q—If the order is modified by adding: (3) Not protecting against extra trains. How will the work extra be governed? A— <i>Protection against extra trains is not required. The time of regular trains must be cleared.</i>
BCD	710 Q—May the work extra move against the current of traffic? A— <i>Yes.</i>
BCD	711 Q—What is required when it is desired to move a train against the current of traffic over the working limits? A— <i>Provision must be made for the protection of such movement.</i> (6) Work Extra 292 has right over all trains on _____ track (or _____ tracks) between G and H 701 pm until 101 am.
BCD	712 Q—When must this form be used? A— <i>When the work extra is to be given exclusive right over all trains.</i>
BCD	713 Q—Does this give the work extra exclusive right to the track or tracks mentioned between the points designated, between the times named? A— <i>Yes.</i>
BCD	714 Q—Is any other train permitted to enter the working limits before 101 am? A— <i>No.</i>
Form S-H and D-H	715 Q—Should the working limits be as short as practicable and changed as the progress of the work may require? A— <i>Yes.</i>
BCD	716 Q—When must the work extra give way to all trains? A— <i>As promptly as practicable.</i>
BCD	717 Q—What is required whenever extra trains are run over the working limits? A— <i>They must be given a copy of the order sent to the work extra.</i>

- | RULE | QUESTION |
|------|---|
| BCD | 718 Q—What is required of extra trains when the working order instructs a work extra not to protect against extra trains?
A— <i>Such extra trains must protect against the work extra.</i> |
| BCD | 719 Q—If the order indicates that the work extra is protecting itself against other trains, how will such trains run?
A— <i>Will run expecting to find the work extra protecting itself.</i> |
| BCD | 720 Q—Unless otherwise specified in the train order, does any form of work order confer right to the work extra to occupy the main track between the switches of the siding at either end of the working limits?
A— <i>No.</i> |

HOLDING ORDER

- | | |
|--------|--|
| Form J | (1) Hold No 2.
(2) Hold all (or eastward) trains. |
| BCDO | 721 Q—What is required when a train has been so held?
A— <i>Must not proceed until the order to hold is annulled, or an order given to the operator in the form:
No 2 may go.</i> |
| BCDO | 722 Q—To whom will these orders be addressed and how acknowledged?
A— <i>The operator, and acknowledged in the usual manner.</i> |
| BCDO | 723 Q—To whom will they be delivered?
A— <i>To conductors and engineers of all trains affected.</i> |
| BCDO | 724 Q—When will this form be used?
A— <i>Only when necessary to hold trains until orders can be given, or in case of emergency.</i> |

ANNULLING A SCHEDULE OR A SECTION

- | | |
|--------|--|
| Form K | (1) No 1 due to leave A Feb 29th is annulled A to Z. |
|--------|--|

- | RULE | QUESTION |
|------|--|
| | (2) Second 5 due to leave E Feb 29th is annulled E to G.
(3) No 401 due to leave E Feb 29th is annulled E to Z.
(4) No 401 due to leave A Feb 29th has arrived at E and is annulled E to Z. |
| BCD | 725 Q—How do these orders affect the schedules or section annulled?
A— <i>The schedules or sections become void between the points designated and cannot be restored.</i> |
| BCD | 726 Q—When a schedule or section is annulled from an intermediate point, examples (2) and (3), must the order specify the date that the train is due to leave the intermediate point, and not that of the initial station?
A— <i>Yes.</i> |
| BCD | 727 Q—May form K be combined with other forms of train orders?
A— <i>No.</i> |

ANNULLING AN ORDER

- | | |
|--------|--|
| Form L | (1) Order No 10 is annulled. |
| DO | 728 Q—When an order which is to be annulled has not been delivered to a train, to whom will the annulling order be addressed?
A— <i>To the operator.</i> |
| DO | 729 Q—What is required of the operator?
A— <i>Will destroy all copies of the order annulled but his own, and write on that:
Annulled by Order No _____.</i> |
| BCDO | 730 Q—May an order which has been annulled be re-issued under its original number?
A— <i>No.</i> |

ANNULLING PART OF AN ORDER

- | | |
|--------|--|
| Form M | (1) That part of Order No 10 reading No 1 meet No 2 at S is annulled.
(2) That part of Order No 12 reading No 3 pass No 1 at S is annulled. |
|--------|--|

- | RULE | QUESTION |
|------|--|
| BCD | 731 Q—When will this form be used?
A— <i>Only when that part of the order not annulled is clear in its wording.</i> |

SUPERSEDING AN ORDER OR PART OF AN ORDER
Form P

- | | |
|------|---|
| BCDO | 732 Q—How will an order or part of an order be superseded?
A— <i>By adding to the prescribed forms, the words "instead of _____."</i> |
| BCD | 733 Q—May an order which has been superseded be re-issued under its original number?
A— <i>No.</i> |
| BCD | 734 Q—When a train is directed by train order to take siding for another train, at what point do such instructions apply?
A— <i>Only at the point designated in the order.</i> |
| BCD | 735 Q—Do such instructions apply to the superseding order unless so specified?
A— <i>No.</i> |

PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

- | | |
|----------|--|
| Form D-R | (1) No 1 has right over opposing trains on _____ track C to F. |
| BCDY | 736 Q—What track must the designated train use between the points named?
A— <i>The track specified</i> |
| BCD | 737 Q—What is conferred to the designated train on that track?
A— <i>Right over opposing trains between those points.</i> |
| BCD | 738 Q—When may opposing trains leave the point last named?
A— <i>Not until the designated train arrives.</i> |
| BCD | 739 Q—What trains between the points named must receive a copy of the order, when practicable?
A— <i>All trains moving with the current of traffic in the same direction as the designated train.</i> |

- | RULE | QUESTION |
|------|---|
| BCD | 740 Q—How may those trains then proceed?
A— <i>On their schedules or rights.</i>
(2) After No 4 has arrived at C No 1 has right over opposing trains on _____ track C to F. |
| BCD | 741 Q—When may the train to be moved against the current of traffic leave the point first-named?
A— <i>Not until the arrival of the first-named train.</i> |
| BCD | 742 Q—When may a train be moved against the current of traffic?
A— <i>Not until the track on which it is to run has been cleared of opposing trains.</i> |

PROVIDING FOR THE USE OF A SECTION OF DOUBLE OR THREE OR MORE TRACKS AS SINGLE TRACK

- | | |
|----------|---|
| Form D-S | (1) _____ track will be used as single track between F and G. |
| BCDY | 743 Q—What track must all trains use between the stations named?
A— <i>The track specified.</i> |
| BCDY | 744 Q—What rules will govern?
A— <i>Rules for single track.</i>
(2) _____ track will be used as single track between F and G 101 pm until 301 pm. |
| BCDY | 745 Q—When will this form be used?
A— <i>If it is desired to limit the time for such use.</i> |
| BCDY | 746 Q—When must trains moving against the current of traffic on the track named be clear of the track or protected in both directions as prescribed by Rule 99?
A— <i>At the expiration of the time named.</i> |

NOTICE OF NEW TIME-TABLE AND RECEIPT

- | | |
|--------|--|
| Form T | (1) Acceptance of this order is acknowledgment of receipt of time-table No _____ effective _____
19_____. |
|--------|--|

RULE	QUESTION
BCDY	747 Q—Is acceptance of this order acknowledgment of receipt of time-table? A—Yes.
BCDY	748 Q—May trains and engines occupy main track after effective time and date of new time-table until copies of the new time-table have been received? A—No.

ADVANCE AUTHORITY TO PROCEED FROM AN AUTOMATIC BLOCK STOP SIGNAL

Form U	(1) After stopping pass signal _____.
BCD	749 Q—When will this form be used? A—When the train dispatcher knows that an automatic block stop signal displays stop indication and there is no opposing train movement.
BCD	750 Q—What does this order permit? A—Permits a train to proceed from an automatic block stop signal indicating stop and to proceed at restricted speed to the next block signal.
BCD	751 Q—How may this form be modified? A—By adding to the order: "This order is annulled if signal indicates proceed."

CHECK OF TRAINS

Form V	(1) All (regular) (_____ class) trains due at C at or before 650 am (have passed) (have arrived) (have left). (2) No 1 and No 2 (have passed) (have arrived) (have left) G.
BCD	752 Q—When will these forms be used? A—When it is desired to give a train the information as required.
BCD	753 Q—How may example (1) be modified? A—By adding, "except _____," (3) Extra 99 east (has arrived) (has left) A on Order No _____.
BCD	754 Q—When must this form be used? A—When it is desired to inform a train of the arrival or departure of an extra train.

CHANGE IN CLEARANCE OR REGISTER REQUIREMENTS

RULE	QUESTION
Form W	(1) _____ will not (register) or (require a clearance) at C. (2) _____ will not require a clearance at C if train order signal indicates proceed. (3) _____ will register at C by register ticket.
BCD	755 Q—When will examples (1), (2) and (3) be used? A—When it is desired to modify register or clearance requirements.
BCDO	756 Q—When example (3) is used, must a copy of the order be addressed to the operator at the station specified? A—Yes. (4) Extra 37 west register at C on Order No _____. (5) Extra 38 east may check register at C against Extra 37 west on Order No _____. (6) No 2 may check register at C against Extra 37 west on Order No _____.
BCD	757 Q—When must examples (4), (5) and (6) be used? A—When it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Rule S-83 (A).
BCD	758 Q—When example (4) is used, what must be inserted in the column of train register captioned "Signals"? A—Number and date of the order specified.

ADVANCING ORDER

Form X	(1) Advance extra 38 east on main track until 1101 am.
BCDO	759 Q—Must this form be used when it is desired to advance a train to the train order office as prescribed by Rule 87 (A)? A—Yes.

RULE	QUESTION
BCDO	760 Q—What must the train dispatcher do before using this form of order? A— <i>Issue proper orders or instructions at that station which provide authority and time necessary for the train named to hold main track and advance at least to the next station ahead of, or against, all trains for which they are restricted.</i>
BCDO	761 Q—Must the train dispatcher specify a time limit which will safely allow the train named to move on the main track to the next station at normal speed? A— <i>Yes.</i>
BCDO	762 Q—What must the operator receiving this order do? A— <i>Display advance indication in Operators Advancing Indicator.</i>
BCDO	763 Q—If train has not acknowledged this indication by the specified time, what must the operator do? A— <i>Extinguish the advance indication and notify the train dispatcher.</i>

RELIEF OF FLAG PROTECTION

Form Z	(1) Eastward extra trains between H and B except Extra 77 east wait at H until 410 pm.
BCD	764 Q—How will extra trains except Extra 77 east be governed? A— <i>Must not pass the destined point before the time specified in the order.</i>
BCD	765 Q—Is Extra 77 east relieved from protecting against following extra trains between H and B until the time specified in the order? A— <i>Yes.</i>
BCD	766 Q—When a regular train is to be relieved from protecting against following extra trains, what words will be omitted from the order? A— <i>“except Extra 77 east.”</i>

GENERAL DESCRIPTION OF SIGNALS

RULE	QUESTION
‡ 767	Q—Where are block and interlocking signals located, as far as practicable? A— <i>To the right of, and adjacent to, or directly over the track which they govern.</i>
‡ 768	Q—When it is not practicable to locate signals to the right of, or directly above the track which they govern what may be done? A— <i>Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal for governing right-hand track and left-hand signal governing left-hand track.</i>
‡ 769	Q—When a track intervenes to the left between a signal and the track governed what will be done? A— <i>A stub post with the prescribed marker will be placed to the left of the signal.</i>
‡ 770	Q—When a track intervenes to the right between a signal and the track governed what will be done? A— <i>A stub post with the prescribed marker will be placed to the right of the signal.</i>
‡ 771	Q—Do you understand that Stop-signals have no number plates and Stop-and-proceed signals have number plates? A— <i>Yes.</i>

GENERAL SIGNAL RULES

243 BCY	‡ 772 Q—When stopping at a signal displaying a Stop indication or Stop-and-proceed indication may any part of the train or engine pass the signal? A— <i>No.</i>
243 BCY	‡ 773 Q—When ready to proceed what whistle signal must be sounded? A— <i>Two longs 14(b).</i>
244 BCY	‡ 774 Q—In foggy or stormy weather how must trains and engines approach all signals? A— <i>With great care, prepared to respect the indication given.</i>

RULE	QUESTION
244 BCY	‡ 775 Q—If necessary must stop be made to determine the indication? A—Yes.
245 BCY	‡ 776 Q—When a train or engine has passed a signal permitting it to proceed and is delayed in the block how must it proceed? A— <i>At restricted speed to the next signal, or to a point where the track is seen to be clear to the next signal.</i>
246 BCY	‡ 777 Q—After a train or engine has passed a signal displaying a proceed indication, why must members of the crew be on the alert to observe the indication of the next signal? A— <i>It may change to stop.</i>
247 BCY	‡ 778 Q—May sand be used or water allowed to run over movable parts of an interlocking, power operated switch or spring switch? A—No.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

251	‡ 779 Q—On portions of the railroad, and on designated tracks so specified in the time-table, will trains run with reference to other trains in the same direction by block signals? A—Yes.
251	‡ 780 Q—Do these block signal indications supersede the superiority of trains? A—Yes.
251(A)	‡ 781 Q—Who will supervise the movement of trains? A— <i>The train dispatcher.</i>
251(A)	‡ 782 Q—Must oral and message instructions issued by him be complied with? A—Yes.
251(A)	‡ 783 Q—When necessary to provide single track operation on double track, or to move trains against the current of traffic, or for the operation of work trains, what must be obtained? A— <i>Train order authority.</i>

RULE	QUESTION
253	‡ 784 Q—If there is any known condition that will delay the train or prevent it from making usual speed, who must be advised in advance? A— <i>The train dispatcher.</i>
254	‡ 785 Q—Except as affected by Rules 251 and 251(A) do all block signal rules and operating rules remain in effect? A—Yes.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

261	‡ 786 Q—On portions of the railroad, and on designated tracks so specified in the time-table, will trains be governed by block signals for both opposing and following movements on the same track? A—Yes.
261	‡ 787 Q—Do these block signal indications supersede the superiority of trains in such movements? A—Yes.
263	‡ 788 Q—If there is any known condition that will delay the train or prevent it from making usual speed who must be notified in advance? A— <i>The train dispatcher.</i>
264	‡ 789 Q—Except as affected by Rule 261 do all block signal rules and operating rules remain in effect? A—Yes.

CENTRALIZED TRAFFIC CONTROL SYSTEM RULES

(Note)	‡ 790 Q—Do you understand Centralized Traffic Control System Rules will be used only in CTC territory specified in the time-table or in special instructions? A—Yes.
265	‡ 791 Q—Do you understand Rules 261 to 264, inclusive, apply in CTC territory and, except as affected by Rules 261 to 273 inclusive, all other block signal rules, interlocking rules and operating rules remain in effect? A—Yes.

RULE	QUESTION
266	‡ 792 Q—Who will supervise the movement of trains and engines? A— <i>The train dispatcher.</i>
266	‡ 793 Q—May he also operate the control machine? A— <i>Yes.</i>
266	‡ 794 Q—If the CTC machine is operated by other than the train dispatcher, who will issue the necessary instructions to the control operator? A— <i>The train dispatcher.</i>
267 BCDO	795 Q—When movement is entirely within CTC limits how may sections and extra trains be authorized? A— <i>By clearance instead of by train order.</i>
267 BCDO	796 Q—How must clearance designating a section read? A— <i>“First 3, Green Signals.”</i>
267 BCDO	797 Q—How must clearance designating an extra read? A— <i>“Extra 436 West.”</i>
267	‡ 798 Q—May a train or engine enter CTC territory unless the governing signal displays a proceed indication or authority is obtained from the control operator? A— <i>No.</i>
268	‡ 799 Q—What must trains and engines first obtain before fouling or entering the main track or a controlled siding at hand operated switches not equipped with electric locks? A— <i>Authority from the control operator.</i>
269	‡ 800 Q—When a train or engine has been stopped by a stop indication and no conflicting movement is evident, what must a member of the crew do immediately? A— <i>Communicate with the control operator, identify himself, his train and location, and be governed by instructions received.</i>

RULE	QUESTION
269	‡ 801 Q—Must the instructions be repeated by the employe receiving them to insure correct understanding? A— <i>Yes.</i>
269	‡ 802 Q—When the train dispatcher knows there is no opposing train or engine movement involved, how may he authorize the train or engine to proceed? A— <i>In the following form: “You may proceed at restricted speed to the next signal.”</i>
269	‡ 803 Q—If the train dispatcher does not positively know there is no opposing train or engine movement involved, how may he authorize the train or engine to proceed? A— <i>In the following form: “You may proceed under flag protection to the next clear or approach signal.”</i>
269 BCDY	‡ 804 Q—When flagging from a Stop signal how long must train wait after flagman has started? A— <i>Ten minutes.</i>
269(A)	‡ 805 Q—When stopped by a Stop indication and communication has failed how will the train or engine be governed? A— <i>Must not proceed, except when not standing between Stop signals at a station, train or engine must move forward under flag protection to a point where they will be between Stop signals at a station, clearing main track when practicable, complying with Rule 275.</i>
269(A)	‡ 806 Q—May further movement be made except on signal indication or until authority is received from control operator? A— <i>No.</i>
270	‡ 807 Q—If any part of a train or engine overruns a Stop indication what must be done? A— <i>Front of train or engine must be protected immediately as prescribed by</i>

RULE	QUESTION
	<i>Rule 99 and member of crew must communicate with control operator and be governed by his instructions.</i>
271	<p>‡ 808 Q—Within CTC limits, how may trains or engines be authorized to occupy a track or tracks within specified limits and between specified times to perform switching or other work?</p> <p>A—<i>By the control operator in the following form: “(Train or Engine _____) may use (_____ track or tracks) between _____ and _____ or at _____ M until _____ M.”</i></p>
271	<p>‡ 809 Q—When requesting track and time limits, what information must be given by the conductor?</p> <p>A—<i>His name, location, train or engine number, and specify time and work limits and tracks to be used.</i></p>
271	<p>‡ 810 Q—When such authority is granted must the instructions be repeated to the control operator?</p> <p>A—<i>Yes.</i></p>
271 BCDY	<p>‡ 811 Q—Before any movement is made under this rule who must receive and understand the track and time limits granted?</p> <p>A—<i>The engineer.</i></p>
271 DO	<p>812 Q—After the train or engine has entered the specified limits what must the control operator do?</p> <p>A—<i>Must block all signal and switch levers controlling movements into the specified limits.</i></p>
271 DO	<p>813 Q—May any other train or engine be permitted to enter the limits during the period track and time limits are in effect?</p> <p>A—<i>No.</i></p>
271 DO	<p>814 Q—When may the blocks be removed?</p> <p>A—<i>Not until track and time limits have expired, unless conductor reports train or engine clear of the track specified or work completed.</i></p>

RULE	QUESTION
271 BCDY	<p>‡ 815 Q—During the period track and time limits are authorized, how may the tracks specified be used?</p> <p>A—<i>In either direction without flag protection.</i></p>
271 BCDY	<p>‡ 816 Q—Does this modify requirements for proper observance of signal indications?</p> <p>A—<i>No.</i></p>
271	<p>‡ 817 Q—When must trains and engines be clear of the tracks specified, or work completed, switches restored to normal position and control operator so advised?</p> <p>A—<i>Before expiration of the time specified.</i></p>
271	<p>‡ 818 Q—If not clear by the time specified, what must be done?</p> <p>A—<i>Protection must be provided as prescribed by Rule 99.</i></p>
271	<p>‡ 819 Q—If additional time is required, what must be done?</p> <p>A—<i>Authority must be secured from control operator before previously authorized time expires.</i></p>
271	<p>‡ 820 Q—When two or more trains or engines are given the same or overlapping track and time limits, what must control operator do?</p> <p>A—<i>Inform the conductor of each train or engine of the fact.</i></p>
271	<p>‡ 821 Q—How must such trains or engines be governed?</p> <p>A—<i>Must protect against each other and move at restricted speed within such limits.</i></p>
272	<p>‡ 822 Q—When an employe's call light is illuminated what is required of any employe observing it, except those on moving trains?</p> <p>A—<i>Immediately communicate with the control operator.</i></p>

- RULE QUESTION
 273 † 823 Q—When CTC operation is interrupted or suspended how must trains or engines be governed?
 A—*By instructions from the control operator or proper officer.*

DUAL CONTROL SWITCHES

- 275 † 824 Q—What is required when a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident?
 A—*A member of the crew must immediately communicate with the train dispatcher or operator and be governed by his instructions.*
- 275 † 825 Q—Must such instructions include information as to the route to be used?
 A—*Yes.*
- 275 † 826 Q—Must the instructions be repeated to insure correct understanding?
 A—*Yes.*
- 275 † 827 Q—When authorized to proceed, or when unable to communicate with train dispatcher or operator, what must be done before movement is made?
 A—*Movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for route to be used.*
- 275 † 828 Q—When may selector lever be restored to "power" position and locked?
 A—*As soon as leading wheels of engine or car have moved onto the switch points.*
- 275(A) † 829 Q—When necessary to perform switching over a dual control switch when may it be operated manually by a member of the crew?
 A—*After authority to do so has been obtained from the train dispatcher or operator.*

- RULE QUESTION
 275(A) † 830 Q—Must the period of time the switch may be used be clearly stated and understood?
 A—*Yes.*
- 275(A) † 831 Q—Must selector lever be placed in "hand" position and left in that position until all movements over the switch have been completed?
 A—*Yes.*
- 275(A) † 832 Q—How must hand throw lever be operated?
 A—*Until switch points are seen to move with the movement of the hand throw lever.*
- 275(A) † 833 Q—How may you consider the indications of Stop signals governing movements over the switch while selector lever is in "hand" position?
 A—*They may be considered suspended.*
- 275(A) † 834 Q—How must such movements be made?
 A—*At restricted speed.*
- 275(A) † 835 Q—What is required after final movement has been made over the switch?
 A—*Selector lever must be restored to "power" position, locked and train dispatcher or operator notified.*

ELECTRIC LOCKED SWITCHES

- 280 † 836 Q—Where are instructions for operation of electric locks posted?
 A—*At or near electric lock.*
- 280 † 837 Q—Must these instructions be complied with?
 A—*Yes.*
- 281 † 838 Q—When indication is received showing lock has released may lock and switch be operated?
 A—*Yes.*
- 281 † 839 Q—May train or engine proceed without waiting three minutes as required by Rule 513?
 A—*Yes.*

RULE	QUESTION
282	<p>‡ 840 Q—How must authority to use an electric locked switch which is under control of the control operator be given?</p> <p>A—<i>Authority must be given verbally to member of crew by control operator.</i></p>
282	<p>‡ 841 Q—Must the period of time the switch and track may be used and designated limits be clearly stated and understood?</p> <p>A—<i>Yes.</i></p>
283	<p>‡ 842 Q—When may seal on emergency release of electric lock be broken and emergency release operated?</p> <p>A—<i>When authority is obtained from train dispatcher or control operator, or when communication has failed.</i></p>
283	<p>‡ 843 Q—What is required when necessary to release electric lock by use of emergency release, and movement is to be made to a main track?</p> <p>A—<i>Member of crew must wait three minutes after release has been operated before changing main track switch.</i></p>
283	<p>‡ 844 Q—How may train or engine then proceed?</p> <p>A—<i>Being governed by signal indication or where there is no signal, when preceded by a flagman to the next Clear or Approach signal.</i></p>
283	<p>‡ 844(a)Q—After flagman has started, how long must train or engine wait?</p> <p>A—<i>Ten minutes.</i></p>
283	<p>‡ 845 Q—When release seal is broken, or found broken or missing, to whom must report be made promptly?</p> <p>A—<i>To the superintendent and control operator.</i></p>

**QUESTIONS 846 TO 946 INCLUSIVE APPLY ONLY
ON THE C. M. St. P. & P. RAILROAD
MANUAL BLOCK SYSTEM RULES AND FORMS
(To be used as designated in the time-table)**

- * 846 Q—Where will manual block system rules and forms apply?
A—*As designated in the time-table.*

RULE	QUESTION
300(A) BCDO	<p>* 847 Q—How will a train or engine be governed by Stop signal, Rule 300(A)? A—<i>Stop.</i></p>
300(B) BCDO	<p>* 848 Q—How will a train or engine be governed by a 19 order signal, Rule 300(B)? A—<i>Proceed under clearance or train order and clearance.</i></p>
300(C) BCDO	<p>* 849 Q—How will a train or engine be governed by Clear signal, Rule 300(C)? A—<i>Proceed.</i></p>
305 BCDO	<p>* 850 Q—Do block signals govern the use of the blocks? A—<i>Yes.</i></p>
305 BCDO	<p>* 851 Q—Unless otherwise provided, do they supersede the superiority of trains or dispense with the use or the observance of other signals whenever and wherever they may be required? A—<i>No.</i></p>
306 CDO	<p>* 852 Q—What is required when a block station is open at an irregular hour? A—<i>Trains must be notified, when possible, by train order.</i></p>
307 CDO	<p>* 853 Q—What is required at any intermediate station by a train that enters a block on other than a proceed indication, or Clearance Form A showing block clear, during the time such intermediate station was closed? A—<i>Must not accept a proceed indication without also receiving Clearance Form A.</i></p>
308 CDO	<p>* 854 Q—When Clearance Form A is used what information will be shown as to condition of block? A—<i>Clear or occupied.</i></p>
308 CD	<p>* 855 Q—If block is occupied, how must train proceed? A—<i>Prepared to stop short of train ahead.</i></p>

OPERATORS

- | RULE | QUESTION |
|------------|--|
| 311
DO | * 856 Q—Must signals be kept in the position displaying the most restrictive indication?
A— <i>Yes, except when displayed for an immediate movement.</i> |
| 312
DO | * 857 Q—Must appliances be operated carefully and only by those charged with that duty?
A— <i>Yes.</i> |
| 312
DOH | * 858 Q—What is required when any irregularity affecting their operation is detected?
A— <i>The signals must be displayed to give their most restrictive indication until repairs are made.</i> |
| 313
DO | * 859 Q—Must operators observe, as far as practicable, whether the indications of the signals correspond with the positions of the levers?
A— <i>Yes.</i> |
| 314
DO | * 860 Q—May operators make or permit any unauthorized repairs, alterations or additions to the apparatus?
A— <i>No.</i> |
| 314
DO | * 861 Q—Must any defects in the appliances be promptly reported to the superintendent?
A— <i>Yes.</i> |
| 315
DO | * 862 Q—Must a block record be kept at each block station on the prescribed form, beginning at 12:01 a. m. daily, showing the time all trains enter and clear the block, communicating code signals, and the time they are given and received?
A— <i>Yes.</i> |

COMMUNICATING CODE

- | | |
|-----------|--|
| 316
DO | * 863 Q—What do the following communicating code signals indicate:
1. A—Keep block signal in stop position for opposing train.
13. A—I understand. |
|-----------|--|

RULE	QUESTION
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- | | |
|------------|---|
| | 2. A—Block clear. |
| | 5. A—Block not clear of train other than passenger. |
| | 56. A—Block not clear of passenger train. |
| | 38. A—Opening block station. Answer by 2, 5 or 56. |
| | 39. A—Closing block station, followed by 2. If the block is clear, to be answered by 13, followed by 2. If the block is not clear, to be answered by 5 or 56. |
| 316
DO | * 864 Q—When two or more tracks are used in the same direction, in using the communicating code, must the track be specified?
A— <i>Yes.</i> |
| Note
DO | * 865 Q—When the telephone is used, must the code be used without the numerals?
A— <i>Yes.</i> |
| 317
DO | * 866 Q—On single track, to admit a train to a block, what must the operator do?
A— <i>Examine the block record, and if the block is clear of opposing trains and preceding passenger trains, give "1 for _____" to the next block station in advance.</i> |
| 317
DO | * 867 Q—If it is proper for the train to be admitted, what reply will the operator in advance make?
A— <i>"2 for _____" or "5 of _____"</i> |
| 317
DO | * 868 Q—What must the operator at the entrance of the block then do?
A— <i>Display the proper signal indication.</i> |
| 317
DO | * 869 Q—May a train be admitted to a block which is occupied by an opposing train or by a passenger train, except as provided in Rule 333 or by train order?
A— <i>No.</i> |

- RULE QUESTION
317 * 870 Q—How may a train be permitted to
DO follow a train, other than a passenger
train, into a block?
A—*When so directed by the train dis-
patcher, under Clearance Form A.*
- 317(A) * 871 Q—To admit a train to a block to meet
DO opposing trains at a closed block sta-
tion or a siding between two open
block stations, by train order, what
must be done?
A—*The operator must examine the block
record, and if the block is clear of all
but the train or trains to be met, give
“1 for _____ except _____” to the next
block station in advance.*
- 317(A) * 872 Q—What must the operator receiving
DO this signal do?
A—*If there is no train in the block except
the train or trains to be met, must dis-
play Stop-indication or 19 order indi-
cation and reply “13 for _____ except
_____.”*
- 317(A) * 873 Q—What signal indication must the
DO operator at the entrance of the block
then display, and how will the ap-
proaching train then be admitted to
the block?
A—*Display the Stop-indication or 19
order indication and admit the train
with Clearance Form A.*
- 317(A) * 874 Q—How must the clearance read?
DO A—*“Block clear except _____ Stop-
indication or 19 order indication is dis-
played for _____ to meet _____ as per
order number _____.”*
- 317(A) * 875 Q—Do you understand that the author-
DO ity of operator for the issuance of
such a clearance will be the receipt
of a copy of the order to be repeated
and signed by him and completed
by the train dispatcher?
A—*Yes.*

- RULE QUESTION
317(B) * 876 Q—What must be done to admit a train
DO awaiting the arrival of an opposing
train or trains to a block?
A—*The operator must examine the block
record and if the block is clear of all
but the expected train or trains give
“1 for _____ except _____” to the next
block station in advance.*
- 317(B) * 877 Q—What must operator receiving this
DO signal do?
A—*If the block is clear of all but the train
or trains to be met, must display Stop-
indication and then reply “13 for
_____ except _____.”*
- 317(B) * 878 Q—What must the operator at the en-
DO trance of the block then do?
A—*Display the proper signal indication.*
- 317(B) * 879 Q—What is then required?
DO A—*The train must be brought to a stop and
may then be given Clearance Form A
reading, “Block clear except _____
Stop-indication is displayed for _____
to meet _____.”*
- 317(B) * 880 Q—How will train receiving such a
DO clearance be governed?
A—*Must not leave until the opposing train
has arrived.*
- 317(C) * 881 Q—Where there are one or more closed
DO block stations or sidings between
two open block stations, in case a
train has left an open block station
expecting to reach the next open
block station for an opposing supe-
rior train and fails to do so, how may
the train dispatcher authorize the
release of the superior train?
A—*By train order, after holding the supe-
rior train 5 minutes or more beyond
its schedule leaving time or train order
waiting time.*
- 317(C) * 882 Q—In what form will the train order be
DO issued?
A—*“_____ left _____ at _____ and has
not arrived at _____ Operator _____
will release No _____.”*

RULE	QUESTION
317(C) DO	* 883 Q—How will the clearance then issued read? A—“ <i>Block clear except _____ Stop-indication is displayed for Order No _____.</i> ”
318 DO	* 884 Q—On double or three or more tracks, what is required of an operator to admit a train to a block? A— <i>Must examine the block record and display proper signal indication.</i>
318 DO	* 885 Q—May a train be admitted to a block which is occupied by a passenger train, except as provided in Rule 333, or by train order? A— <i>No.</i>
318 DO	* 886 Q—How may a train be permitted to follow a train other than a passenger train into a block? A— <i>When so directed by the train dispatcher, under Clearance Form A.</i>
319 DO	* 887 Q—What is required of the operator when a train enters a block? A— <i>Must give train number and the time, to the next block station in advance.</i>
319 DO	* 888 Q—What is required of the operator when the rear of the train has passed 250 feet beyond the block signal? A— <i>Must give the record of the train to the next block station in the rear.</i>
319 DO	* 889 Q—Must this information be entered on the block records? A— <i>Yes.</i>
319(A) DO	* 890 Q—When a train, other than a passenger or a mixed train, is inside the outer switches at certain block stations, indicated by time-table or special instructions, may it be reported as arrived, provided the operator has seen the markers or is notified by the conductor that all of his train is inside the switches? A— <i>Yes.</i>

RULE	QUESTION
319(A) DO	* 891 Q—May following trains be given a proceed indication or a Clearance Form A showing block “clear,” except that if a first class train is to enter the block it must have a train order and a Clearance Form A showing block occupied? A— <i>Yes.</i>
319(A) DO	* 892 Q—Must trains other than first class trains, moving under proceed indication or Clearance Form A showing block “clear,” approach the designated station at restricted speed? A— <i>Yes.</i>
320 DO	* 893 Q—When may operators ask for the block? A— <i>Not until they have received a report of the train from the next block station in the rear, unless otherwise provided.</i>
321 DO	* 894 Q—Must operators, as far as practicable, observe all passing trains and note whether they are complete and in order, and the markers properly displayed? A— <i>Yes.</i>
322 DO	* 895 Q—What is required of the operator should a train pass a block station with any indication of conditions endangering the train, or a train on another track? A— <i>Must immediately notify the operator at the next block station in advance.</i>
322 DO	* 896 Q—What indications must each display to all trains that may be affected? A— <i>Stop-indications.</i>
322 DO	* 897 Q—When may each operator permit any train to proceed? A— <i>Not until it is known that its track is not obstructed.</i>
325 DO	* 898 Q—What is required of an operator when informed of any obstruction in the block? A— <i>Must immediately notify the operator at the other end of the block.</i>

RULE	QUESTION
325 DO	* 899 Q—What indications must each display to all trains that may be affected? A— <i>Stop-indications.</i>
325 DO	* 900 Q—When may each operator permit any train to proceed? A— <i>Not until it is known that its track is not obstructed.</i>
326 DO	* 901 Q—What is required of the operator when a train takes a siding or otherwise clears the main track? A— <i>Must know that it is clear of the block before giving 2 or displaying a Clear-indication for that block.</i>
326 DO	* 902 Q—What is required of the operator before permitting a train to re-enter the block? A— <i>Must obtain control of the block.</i>
327 DO	* 903 Q—To permit a train or engine to enter a block or foul the main track, or to cross from one main track to another, what must the operator do? A— <i>He must examine the block record, and if all the blocks affected are clear of approaching trains, he must provide or arrange for block protection before permission is given.</i>
327 DO	* 904 Q—When may trains be admitted to the block? A— <i>Not until the movement is completed and the block clear, except under Clearance Form A.</i>
327 DO	* 905 Q—Must all crossover movements be entered on the block record? A— <i>Yes.</i>
328 DO	* 906 Q—When coupled trains are separated, as prescribed by Rule 364, how must the operator regard each portion? A— <i>As an independent train.</i>
329 DO	* 907 Q—What is required of the operator when necessary to stop a train for which a Clear signal has been displayed and accepted? A— <i>Must give hand signals in addition to displaying Stop-indication.</i>

RULE	QUESTION
333 DO	* 908 Q—What is required, when, from any cause, an operator is unable to communicate with the next block station in advance? A— <i>Must stop all trains approaching in that direction.</i>
333 DO	* 909 Q—Should no cause for detaining a train be known, may it then be permitted to proceed with Clearance Form A, provided ten minutes have elapsed since the passage of the last preceding train? A— <i>Yes.</i>
334 DO	* 910 Q—May hand signals be used when the proper indication can be displayed by the block signals, except as prescribed by Rules 329 or 343? A— <i>No.</i>
334 DO	* 911 Q—When hand signals are necessary, from where and how must they be given? A— <i>From such a place and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are intended.</i>
Note DO	* 912 Q—What does hand signaling include? A— <i>The use of flag, light, torpedo and fusee signals.</i>
335 DO	* 913 Q—To what trains do block signals for a track apply? A— <i>Only to trains moving with the current of traffic on that track.</i>
335 DO	* 914 Q—What is required for blocking trains moving against the current of traffic? A— <i>Operator will use train order or home signal for blocking.</i>
336 DO	* 915 Q—Who will be held responsible for the care of the block station, lamps and supplies; and, unless otherwise provided, of the signal apparatus? A— <i>Operators.</i>

RULE	QUESTION
337 DO	* 916 Q—How must lights in block stations be placed? A— <i>So that they cannot be seen from approaching trains.</i>
339 DO	* 917 Q—If a Stop-indication is disregarded, to whom must the fact be reported? A— <i>To the next block station in advance and then to train dispatcher.</i>
340 DO	* 918 Q—What is required of the operator to open a block station? A— <i>Must give "38" to the next block station in each direction and record the trains that are in the extended block.</i>
340 DO	* 919 Q—What is required of the operator when trains, which were in the extended block when the block station was opened and which had passed his block station before it was opened, clear the block in advance? A— <i>Must repeat the record to the block station in the rear.</i>
341 DO	* 920 Q—Except upon the authority of train dispatcher, may a block station be closed? A— <i>No.</i>
342 DO	* 921 Q—May a block station be closed until the block in each direction is clear of all trains? A— <i>No, unless otherwise provided.</i>
342 DO	* 922 Q—What is required of the operator to close a block station? A— <i>Must give 39 followed by 2 to the next block station in each direction and when he receives 13 followed by 2 enter it on his block record, with the time it is received from each block station; the block signals must then be secured in the proceed position, all lights extinguished, and the block wires and, when necessary, circuits arranged to work through the closed block station.</i>
343 DO	* 923 Q—When a block station is open at an irregular hour, what signals must operators use in addition to block

RULE	QUESTION
343(A) DO	* 924 Q—When weather conditions obscure the view, must operators promptly report to the train dispatcher, who will decide if an absolute block of all trains must be maintained? A— <i>Yes.</i>
344 DO	* 925 Q—May operators permit unauthorized persons to enter the block station? A— <i>No.</i>
ENGINE AND TRAIN CREWS	
361 CD	* 926 Q—To what trains do block signals for a track apply? A— <i>Only to trains moving with the current of traffic on that track.</i>
361 C	* 927 Q—What is required for blocking trains moving against the current of traffic? A— <i>Train order or home signal will be used.</i>
362 CDO	* 928 Q—What is required to permit trains to pass a Stop-indication or 19 order indication? A— <i>Clearance Form A.</i>
362(A) CDO	* 929 Q—Where train order signal is also used as block signal, may a train pass such signal at Stop-indication or 19 order indication, to make a station stop, to take fuel or water, or to enter the siding in advance of the signal, provided the track is known to be clear, and under protection as prescribed by Rule 99? A— <i>Yes.</i>
363 C	* 930 Q—May trains proceed on hand signals as against block signals? A— <i>No.</i>
364 CDO	* 931 Q—Unless otherwise directed, when two or more trains have been coupled, and so move past any block station,

RULE	QUESTION
	where must they be separated and who notified? A— <i>Only at a block station, and the operator notified.</i>
365 CDO	* 932 Q—What is required when a train or engine takes a siding or otherwise clears the main track, unless the switch involved is operated by the operator? A— <i>Conductor or engineer must so report to the operator.</i>
365 C	* 933 Q—May a train or engine enter a block or foul the main track, or cross from one main track to another, without permission of the operator? A— <i>No.</i>
365 C	* 934 Q—May a train or engine which has passed beyond the limits of a block back into that block, without permission of the operator? A— <i>No.</i>
365(A) CD	* 935 Q—Are trains permitted to go to a closed block station, or a siding, between two open block stations to meet a train or trains without a train order? A— <i>No.</i>
365(A) CD	* 936 Q—In addition to the train order, what must trains receive? A— <i>Clearance Form A.</i>
365(A) CD	* 937 Q—Where must this clearance be received? A— <i>At the nearest open block station.</i>
365(A) CD	* 938 Q—Must clearance read "Block clear except _____ Stop-indication or 19 order indication is displayed for _____ to meet _____ as per Order No _____?" A— <i>Yes.</i>
365(B) CD	* 939 Q—May trains go to a closed block station or a siding between two open block stations to be passed by other trains without a train order? A— <i>No.</i>

RULE	QUESTION
365(C) CD	* 940 Q—To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains, must the following form of train order be used: "No _____ may enter the block at _____ ahead of No _____" and must the trains receiving this order run according to the rules? A— <i>Yes.</i>
365(D) CD	* 941 Q—When a train is passed by another train at a closed block station or a siding between two open block stations may it, after waiting 10 minutes, proceed on its right or schedule, prepared to stop short of train ahead? A— <i>Yes.</i>
370 C	* 942 Q—What is required when there is an obstruction between block stations? A— <i>Notice must be given to the nearest operator.</i>
371 CD	* 943 Q—What is required when a train is stopped by a home or block signal? A— <i>The conductor or engineer must, when practicable, immediately ascertain the cause.</i>
372 CD	* 944 Q—What is required when any unusual detention occurs at block stations? A— <i>Conductors must report to superintendent.</i>
373 CD	* 945 Q—May a block station be considered as closed, except as provided for by time-table or special instructions? A— <i>No.</i>
373(A) CD	* 946 Q—When a train receives a Clearance Form A filled out as shown in Rule 317(B), reading, "Block clear except _____ Stop-indication is displayed for _____ to meet _____," what is required? A— <i>Must not leave that station before the opposing train mentioned in the clearance has arrived.</i>

RAILROAD RADIO RULES

RULE	QUESTION
400(B)	<p>‡ 947 Q—Do you understand that Radio Communications Systems are under the jurisdiction of the Federal Communication Commission and that the Railroad Company and its employes are governed by the Commission's Operating Rules?</p> <p>A—Yes.</p>
400(B)	<p>‡ 948 Q—Is a violation of these rules by an employe a Federal offense for which severe penalties are provided?</p> <p>A—Yes.</p>
401	<p>‡ 949 Q—May employes, except those specifically authorized to do so, make any adjustments to a railroad radio set?</p> <p>A—No.</p>
401	<p>‡ 950 Q—If it appears that a radio transmitter is not operating properly, what must be done?</p> <p>A—<i>Its use must be discontinued and the superintendent notified as soon as possible.</i></p>
402	<p>‡ 951 Q—May an employe knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio?</p> <p>A—No.</p>
403	<p>‡ 952 Q—May an employe divulge or publish the existence, contents, purport, effect or meaning of any communication, (distress communications excluded), except to the person for whom the communication is intended, or to another employe of the railroad whose duties may require knowledge of the communication?</p> <p>A—No.</p>

RULE	QUESTION
404	<p>‡ 953 Q—Before transmitting, what must any employe operating a radio transmitting set do?</p> <p>A—<i>Listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.</i></p>
405	<p>‡ 954 Q—What word must be used to precede a distress call?</p> <p>A—<i>The word "Emergency" repeated three times.</i></p>
405	<p>‡ 955 Q—Must distress calls be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delays to traffic, damage to property, injury to employes or the traveling public, and shall contain as complete information thereon as possible?</p> <p>A—Yes.</p>
405	<p>‡ 956 Q—Must all employes give absolute priority to communications from another station in distress?</p> <p>A—Yes.</p>
406	<p>‡ 957 Q—Must any employe receiving an inquiry concerning any violation of the Communications Act of 1934 answer such inquiry within 24 hours after receipt of notice?</p> <p>A—Yes.</p>
407	<p>‡ 958 Q—Must employes permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time?</p> <p>A—Yes.</p>
408	<p>‡ 959 Q—Except in yard operation, how shall employes identify the radio station from which they are calling?</p> <p>A—<i>"ABC (Railroad) caboose train 92 calling engine;"</i> <i>"XYZ (Railroad) caboose train 92 calling engine train 89;"</i> <i>"Main (Railroad) engine 547 calling caboose 1402."</i></p>

RULE	QUESTION
408(A)	<p>‡ 960 Q—How shall employes in yard operation identify the radio station from which they are calling?</p> <p>A—“ABC (Railroad) Yardmaster calling ABC (Railroad) engine 547;” “ABC (Railroad) engine 492 calling ABC (Railroad) Yardmaster Dover (Station);” “ABC (Railroad) engine 492 calling ABC (Railroad) engine 547;” etc.</p>
409	<p>‡ 961 Q—In locations where interference may develop with another railroad radio, must especial care in making identification be used?</p> <p>A—Yes.</p>
409	<p>‡ 962 Q—Must employes concerned cooperate in handling their business by alternating calls and being as brief as possible?</p> <p>A—Yes.</p>
410	<p>‡ 963 Q—What is required if any communication from a station other than another railroad radio station interferes with the railroad radio service?</p> <p>A—<i>The railroad employe shall endeavor to ascertain the identity of such station, and report the occurrence as soon as possible through authorized channels, to the superintendent, giving the exact time, nature of communication and identity of station, if possible.</i></p>
410	<p>‡ 964 Q—Internationally, what does the word, “Mayday,” “Pan” and “Security” indicate?</p> <p>A—“<i>Mayday,</i>” a distress message, “<i>Pan,</i>” an urgent message, and “<i>Security,</i>” a safety message.</p>
410	<p>‡ 965 Q—Must railroad employes hearing distress, urgent or safety messages sent by aircraft or boats report them immediately to the superintendent and in addition, take such appropriate action to relieve the distress as may be possible?</p> <p>A—Yes.</p>

RULE	QUESTION
411	<p>‡ 966 Q—When hand signals cannot be given and radio is used in connection with switching movements, what specific instructions as to movement must be given?</p> <p>A—“<i>Engine 547 back up 5 car lengths.</i>”</p>
411	<p>‡ 967 Q—In case of radio failure, or if radio contact is interrupted, what must be done?</p> <p>A—<i>Movement must be stopped at once.</i></p>
411	<p>‡ 968 Q—May further movement be made until communication is made by words, or radio contact is restored?</p> <p>A—No.</p>
412	<p>‡ 969 Q—May information that a train to be met or passed is in clear on siding be transmitted from head to rear end of train unless positive identification of the train to be met or passed has been made?</p> <p>A—No.</p>
413 BCDO	<p>970 Q—May train orders be transmitted by radio between the head and rear end of train?</p> <p>A—No.</p>
413 Note. BC	<p>971 Q—Is conversation between head and rear end of train relative to fulfillment of train orders in their possession permitted?</p> <p>A—Yes.</p>
414 BCDO	<p>972 Q—May information be passed between the head and rear end of train by radio as to the indication of train order signal?</p> <p>A—No.</p>
414	<p>‡ 973 Q—May employes on trains ask, or employes at stations advise the indication of any train order signal or other fixed signal, or the contents of any train orders affecting their train or any other train?</p> <p>A—No.</p>

RULE	QUESTION
415 BCDO	974 Q—Except in an emergency, or where specifically authorized, may radio be used by the train dispatcher in the transmission of train orders? A—No.
415 BCDO	975 Q—When so used, what rules must be complied with? A— <i>Rules covering train orders transmitted by telephone.</i>
416	† 976 Q—May the railroad radio be used for transmitting when located less than 250 feet from the scene of blasting operations? A—No.
416	† 977 Q—Must the train dispatcher be notified of the blasting by the foreman in charge and must all trains in that territory be notified of such blasting operations? A—Yes.
417	† 978 Q—When necessary to transmit important information and no acknowledgment received, must the information be transmitted regardless of whether or not acknowledgment is received? A—Yes.
417	† 979 Q—When the information is transmitted and no acknowledgment received, what action must be taken? A— <i>The necessary action must be taken based on the belief that the information was not received.</i>

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505 Note. BCDY	† 980 Q—Where is Automatic Block Signal System in use? A— <i>On portions of the railroad and on designated tracks specified in the timetable.</i>
505 BCDY	† 981 Q—Do automatic block signals, cab signals, or both, govern the use of blocks? A—Yes.

RULE	QUESTION
505 BCDY	† 982 Q—Unless otherwise provided, do they supersede the superiority of trains or dispense with the use or the observance of other signals whenever and wherever they may be required? A—No.
505 BCDY	† 983 Q—On any track signaled for traffic in both directions, do you understand that block signals apply to trains in the direction of their movement, and on any track signaled for traffic in one direction, block signals apply only to trains moving with the current of traffic? A—Yes.
509 BCDY	† 984 Q—When a train is stopped by a Stop indication, if the indication of the signal does not change, what must the train do? A— <i>Must stay until authorized by the train dispatcher to proceed, and will then proceed at restricted speed.</i>
509 BCDY	† 985 Q—In case of failure of means of communication or when no means of communication is provided, how will the train be governed? A— <i>May proceed at restricted speed when preceded by a flagman to the next clear or approach signal.</i>
509 BCDY	† 986 Q—When the train dispatcher knows there is no opposing train or engine movement involved, how may he verbally authorize the train to proceed? A— <i>In the following form, "You may proceed at restricted speed to the next signal."</i>
509 BCDY	† 987 Q—If the train dispatcher does not positively know there is no opposing train or engine movement involved, how may he verbally authorize the train to proceed? A— <i>In the following form, "You may proceed under flag protection to the next clear or approach signal."</i>

RULE	QUESTION
509 BCDY	‡ 988 Q—When flagging from a Stop signal, how long must the train wait after the flagman has started? A— <i>Ten minutes.</i>
509 BCDY	‡ 989 Q—If the track ahead is seen to be clear through to the next clear or approach signal, how may the train proceed? A— <i>At restricted speed without sending a flagman ahead.</i>
509 BCDY	‡ 990 Q—When a flagman has been sent ahead, what must he be on the lookout for? A— <i>For train, obstruction, switch not properly lined, broken rail, slide warning device plug pulled out, or anything that may affect the movement of the train.</i>
509 BCDY	‡ 991 Q—When may the flagman be picked up? A— <i>If a point is reached from which the track ahead can be seen to be clear through to the next clear or approach signal.</i>
509 BCDY	‡ 992 Q—After flagman has been picked up, how must the train proceed? A— <i>At restricted speed to the next signal.</i>
S-509 BCDY	‡ 993 Q—When a train or engine without a brakeman or other specifically designated train is stopped by a Stop indication, under conditions requiring a flagman be sent ahead to comply with Rule 509, how may it proceed? A— <i>At restricted speed to the next clear or approach signal without sending a flagman ahead.</i>
S-509 BCDY	‡ 994 Q—Must the train or engine be moved forward until leading wheels are one car length past the Stop signal and then wait ten (10) minutes before proceeding? A— <i>Yes.</i>

RULE	QUESTION
509(A) BCDY	995 Q—At meeting or passing points, when a train is stopped under these conditions, if the engineer is verbally informed by a trainman of a train on siding that his train has more cars than the siding will hold, how may the train holding the main track proceed? A— <i>At restricted speed without sending a flagman ahead.</i>
S-509(B) BCDY	996 Q—Do you understand that when a train is stopped by a Stop-and-proceed indication at the leaving end of a siding, such indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and the track ahead must be taken before proceeding? A— <i>Yes.</i>
509(C) BCY	‡ 997 Q—When block signal rules require movement at restricted speed, when may the speed be increased? A— <i>Not until after the rear of the train has passed through the block.</i>
510 BCDY	‡ 998 Q—When a train or engine is stopped by a block signal which is evidently out of order, unless otherwise provided, what is required? A— <i>The fact must be reported to the train dispatcher at the first stop or first open office.</i>
511 BCY	‡ 999 Q—What must be done before a train or engine starts to make a crossover movement? A— <i>Both switches of the crossover must be opened.</i>
511 BCY	‡1000 Q—Before restoring either switch to normal position, what must be done? A— <i>The movement must be completed.</i>
512 BCY	‡1001 Q—Where switch indicators are used, do the indications displayed relieve members of a crew from protecting their train as required by the rules? A— <i>No.</i>

RULE	QUESTION
513	<p>‡1002 Q—Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at any hand operated switch, including dual control and spring switches when hand operated, how long must it wait after all switches and derails connected with the movement have been operated?</p> <p>A—<i>Three (3) minutes.</i></p>
513	<p>‡1003 Q—On single track, when may movement be made to main track without waiting three (3) minutes?</p> <p>A—<i>If the switches and derails have been changed before the rear of an opposing train has passed the next signal in the direction of its movement.</i></p>
513	<p>‡1004 Q—In CTC territory, when may movement be made to main track without waiting three (3) minutes?</p> <p>A—<i>When authorized by the control operator.</i></p>
513	<p>‡1005 Q—At points where switches are in charge of an employe assigned to handle switches, when may movement be made to main track without waiting three (3) minutes?</p> <p>A—<i>When proceed signal is received from such employe.</i></p>
513	<p>‡1006 Q—Must employe handling switches wait three (3) minutes after switches have been properly lined before giving proceed signal?</p> <p>A—<i>Yes.</i></p>
513	<p>‡1007 Q—May movement be made to main track without waiting three (3) minutes when signal governing the movement displays a clear or approach indication?</p> <p>A—<i>Yes.</i></p>
514 BCY	<p>‡1008 Q—What is required when a train or engine enters a block between signals?</p> <p>A—<i>Must be protected as required by the rules and must proceed at restricted speed to the next signal.</i></p>

RULE	QUESTION
514(A) BCY	<p>‡1009 Q—Must a train, engine or cars on siding or other tracks stand clear of the insulated joints at the clearance points?</p> <p>A—<i>Yes.</i></p>
514(A) BCOY	<p>‡1010 Q—When a train or engine enters a siding or other track, how must the main track switch be kept until the entire train has passed the insulated joints at the clearance point?</p> <p>A—<i>Open.</i></p>
514(A) BCY	<p>‡1011 Q—Must trains or engines proceeding from sidings or other tracks to the main track remain clear of the insulated joints at the clearance point on such tracks until the main track switch has been opened?</p> <p>A—<i>Yes.</i></p>
515 BCDY	<p>‡1012 Q—How may a train or engine having passed beyond the limits of a block back into that block?</p> <p>A—<i>Only under protection as prescribed by Rule 99 or train order.</i></p>
516 BCY	<p>‡1013 Q—When may a train which is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond an automatic block signal displaying Stop or Stop-and-proceed indication, pass such signal at restricted speed, without stopping?</p> <p>A—<i>When the switch is properly lined and track is seen to be clear.</i></p>
518 BCY	<p>‡1014 Q—In automatic block signal territory, are light weight motor trains of three cars or less, an engine without cars, or cuts of less than four cars allowed to stand on sanded rails on main track?</p> <p>A—<i>No.</i></p>
519 BCY	<p>‡1015 Q—Unless otherwise provided, when a train or engine has been stopped by a signal governing movement through or over a spring switch, and signal</p>

RULE QUESTION
 continues to display Stop indication or Stop-and-proceed indication, what must be done?
 A—Comply with the rules governing movement from a Stop indication, or a Stop-and-proceed indication, also Rule 104(B) before proceeding.

INTERLOCKING RULES

605 †1016 Q—What do interlocking signals govern?
 A—The use of the routes of an interlocking.

605 †1017 Q—For movements within interlocking limits, do their indications supersede the superiority of trains?
 A—Yes.

605 †1018 Q—Do their indications dispense with the use or observance of other signals whenever and wherever they may be required?
 A—No.

606 †1019 Q—Unless otherwise provided, are interlocking signals located in automatic block signal territory part of the automatic block signal system?
 A—Yes.
 What is the indication of the following emergency whistle or horn signals sounded at an interlocking:

607(a) †1020 Q—One long?
 BCOY A—All trains and engines within interlocking limits stop immediately.

607(b) †1021 Q—Two short?
 BCOY A—Resume normal movement after receiving the proper signal or permission from the operator.

607(c) †1022 Q—Three short?
 BCOY A—Whistle or horn test.

607(d) †1023 Q—Four short?
 BCOY A—Call signal maintainer or repairman.

611 1024 Q—Unless otherwise provided, except when displayed for an immediate movement, in what position must interlocking signals be kept?
 O A—Displaying the most restrictive indication.

RULE QUESTION
 612 1025 Q—Must appliances be operated carefully and only by those charged with that duty?
 O A—Yes.

612 1026 Q—If any irregularity affecting their operation is detected, what must be done?
 O A—Signals must be displayed to give their most restrictive indication until repairs are made.

613 1027 Q—When route is set, must the signals be operated sufficiently in advance of approaching trains to avoid delay?
 O A—Yes.

615 1028 Q—When necessary to change any route for which the signals have been cleared for an approaching train or engine, when may the switches, movable point frogs or derails be changed or signals cleared for a conflicting route?
 O A—Not until the train or engine for which the signals were first cleared has stopped.

616 1029 Q—What is required when any portion of a train or engine is standing on or closely approaching the switch, derail or movable point frog?
 O A—The levers operating them, also the lock, must not be moved.

617 1030 Q—What is required when a track, switch or signal is undergoing repairs or when a track is obstructed?
 O A—Operating levers must be blocked or marked and should not be used.

618 1031 Q—At mechanical interlockings during cold weather, what must be done to keep connections from freezing?
 O A—Levers must be moved as often as may be necessary.

619 1032 Q—What is required if the force whose duty it is to keep switches clear
 O

RULE	QUESTION
	when snow and sand are drifting is not on hand when required? A— <i>The fact must be reported to the superintendent.</i>
620 o	1033 Q—What is required if a signal fails to work properly? A— <i>Its operation discontinued and until repaired, the signal must be secured to display its most restrictive indication.</i>
621 o	1034 Q—Must operators observe, as far as practicable, whether the indications of the signals correspond with the position of the levers? A— <i>Yes.</i>
622 o	1035 Q—May operators make or permit any unauthorized repairs, alterations or additions to the interlocking? A— <i>No.</i>
622 o	1036 Q—Must any defects in the interlocking be promptly reported to the superintendent? A— <i>Yes.</i>
623 o	1037 Q—What is required when there is a derailment or if a switch, movable point frog or derail is run through, or if any damage occurs to the track or interlocking? A— <i>The signals must be restored so as to display their most restrictive indication, and no movement permitted until all parts of the interlocking and track liable to consequent damage have been examined and are known to be in safe condition.</i>
624 o	1038 Q—What is required when necessary to disconnect a switch, movable point frog, derail, facing point lock or electric locking circuits? A— <i>Before a train or engine is permitted to pass over them, all switches, movable point frogs and derails affected must be securely spiked, or fastened in the required position and the levers blocked or marked in such a manner that they cannot be operated.</i>

RULE	QUESTION
625 o	1039 Q—What is required when switches, movable point frogs, derails or signals are undergoing repairs? A— <i>Stop indication must be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repairman that the switches, movable point frogs and derails are properly lined for such movement.</i>
626 o	1040 Q—Must operators, as far as practicable, observe all passing trains and note whether they are complete and in order; and should there be any indication of conditions endangering the train, or any other train, take such measures for the protection of trains as may be practicable? A— <i>Yes.</i>
628 o	1041 Q—May hand signals be used when the proper indication can be displayed by the interlocking signals? A— <i>No.</i>
629 o	1042 Q—What is required if necessary to authorize a train or engine to pass an interlocking signal indicating Stop? A— <i>Hand signal or permission may be given by the operator.</i>
629 o	1043 Q—Must such occurrence be reported to the superintendent? A— <i>Yes.</i>
629 o	1044 Q—What is required before hand signal is given? A— <i>The route must be examined, is known to be safe for the passage of trains and until after the train comes to a stop at the home signal.</i>
629 o	1045 Q—How will the operator then give hand signal? A— <i>From the center of the track on which the train movement is to be made, using a yellow flag by day or yellow light by night.</i>

RULE	QUESTION	
629 O	1046	Q—When more than one train is in sight and confusion may result, from where must hand signal be given? A— <i>From a point where it cannot be misunderstood.</i>
629(A) O	1047	Q—At interlockings where distances makes it impracticable for operator to examine routes and give hand signals, what is required? A— <i>Trainmen must be governed by instructions from operator, examine route and operate switches by hand as required, before proceeding.</i>
630 O	1048	Q—Who are responsible for the care of the interlocking station, lamps and supplies? A— <i>Operators.</i>
631 O	1049	Q—Where must lights in interlocking stations be placed? A— <i>So that they cannot be seen from approaching trains.</i>
633 O	1050	Q—If a train or engine overruns a Stop indication, to whom must the fact be reported? A— <i>To the superintendent.</i>
634 O	1051	Q—May operators permit unauthorized persons to enter the interlocking station? A— <i>No.</i>
635 BCO	1052	Q—May an interlocking station be closed during a stated period upon authority of the superintendent? A— <i>Yes.</i>
635 BCO	1053	Q—When so closed, what is required? A— <i>Switches and switch levers must be secured for routes that do not conflict, and signal levers placed in position so that signals will display the proper indication, the interlocking station must be securely locked.</i>
637 O	1054	Q—When it is safe to do so, may switches and signals be operated on the request of sectionmen, signalmen, maintainers or inspectors? A— <i>Yes.</i>

ENGINE AND TRAIN CREWS

RULE	QUESTION	
661 BCY	†1055	Q—What is required if a signal indication permitting a train to proceed, after being accepted, is changed to a Stop indication before it is reached? A— <i>Stop must be made at once and such occurrence reported to the superintendent.</i>
663 BCY	†1056	Q—After stopping, when may a train or engine pass an interlocking signal indicating Stop? A— <i>After receiving a hand signal from the operator given with a yellow flag by day or a yellow light by night, from the center of the track on which the movement is to be made.</i>
663 BCY	†1057	Q—What is required at interlockings where distances make it impracticable for operator to examine routes and give hand signals? A— <i>Trainmen must be governed by instructions from operator, examine route and operate switches by hand as required, before proceeding.</i>
663 BCY	†1058	Q—How must movements be made when proceeding on hand signal or permission of the operator? A— <i>At restricted speed.</i>
663 BCY	†1059	Q—In automatic block signal territory, when the interlocking signal governs the block beyond the interlocking limits, must the movement be made at restricted speed through the entire block? A— <i>Yes.</i>
669 BCY	†1060	Q—What is required when trains or engines are stopped by the operator in making a movement through an interlocking? A— <i>Must not move in either direction until they have received the proper signal from the operator.</i>
670 BCY	†1061	Q—May a reverse movement within the limits of an interlocking, or a for-

RULE	QUESTION
	ward movement after making a reverse movement, be made without the proper interlocking signal indication or permission from the operator? A—No.
671 BCY	‡1062 Q—What is required while an interlocking station is closed, should a signal for an open route indicate Stop? A— <i>Movements through the interlocking must be preceded by a flagman; before proceeding, engineer or trainman must know the route is properly lined.</i>
671 BCY	‡1063 Q—If the interlocking signal governs movement over a drawbridge, what must the engineer or trainman ascertain? A— <i>If bridge is in proper position for passage of a train.</i>
672 BCY	‡1064 Q—When a train or engine is stopped by the Stop indication of an automatic interlocking signal, and no immediate conflicting movement is evident, what is required of a member of the crew? A— <i>Must operate the time release.</i>
672 BCY	‡1065 Q—If signal does not change its indication at the expiration of time release interval, how may train or engine proceed? A— <i>On hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting route.</i>
672 BCY	‡1066 Q—If a train or engine is approaching on conflicting route, may hand proceed signal be given until such movement has been completed over the crossing, or has come to a stop at the governing home signal? A—No.
672 BCY	‡1067 Q—If a train or engine is standing between the home signals on a conflicting route, may the proceed sig-

RULE	QUESTION
	nal be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route? A—No.

ADDITIONAL GENERAL RULES

700	‡1068 Q—Is carelessness of a person's own safety or that of others prohibited? A—Yes.
700	‡1069 Q—Will employes be retained in the service who are careless of the safety of themselves or others, insubordinate, dishonest, immoral, quarrelsome or otherwise vicious? A—No.
700	‡1070 Q—Will employes be retained in the service who do not conduct themselves in such a manner that the railroad will not be subjected to criticism and loss of good will? A—No.
700	‡1071 Q—Will employes be retained in the service who do not meet their personal obligations? A—No.
701	‡1072 Q—What is required of all employes in their dealings with the public, their subordinates and each other? A— <i>Courteous conduct.</i>
701	‡1073 Q—Is boisterous, profane or vulgar language forbidden? A—Yes.
701	‡1074 Q—Is the playing of practical jokes, scuffling, wrestling or fighting while on duty or on company property, as well as throwing of tools or material prohibited? A—Yes.
701	‡1075 Q—May employes enter into altercation with any person, regardless of provocation? A—No.

RULE	QUESTION
701	<p>‡1076 Q—If such an incident should occur, will a note of the facts and report of such be made in writing to their immediate superior?</p> <p>A—<i>Yes.</i></p>
702	<p>‡1077 Q—Must employes be alert and devote themselves exclusively to the company's service and attend to their duties during the hours prescribed?</p> <p>A—<i>Yes.</i></p>
702	<p>‡1078 Q—May employes absent themselves from duty, exchange duties with or substitute others in their place, or engage in other business without proper authority?</p> <p>A—<i>No.</i></p>
702 BCY	<p>‡1079 Q—What is required of an employe, subject to call, before he absents himself from his usual calling place?</p> <p>A—<i>Notify those required to call him.</i></p>
702	<p>‡1080 Q—Is the reading of newspapers, books or periodicals, or the playing of games while on duty prohibited?</p> <p>A—<i>Yes.</i></p>
702(A)	<p>‡1081 Q—What is required of employes governed by the hours of service law before exceeding the hours of service permitted by law?</p> <p>A—<i>He must notify the proper officer of the time the law requires him to be off duty early enough so that he may be relieved, if necessary.</i></p>
704	<p>‡1082 Q—Must employes exercise care and economy in the use of railroad property?</p> <p>A—<i>Yes.</i></p>
708(A)	<p>‡1083 Q—Are employes prohibited from having loaded or unloaded firearms in their possession while on duty except where authorized to do so in the performance of their duties or when given special permission by the superintendent?</p> <p>A—<i>Yes.</i></p>

RULE	QUESTION
709	<p>‡1084 Q—Who will be permitted to ride on an engine or in a baggage, mail or express car, or on a track car, without a written order from the proper authority?</p> <p>A—<i>Only employes in discharge of their duties, or officers in line of duty.</i></p>
709(A) CBY	<p>‡1085 Q—When necessary for trainmen to ride in cab of trailing unit, may they tamper with any of the switches or valves or place feet on dashboard or windshield?</p> <p>A—<i>No.</i></p>
711 BCD	<p>1086 Q—Before stopping for meals, what must conductor and engineer do?</p> <p>A—<i>Notify the train dispatcher sufficiently in advance to avoid delays to their train and other trains.</i></p>
712	<p>‡1087 Q—Must employes observe rules for other classes of employes that relate in any way to the proper discharge of their own duties or the safety of operation?</p> <p>A—<i>Yes.</i></p>
713	<p>‡1088 Q—Must employes observe trains closely?</p> <p>A—<i>Yes.</i></p>
713	<p>‡1089 Q—If anything unusual or defective or other dangerous condition is noted, what must be done?</p> <p>A—<i>Must make every effort to call the attention of the crew on the train to such conditions.</i></p>
713	<p>‡1090 Q—If the train is moving, what must be done?</p> <p>A—<i>Stop signal must be given.</i></p>
713	<p>‡1091 Q—If unable to stop the train, what must be done?</p> <p>A—<i>Train dispatcher must be notified at once.</i></p>
713	<p>‡1092 Q—What is required of members of the crew on moving trains when meeting or passing other trains, and when passing stations and points where</p>

RULE	QUESTION
	trackmen or other employes are working? A— <i>They must be on the lookout for signals, and take immediate action when necessary.</i>
713(A) BC	1093 Q—When a train is stopped to be met or passed by another train, what is required of the crew of the standing train? A— <i>They must inspect the passing train.</i>
713(A) BC	1094 Q—From where must the forward trainman make his inspection? A— <i>When safe to do so, from the farther side of the track.</i>
713(A) BC	1095 Q—From where will the rear trainman or conductor inspect the passing train? A— <i>From side nearest his own train.</i>
713(B) DO	1096 Q—Unless otherwise directed by the train dispatcher, what is required of agent or operator when trains are passing? A— <i>Must be on station platform to inspect passing trains.</i>
713(B) DO	1097 Q—What must they have in their possession with which to give stop signals, if necessary? A— <i>A fusee.</i>
713(B) DO	1098 Q—What must he have in his possession at night to be used to exchange signals with crews on such trains? A— <i>A white light.</i>
713(C) BC	1099 Q—When must members of crew observe their train for defects? A— <i>In departing from stations, and at every opportunity on the road, especially when rounding curves.</i>
713(C) BC	1100 Q—If train is moving when defect is discovered, what must be done? A— <i>Train must be stopped. If possible, defects should be remedied, but if this cannot be done and if car is unsafe to run, it must be set out and the train dispatcher notified.</i>

RULE	QUESTION
713(C) BC	1101 Q—When a car is set out account hot box, what must be done? A— <i>Packing must be removed and fire extinguished.</i>
713(C) BC	1102 Q—In addition to removing the packing and extinguishing fire, what must be done? A— <i>It must be ascertained that there is no fire on car body, and that dust guard is not burning nor smouldering, taking whatever action is necessary before car is left to eliminate the possibility of fire.</i>
713(C) BC	1103 Q—In starting freight trains, must the speed for the first train length be such as will permit full inspection by the train crew, and permit them to safely board the train? A— <i>Yes.</i>
713(C) BC	1104 Q—When practicable, while train is moving, must frequent inspection be made of track from rear of train? A— <i>Yes.</i>
714 BCY	1105 Q—Must employes on train be alert to prevent being struck by objects which may protrude or fall from their train, or trains or cars on adjacent tracks; also wayside signals and mail cranes, and be on lookout for other impaired clearances? A— <i>Yes.</i>
715	1106 Q—When trains or engines are passing, are employes prohibited from remaining near the track where they are liable to be struck by coal, stone, car doors or other objects which may protrude or fall from engines or cars? A— <i>Yes.</i>
717	1107 Q—What must be done when persons who are evidently intoxicated, ill or in any other condition making them unfit to care for themselves, are seen

RULE QUESTION

in a position of danger in the vicinity of track or stations?

A—*They should be guarded from approaching trains and engines, and when unable to remove them to a place of safety, the proper authorities must be notified.*

ACCIDENTS AND INJURIES

- 718 §1108 Q—In an emergency, or in case of obstruction by accident or other cause, who must assume authority until the arrival of an officer?
 A—*The employe upon whom the responsibility most naturally falls.*
- 718 §1109 Q—Must this employe report conditions at once, and make suggestions as to forces, material and equipment required?
 A—*Yes.*
- 718 §1110 Q—What must be done in case of damage to trains or structures wherein the security of company property or freight is involved?
 A—*Watchman must be immediately stationed and arrangements made promptly for the protection of such property against theft, or loss from other causes.*
- 719 §1111 Q—Whenever passengers or employes are injured, must everything possible be done to care for them properly?
 A—*Yes.*
- 719 §1112 Q—If the injured are able to be moved, what must be done?
 A—*They must be taken for treatment to the nearest place at which the company has a surgeon.*
- 719 §1113 Q—If the case is urgent and the company surgeon cannot be immediately procured, what must be done?
 A—*The conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first*

RULE QUESTION

aid and care for the patient until the company surgeon can take charge of the case.

- 719(A) 1114 Q—In case of serious accident to trains, what must conductors do, after making everything safe?
 A—*They must give their undivided attention to the care and comfort of their passengers, especially to those who are injured.*
- 719(A) 1115 Q—May bedding and linen be taken from sleepers for this purpose, the conductor arranging with sleeping car employes to keep account of all material so taken?
 A—*Yes.*
- 719(A) 1116 Q—When necessary, may injured persons be put in the sleepers?
 A—*Yes.*
- 719(A) 1117 Q—When a number of persons are injured, must the services of competent surgeons, preferably company surgeons in the vicinity be secured at once?
 A—*Yes.*
- 719(B) §1118 Q—In case of injuries to trespassers or others, where must injured person or persons be taken, and when possible, in whose care must they be placed?
 A—*They must be taken to the nearest station, and either placed in the care of relatives or friends, or in charge of local county, city or village authorities.*
- 719(B) §1119 Q—Should necessary medical attention be arranged with the distinct understanding that no expense, other than necessary first aid, will be assumed by the company without specific authority from either the superintendent or general claim department?
 A—*Yes.*

RULE	QUESTION
720 BCD	1120 Q—In case of death on a train, what must be done with the body? A— <i>The body should be taken to the next station where services of an undertaker are available, and superintendent notified immediately.</i>
720	‡1121 Q—In case of death on company property, or when a corpse is found thereon, what must be done? A— <i>After exact position of body and surrounding conditions have been carefully noted, body should be moved to give clear passage for trains.</i>
720	‡1122 Q—Must an employe or other responsible person be left in charge until coroner or undertaker arrives? A— <i>Yes.</i>
720	‡1123 Q—Must superintendent be notified immediately? A— <i>Yes.</i>
720	‡1124 Q—Must the proper public officer be notified promptly and a wire report made to the superintendent in all cases? A— <i>Yes.</i>
721 BC	1125 Q—Must conductors in charge of trains carrying passengers have supply of prescribed forms for taking names of passengers on trains involved in accident? A— <i>Yes.</i>
721 BC	1126 Q—Do you understand one of these forms should be completely filled out for each passenger on train, whether or not passenger claims injury, and passenger then requested to sign form? A— <i>Yes.</i>
721 BC	1127 Q—If conductor's duties immediately following the accident are such as to prevent his obtaining these, who should he delegate to procure them? A— <i>Trainman or some other available employe on train.</i>

RULE	QUESTION
721 BC	1128 Q—To whom should these reports be delivered? A— <i>To the claim agent, as soon as he boards train, or to the superintendent at destination, if not picked up by the claim agent.</i>
721(A) BC	1129 Q—In case of personal injury, loss of life, or damage to property in which a train or any of its passengers is involved, what must the conductor immediately secure? A— <i>The names, addresses and occupations of all persons involved, including all persons at the scene when the accident occurred and those arriving soon thereafter, regardless of whether these persons admit knowing anything about the accident.</i>
721(A) BC	1130 Q—Must license numbers of automobiles nearby be obtained? A— <i>Yes.</i>
721(A) BC	1131 Q—Must this information be included in report made covering such occurrences? A— <i>Yes.</i>
721(A) BC	1132 Q—Must the names of witnesses be obtained who can testify whether the signal devices were functioning properly; if the crossing watchman or flagman was properly performing his duty and if the engine bell was ringing and whistle signal sounded? A— <i>Yes.</i>
722	‡1133 Q—What must be done by person in charge in cases where persons or vehicles are struck and injured or damaged by trains or engines on crossings in the vicinity of stations? A— <i>Must immediately, with the assistance, if possible, of one or two disinterested persons not connected with the company, locate on a rough sketch and show by actual measurement of the position of all cars standing on tracks</i>

RULE	QUESTION
	<i>at or near the crossing. He must send report to superintendent, describing the cars, giving the initials and number of each and their location with reference to the crossing where the accident occurred.</i>
723	<p>‡1134 Q—When and to whom must all accidents resulting in injuries to employes when on duty, and off-duty accidents where they occur on railroad premises, and all accidents to persons other than employes occurring on railway property, regardless of the extent of injury and all accidents resulting in property damage be reported?</p> <p>A—<i>Promptly to the superintendent.</i></p>
724	<p>‡1135 Q—Must all equipment such as cars, engines, machinery or tools, etc., also premises involved in accidents resulting in personal injuries, be promptly inspected by the foreman or other person in charge of the work or by other competent inspectors, to ascertain the condition of same?</p> <p>A—<i>Yes.</i></p>
724	<p>‡1136 Q—Must a report of such inspection, stating the conditions found and name or names of the persons making the inspection, be promptly forwarded to the superior officer of the person making the inspection?</p> <p>A—<i>Yes.</i></p>
724	<p>‡1137 Q—What must be done when tools, machinery or other types of equipment, or appliances are involved in an accident resulting in personal injury?</p> <p>A—<i>They should, if at all possible, be marked for identification, placed in custody of some responsible officer or employe and held subject to the order of the general claim department or superintendent, regardless of whether or not inspection reveals any defects therein.</i></p>

RULE	QUESTION
725	<p>‡1138 Q—What must be done when an engine, cars or other rolling stock are involved in an accident resulting in personal injury?</p> <p>A—<i>Such inspection as can be made should be made before such equipment leaves the place of accident.</i></p>
725	<p>‡1139 Q—Where and by whom must a further inspection be made?</p> <p>A—<i>At the first terminal, by at least two competent employes, preferably by car inspector, car foreman or master mechanic.</i></p>
725	<p>‡1140 Q—When and to whom must the result of this inspection be forwarded?</p> <p>A—<i>Promptly, through the proper channels to the superintendent.</i></p>

FIRE AND EXPLOSIVES

726	<p>‡1141 Q—Must every precaution be taken to prevent loss and damage by fire, and the rules governing fire prevention and fire protection fully complied with?</p> <p>A—<i>Yes.</i></p>
726(A)	<p>‡1142 Q—Must employes report at first opportunity the presence of fires on or near right of way, unless fire is being controlled by other employes?</p> <p>A—<i>Yes.</i></p>
726(A)	<p>‡1143 Q—What must be done in case of danger of fire spreading to a bridge or other structure?</p> <p>A—<i>Train must be stopped and crew assist in extinguishing fire.</i></p>
726(A) BCY	<p>‡1144 Q—What must conductor do when fires are noticed which may have been started by their engine?</p> <p>A—<i>He must promptly notify his engineer of the fires and require an inspection of the fire prevention appliances.</i></p>
726(A) BCY	<p>‡1145 Q—May anything that might cause a fire be dropped or thrown from an engine or train?</p> <p>A—<i>No, except lighted fuses.</i></p>

- | RULE | QUESTION |
|------------|--|
| 727 | 1146 Q—Are employes required to familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and flammables and be governed thereby?
A—Yes. |
| 727
BCY | ‡1147 Q—Must cars placarded “explosives” be handled with care and as little as possible?
A—Yes. |
| 727
BCY | ‡1148 Q—May cars placarded “explosives” be cut off while in motion and permitted to strike another car, or may other cars be cut off and permitted to strike them?
A—No. |
| 727
BCY | ‡1149 Q—Must cars containing explosives be removed from all danger of fire and not placed in or adjacent to passenger sheds or stations or under bridges?
A—Yes. |
| 727
BCY | ‡1150 Q—When it can be avoided, may engines on adjacent tracks be permitted to stand opposite or near such cars?
A—No. |
| 727
BCY | ‡1151 Q—When handling cars containing explosives or flammables, must it be known that they are in proper place in the train?
A—Yes. |

TRAIN AND YARD SERVICE

- | | |
|------------|--|
| 800
BCY | ‡1152 Q—Who is in charge of a train?
A— <i>The conductor.</i> |
| 800
BCY | ‡1153 Q—Are all persons employed on the train subject to his instructions?
A—Yes. |
| 800
BCY | ‡1154 Q—Should there be any doubt as to authority or safety of proceeding, from any cause, what must the conductor do?
A— <i>He must consult the engineer and shall</i> |

- | RULE | QUESTION |
|-------------|--|
| 801
BCY | ‡1155 Q—When there is no conductor, or when the conductor is disabled, unless otherwise directed, who will have charge of the train and be governed by the rules prescribed for conductors?
A— <i>The engineer.</i> |
| 802
BCY | ‡1156 Q—Where yardmasters are employed, must employes in yard, train and engine service comply with his instructions?
A—Yes. |
| 802
BCOY | ‡1157 Q—Where no yardmaster is employed, will they be governed by instructions of agents in doing work at stations?
A—Yes. |
| 803
BCY | ‡1158 Q—Must members of train and engine crews observe the indication displayed by train order signals, be prepared to and pick up any train orders or messages and keep a sharp lookout for signals displayed by other trains?
A—Yes. |
| 803
BCY | ‡1159 Q—Must members of train and engine crews also keep in mind the requirements of time-table, train orders, special instructions, bulletins and messages affecting the movement of their train and call attention to or take necessary action in event of any oversight or mistake?
A—Yes. |
| 803
BCY | ‡1160 Q—Must other members of the crew in cab of engine give instant notice to the engineer of any signals or indication of danger or obstruction, or if |

RULE	QUESTION
	there is any reason to believe their train may strike a person or object on the track? A—Yes.
803 BCY	‡1161 Q—When conditions or signals require the train be stopped, or speed of train be reduced and the engineer or conductor fails to take the proper action to do so or should the engineer become incapacitated, what must other members of the crew do? A— <i>Take immediate action to stop the train.</i>
803 BCY	‡1162 Q—Are you required to keep a careful lookout ahead, especially while passing through cities, towns and yards? A—Yes.
804 BCY	‡1163 Q—May pile drivers, cranes, derricks or other track or off-track equipment be operated to foul a track while trains or other movements are passing? A—No.
804 BCY	‡1164 Q—Before blocking or fouling any track, what must be done? A— <i>Protection in both directions must be provided.</i>
804 BCY	‡1165 Q—What must trains that are unloading ballast or other track material, or operating dozers, spreaders, snow machinery or similar equipment do when other trains are seen or known to be closely approaching? A— <i>Must stop and be sure adjacent track is clear and booms or other projecting parts of pile drivers, cranes, derricks or other similar track or off-track equipment must be secured to clear adjacent track, and operation stopped.</i>
804 BCY	‡1166 Q—Before moving a work train, must the engine whistle signal 14(b) or 14(h) be sounded for protection of men working about the train, and the operators of cranes, ditchers or similar machines notified? A—Yes.

RULE	QUESTION
805 BCDY	‡1167 Q—When pile drivers, cranes, derricks, steam shovels or similar equipment of the swinging or pivoting type are being moved on their own wheels or on cars, must conductor know that cars are in proper place in train, with booms properly secured and, when practicable, booms trailing, and engineer notified? A—Yes.
805 BCDY	‡1168 Q—When spreaders and dozers are being moved in trains, how must they be headed? A— <i>When practicable, in direction train is moving.</i>
805 BCDY	‡1169 Q—In all cases, must wings on spreaders and dozers be properly secured? A—Yes.
806 BCY	‡1170 Q—What is required before coupling to, or moving occupied outfit cars? A— <i>Notice must first be given to occupants, and all ladders and other equipment cleared before moving.</i>
806	‡1171 Q—When occupied outfit cars are set out or taken into yards in trains, who must be promptly notified? A— <i>The train dispatcher and the yard-master.</i>
806 BCD	1172 Q—Should tracks upon which occupied outfit cars are located be used for the meeting or passing of trains, if it can be avoided? A—No.
807 BCY	‡1173 Q—May crossings with another railroad at grade be blocked by trains, engines or cars? A— <i>Not when it can be avoided.</i>
807 BCY	‡1174 Q—How long may public crossings be blocked? A— <i>No longer than necessary and in no case longer than authorized by instructions or by law.</i>

RULE	QUESTION
807 BCY	¶1175 Q—When leaving cars on any track, must they be left clear of crossings so as not to actuate crossing signals? A—Yes.
807 BCY	¶1176 Q—Must passageway to station be left clear? A—Yes.
807 BCY	¶1177 Q—When necessary to spot cars in the vicinity of public or private crossings, must they, if practicable, be left a sufficient distance from road, sidewalk or street line to afford a clear view of approaching train? A—Yes.
809 BCDO	1178 Q—May cars be left on sidings without authority? A—No, except in emergency.
809 BCDO	1179 Q—Must the train dispatcher be immediately notified when cars are left on sidings? A—Yes.
810 BCY	¶1180 Q—What must be known before coupling to, or moving cars or engines in a street, or on station or yard tracks? A—It must be known that cars are properly secured, and that they can be moved with safety.
810 BCY	¶1181 Q—What must be known before coupling to, or moving cars on tracks where cars are being loaded or unloaded? A—Gangplanks, conveyors, tank couplings, elevator spouts and similar loading or unloading devices must be removed and cleared for the movement.
810 BCY	¶1182 Q—Must all persons in or about these cars be notified and cars not moved unless movement can be made without endangering anyone? A—Yes.
810 BCY	¶1183 Q—When such cars are moved, must they be returned to their former location, unless otherwise directed? A—Yes.

RULE	QUESTION
810(A) BCY	¶1184 Q—Must care and good judgment be used in switching cars to avoid damage to contents and equipment, and must it be known that necessary couplings are made and that sufficient hand brakes are set? A—Yes.
810(A) BCY	¶1185 Q—What is required when switching at stations or in yards where engines may be working at both ends of the track? A—Movements must be made carefully and an understanding had with other crews involved.
810(A) BCY	¶1186 Q—May cars containing livestock be switched unnecessarily or cut off and allowed to strike other cars? A—No.
810(A) BCY	¶1187 Q—Before switching passenger equipment or occupied outfit cars, must the air brakes be cut in and operative? A—Yes.
810(B) BCY	¶1188 Q—When switching or placing cars, must they be left where they will fully clear passing cars on adjacent tracks and where they will not cause injury to employes riding on the side of cars? A—Yes.
810(B) BCY	¶1189 Q—May cars be shoved blind or out to foul other tracks, unless the movement is properly protected? A—No.
811 BCY	¶1190 Q—May running switches be made when it is practicable to avoid doing so? A—No.
811 BCY	¶1191 Q—Before making a running switch, must all members of the crew understand the movement to be made? A—Yes.

RULE	QUESTION
811 BCY	¶1192 Q—Must it be known that switches and brakes are in working order and must the engine be run on straight track when practicable? A—Yes.
811 BCY	¶1193 Q—Name the conditions under which running switches must not be made. A—With cars containing explosives, flammables or poison gas; When they involve danger to employes, equipment or contents of cars; Over or through spring switches or interlockings; Over or through remote control or dual control switches when the power is on.
813 BCY	¶1194 Q—When cars are left on any track, what must be done to prevent cars moving? A—Sufficient hand brakes must be set.
813 BCY	¶1195 Q—If the track is on a grade and hand brakes are not sufficient, what must be done? A—Wheels must be blocked or chained and, when practicable, cars must be coupled together.
813 BCY	¶1196 Q—Do you understand that in setting brakes on cars on a grade, brakes must be set on low end of the cut of cars and slack must be bunched to know cars will stand when engine is cut off? A—Yes.
813 BCY	¶1197 Q—When it is necessary to hold or stop cars by use of hand brake, what must be known before cutting off cars? A—That brakes are in good order.
813(A) BCY	¶1198 Q—When roller bearing equipment is left standing alone on any track, must it be properly secured? A—Yes.
813(A) BCY	¶1199 Q—When left standing coupled to other equipment, what must be done? A—Sufficient hand brakes must be applied to prevent them from moving.

RULE	QUESTION
814 BCY	¶1200 Q—When doing work at stations where the grade is such that cars will start if brakes are released, what must be done? A—A trainman must be left in charge of the train unless slack is bunched and train is secured by hand brakes.
814 BCY	¶1201 Q—Before an engine is detached from a train on a grade, what must be done? A—A sufficient number of hand brakes must be applied on the low end of train to hold train; the air brakes must be released and the slack bunched against cars on which the hand brakes are applied.
814 BCY	¶1202 Q—When engine is recoupled to train, when may hand brakes be released? A—Not until air brake system is fully recharged.
814 BCY	¶1203 Q—When shoving train on descending grade, what must be done to control slack? A—Sufficient hand brakes must be set on low end of train.
814 BCY	¶1204 Q—When a train is to be left unattended on a grade, what must be done? A—Air brakes must be released, slack bunched and train properly secured by hand brakes.
815 BC	1205 Q—When an engine is stopped in a tunnel under conditions preventing prompt movement, what must be done? A—Diesel engines and steam generators must be shut down promptly.
815 BC	1206 Q—When such engines are shut down, what must be done? A—Air brakes must be fully applied and, in addition, hand brakes must be applied on each unit, and sufficient hand brakes applied throughout the train to prevent movement should air brakes leak off.

RULE	QUESTION
816 BC	1207 Q—When practicable, where must a running test of brakes be made on a passenger train? A— <i>Two miles from meeting points, junctions, railroad crossings, drawbridges and other points where failure of the brakes to operate properly would result in a hazard.</i>
817 BC	1208 Q—If the air brakes on a train become ineffective, what must be done? A— <i>The train must be stopped, and the engineer must notify the conductor at once.</i>
817 BCD	1209 Q—If the air brakes are so ineffective as to interfere with the safe handling of a train, who must be notified? A— <i>Superintendent.</i>
817 BCD	1210 Q—Unless authorized by superintendent, may further movement be made? A— <i>No.</i>
818 BC	†1211 Q—May passenger trains be backed without suitable back-up hose or its equivalent, and the conductor or other competent employe at the rear? A— <i>No.</i>
818 BC	†1212 Q—When such back-up hose is to be used, must the brakes be tested as prescribed by the air brake rules? A— <i>Yes.</i>
819 BC	1213 Q—Must trainmen know by speed of train, grade or caboose air gauge that train is being handled safely and under control, and when necessary, take immediate action to get train under control? A— <i>Yes.</i>
820 BCY	†1214 Q—Have you a copy of the current air brake instruction book? A— <i>Yes.</i>
820 BC	1215 Q—Except as otherwise provided, will employes be governed by instructions contained in that air brake instruction book? A— <i>Yes.</i>

RULE	QUESTION
840 BCY	†1216 Q—Who is in charge of the general direction and government of a yard? A— <i>Yardmaster.</i>
840 BCY	†1217 Q—Is the yardmaster responsible for the proper makeup and movement of trains through the yard, the careful, prompt and proper handling of cars, compliance with requirements as to the diversion, refrigeration, ventilation and heating of cars and for the proper position and security of all yard switches? A— <i>Yes.</i>
850 BCY	†1218 Q—Must trainmen report for duty at the appointed time, and, by personal attention, insure departure of their train at the required time? A— <i>Yes.</i>
850 BC	†1219 Q—Must trainmen see that their trains are provided with proper supplies, tools and equipment at all times and know that the brakes are in proper working order? A— <i>Yes.</i>
851 BCY	†1220 Q—Who is responsible to know that trainmen are familiar with and perform their duties, and that they properly understand and comply with the rules and special instructions, particularly those relating to protection of trains? A— <i>Conductor.</i>
851 BCY	†1221 Q—Must conductors instruct trainmen if necessary and caution them as to the risks involved? A— <i>Yes.</i>
852 BCY	†1222 Q—When not engaged elsewhere as specifically provided by the rules, must trainmen occupy the place assigned to them? A— <i>Yes.</i>

RULE	QUESTION
852 BCY	‡1223 Q—Unless otherwise provided, where must the forward trainman ride on freight trains? A— <i>In control cab of engine at front of train.</i>
852 BCY	‡1224 Q—Where must the flagman ride? A— <i>On the rear car of the train except on a passenger train when the rear car is a business, dining or observation car, he will ride in car next ahead, and should get on and off at first opening ahead of such cars.</i>
PASSENGER SERVICE	
870 BC	1225 Q—Must train employes give proper attention to the convenience and comfort of passengers? A— <i>Yes.</i>
870(A) BC	1226 Q—Must conductor or forward brakeman patrol train frequently and must train employes inform conductor promptly of all irregularities or improper conduct on the train? A— <i>Yes.</i>
875 BC	1227 Q—When approaching and before leaving stations, junctions, lunchrooms and terminals, must the proper announcement necessary for the information and guidance of passengers be made by trainmen? A— <i>Yes.</i>
875 BC	1228 Q—Before departure, when visitors are permitted on trains, what announcement must be made? A— <i>“Visitors off, please.”</i>
877 BC	1229 Q—May train employes occupy seats with passengers, or enter into conversation with them or other employes further than is required in the discharge of their duty? A— <i>No.</i>
879 BC	1230 Q—What must be done with articles found on train? A— <i>They must be labelled with train number, car number and name of finder,</i>

RULE	QUESTION
	<i>and upon arrival at terminal or junction station, must be turned over to agent or baggage agent and receipt secured.</i>
882 BC	1231 Q—Must train employes familiarize themselves with the instructions governing heating, lighting, ventilation and air conditioning of cars and see that the instructions are complied with, and that cars are properly supplied with water or ice and kept clean? A— <i>Yes.</i>
882 BC	1231(a)Q—What is required, when a passenger car cannot be properly heated or air conditioned? A— <i>Conductor must make wire report to designated officers.</i>
886 BC	1232 Q—If a passenger train makes an improper station stop or it is necessary to move engine after making stop for water or fuel, what must be done before moving train? A— <i>The engineer must give signal 14(b) or 14(h) and receive proper signal from conductor.</i>
887 BC	1233 Q—Must side doors and trap doors of vestibules be kept closed on other than suburban trains when trains are moving except when necessary to check signals or inspect train or immediately before stop is made to handle passengers? A— <i>Yes.</i>
887 BC	1234 Q—Must the vestibule doors be kept closed when a train is standing to meet or be passed by another train at a point where no passengers are to be received or discharged, on the side of which the approaching train is to move, unless a trainman is in position to prevent passengers from alighting? A— <i>Yes.</i>

RULE	QUESTION
889 BCY	1235 Q—Must unnecessary noise in or about sleeping cars at night be prevented so far as possible and special care taken when switching or coupling these cars? A—Yes.
891 BC	1236 Q—During extremely cold weather, may engine be detached from passenger train if it can be avoided? A—No.
891 BC	1237 Q—If it is necessary to do so, or if train is separated, what must be done? A— <i>Steam line must be drained and steam connections between cars disconnected when necessary to prevent freezing and train should be recoupled and steam line connected as quickly as possible to avoid discomfort to passengers.</i>
892 BC	1238 Q—Do you understand that dangerous gases present in exhausts from various types of engines, steam generators, or engines of the Waukesha or similar type may cause incapacitation or fatalities if in sufficient concentration as might result when a train is stopped in a tunnel? A—Yes.
892 BC	1239 Q—Do you understand that exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated? A—Yes.
892 BC	1240 Q—In the event a passenger train is stopped in a tunnel, what must be done with cars that are located within the tunnel? A— <i>The air circulating systems, including air conditioning systems, ice machines and engine generators must be shut off, fresh air intake shutters closed, and blower fans shut off.</i>

RULE	QUESTION
892 BC	1241 Q—What action must be taken when a passenger train is stopped in snow of sufficient depth to prevent dissipation of exhaust gases? A— <i>The same action is to be taken as when a train is stopped in tunnel.</i>
892 BC	1242 Q—Do you understand certain gases are not readily detected by odors and action must be taken immediately, time not wasted in determining when train may be started and the safe course taken by acting at once? A—Yes.
892 BC	1243 Q—Must the train dispatcher be notified immediately so that proper arrangements can be made for protection of persons and equipment? A—Yes.
893 BCD	1244 Q—When trains are diverted from their regular tracks on which they usually pick up mail, must arrangements be made for getting that mail? A—Yes.
FREIGHT SERVICE	
900 C	1245 Q—Who is responsible for the security of all freight in their trains while in their charge, and for its delivery, with the necessary waybills or manifests, at its destination or at terminals? A— <i>The conductor.</i>
902 BC	1246 Q—When necessary to set out bad order cars, what information must be shown on the wire report to the superintendent? A— <i>Initial and car number; contents and waybill reference; station and track where car set out; nature of defect and disposition of waybill.</i>
902 BCO	1247 Q—When setting out a bad order car, must waybill be left with the agent? A—Yes.

RULE	QUESTION
902 BCO	1248 Q—If no agent at point where car is set out, what must be done with the waybill? A— <i>Waybill must be taken to the next terminal, with proper endorsement showing why and where car was set out.</i>
902 BC	1249 Q—When a car is unsafe to run because of defects in car or insecure or improper loading, what is required? A— <i>It must not be taken from a station, and report must be made promptly to the superintendent.</i>
	ENGINE SERVICE
920 C	†1250 Q—Do you understand that employes in engine service must report for duty at the appointed time? A— <i>Yes.</i>
920 C	†1251 Q—Except as otherwise provided, what must they know about their engine? A— <i>That their engine is in good working order and is furnished with fuel, water, tools, sand and other supplies, including flagging equipment and signal appliances.</i>
922 C	†1252 Q—Who is responsible for the safe and efficient operation of the engine? A— <i>The engineer.</i>
922 BCY	†1253 Q—Must all persons employed on the engine obey the engineer's instructions? A— <i>Yes.</i>
922 C	†1254 Q—May the engineer permit an unauthorized person to handle the engine? A— <i>No.</i>
924 BC	†1255 Q—Must care be used when backing to train or coupling to cars, and when approaching switches and derails which are to be lined? A— <i>Yes.</i>
925 BC	†1256 Q—When a train strikes livestock, what must be done? A— <i>Train must be stopped and inspection made to ascertain if any damage to equipment.</i>

RULE	QUESTION
925 BC	1257 Q—If livestock is struck by trains near switches, what must be done? A— <i>The switches must be examined.</i>
927 BCDY	†1258 Q—May diesel engines be towed, or operated under own power, through water over three inches above the rail? A— <i>No.</i>
927 BCDY	†1259 Q—When towed, or operated under own power, through water above rails, what speed must not be exceeded? A— <i>Three miles per hour.</i>
	STATION AGENTS AND OPERATORS
951 O	1260 Q—Who is in charge of employes at stations? A— <i>Agents.</i>
951 O	1261 Q—May agents be absent from their stations, grant leaves of absence to their subordinates, or make any change in their forces without permission? A— <i>No.</i>
952 O	1262 Q—Must agents and operators see that stations have the necessary signal equipment ready for immediate use? A— <i>Yes.</i>
952 O	1263 Q—Should anything endanger the safety of trains, what must be done? A— <i>Proper signals must be immediately displayed.</i>
953 O	1264 Q—To what service must operators give preferred attention? A— <i>Train order service.</i>
953 O	1265 Q—In offices where several operators are on duty at the same time, who will be permitted to handle train orders and clear trains? A— <i>Only one operator on each shift.</i>
953 O	1266 Q—When service requires more than one train order operator, how must the work be arranged? A— <i>So that not more than one operator on a shift will handle train orders and clearances for the same territory.</i>

RULE	QUESTION
954 O	1267 Q—What are agents and operators required to do in regard to weather conditions, particularly in regard to fog, heavy wind, rain or snow? A— <i>Must keep train dispatchers informed.</i>
954 O	1268 Q—Must they also report promptly any indications of abnormal weather conditions not in immediate vicinity of station but which may affect track or bridges? A— <i>Yes.</i>
954 O	1269 Q—What is required of agents and operators when there are indications of heavy winds, cloudbursts or abnormal weather conditions? A— <i>They must see at once that cars at their stations are secured so that they will not move.</i>
955 O	1270 Q—May agents and operators make public the fact or particulars of accidents, or communicate them to any person, except to the proper officers of the railroad? A— <i>No.</i>
955 O	1271 Q—Must messages of a personal nature be held strictly confidential, and must messages for persons on trains be enclosed in envelopes and sealed? A— <i>Yes.</i>
956 O	1272 Q—Will operators and agents be held responsible for the prompt acceptance, transmission and delivery of messages? A— <i>Yes.</i>
956 O	1273 Q—If the person to whom the message is addressed cannot be located, what must be done? A— <i>They must notify the office at which it originated, without delay.</i>
956 O	1274 Q—What must operators show on messages? A— <i>Filing time, and all proper sending notations.</i>

RULE	QUESTION
956 O	1275 Q—What must operators show on messages that are telephoned? A— <i>Date, time, to whom and by whom telephoned.</i>
958 O	1276 Q—What must be included on the written transfer on the prescribed form made by operators going off duty? A— <i>All undelivered train orders and messages, instructions, including CTC instructions, unfinished business, condition of wires, position of train order signal and overdue trains.</i>
958 O	1277 Q—When may the operator going on duty handle the train order signal, train orders, or CTC control machine? A— <i>Not until the transfer has been completed.</i>
958 O	1278 Q—Must each operator personally sign the transfer? A— <i>Yes.</i>
958 O	1279 Q—When shifts are not continuous, how will the transfer be made? A— <i>In the same manner.</i>
959 O	1280 Q—At stations not open continuously, where will agents and operators post their addresses and telephone numbers? A— <i>On the inside of waybill box cover.</i>
962 O	1281 Q—Must agents acquaint themselves with the business interests of the people among whom they are situated, use all proper means to secure traffic and act with the view of accommodating the public, and promoting the best interests of the railroad? A— <i>Yes.</i>
962 O	1282 Q—Must the agent notify the proper officer of anything affecting his department, detrimental thereto or conducive to its good, present or prospective? A— <i>Yes.</i>

RULE	QUESTION
963 O	1283 Q—Must agents promptly report to the superintendent any information of possible action by Federal, State, County, Township, Municipal or other authority, corporation or individual coming to their notice which will in any way affect the railroad? A—Yes.
965 O	1284 Q—Must train bulletin boards be kept in a neat condition and bear such current information regarding trains as is required by instructions or by law? A—Yes.
966 O	1285 Q—Are agents required to familiarize themselves with the boundaries of the railroad property at their stations and not permit any encroachment thereon? A—Yes.
967 O	1286 Q—Unless provided for by lease, or on written permission from the superintendent, may an agent allow any commodities to be placed on grounds or right-of-way at their stations for the purpose of storage? A—No.
970 O	1287 Q—Must agents give prompt attention to correspondence; keep the records and accounts promptly and neatly compiled in the manner prescribed by the departments to which they relate? A—Yes.
971 O	1288 Q—As far as practicable, must agents and operators see that brakes are set on cars at their station, and when cars are standing on a grade or brakes are defective, see that wheels are securely blocked? A—Yes.
972 O	1289 Q—If cars are delayed being unloaded account consignee refusing to accept freight or if company material is not

RULE	QUESTION
	unloaded promptly, what must be done? A— <i>Report to the proper officer and obtain disposition thereof.</i>
973 O	1290 Q—Must agents make every effort to see cars are moved promptly, furnish conductors with switch list and notify superintendent when unduly delayed? A—Yes.
TRAIN DISPATCHERS	
990 D	1291 Q—Will train dispatchers issue train orders and transmit and record them as prescribed by the rules? A—Yes.
990 D	1292 Q—Must they make the various records as required, complying with special instructions, including the "TRAIN DISPATCHERS MANUAL" where provided? A—Yes.
991 D	1293 Q—To whom, will train dispatchers report immediately any irregularity relating to the movement of trains or handling and execution of train orders? A— <i>The chief train dispatcher.</i>
992 D	1294 Q—Must train dispatchers guard against dangerous conditions in train movements and not issue improper or unsafe combinations in train orders? A—Yes.
992 D	1295 Q—What must be done if a train order is not understood or if there is any doubt as to there being a common understanding? A— <i>The train order must be annulled and another order issued.</i>