

# CATECHISM

(Containing Questions and Answers Thereto)

ON THE

UNIFORM CODE

OF

OPERATING RULES

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EFFECTIVE MAY 1, 1950

N<sup>o</sup> 5042

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This catechism does not relieve employes in any way from reading, studying and having a proper understanding and working knowledge of the rules in the Uniform Code of Operating Rules.

**CATECHISM**

(Containing questions and answers thereto)

**ON THE  
UNIFORM CODE OF  
OPERATING RULES**

Effective May 1, 1950

**ARKANSAS & MEMPHIS RAILWAY BRIDGE  
AND TERMINAL CO.**

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President

**BURLINGTON-ROCK ISLAND RAILROAD CO.**

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**ROCK ISLAND LINES**

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OKLAHOMA CITY-ADA-ATOKA RAILWAY**

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Vice President                      General Manager

**MISSOURI-KANSAS-TEXAS LINES**

APPROVED:

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APPROVED:

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Chief Operating Officer              (Western District)  
F. E. BATES                      C. A. FINK, Gen. Mgr.  
Senior Executive Assistant              (Southern District)  
A. B. KELLY, Gen. Mgr.  
(Texas Lines)

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**SOUTHERN ILLINOIS & MISSOURI BRIDGE  
COMPANY**

P. J. NEFF  
President

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**ST. JOSEPH BELT RAILWAY**

R. E. HASTINGS  
President

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**ST. LOUIS SOUTHWESTERN RAILWAY LINES**

APPROVED:

G. B. MATTHEWS                      W. V. KEITH  
Vice President                      General Superintendent

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**TEXAS AND PACIFIC RAILWAY**

APPROVED:

L. C. PORTER                      R. C. PARKER  
Vice President, Operation              Asst. Vice President  
Operation

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**TEXAS PACIFIC-MISSOURI PACIFIC TERMINAL  
R.R. OF NEW ORLEANS**

E. S. PENNEBAKER  
Manager

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**UNION RAILWAY (MEMPHIS)**

W. E. LAMB  
President

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**UNION TERMINAL RAILWAY (ST. JOSEPH)**

R. E. HASTINGS  
President

Question

(Rule)

- 1 Q. *What is of the first importance in the discharge of duty?*  
A. Safety.  
2 Q. *What is essential to safety?*  
A. Obedience to the rules.  
3 Q. *To enter or remain in the service is an assurance of willingness to do what?*  
A. Obey the rules.  
4 Q. *What does the service demand?*  
A. The faithful, intelligent and courteous discharge of duty.  
5 Q. *What must be shown to qualify for promotion?*  
A. Ability for greater responsibility.  
6 Q. *Must you provide yourself with a copy of the book of rules?*  
(A) A. Yes.  
7 Q. *What is required of employes with respect to the rules and special instructions?*  
(B) A. They must have a proper understanding and working knowledge of, and obey all rules and instructions in whatever form issued, applicable to or affecting their duties.  
8 Q. *If in doubt as to the meaning of any rule, to whom must you apply for an explanation?*  
A. Proper officer.  
9 Q. *How may rules be cancelled, superseded or changed?*  
A. By general order, special instructions in the timetable or in pamphlet form, or by paster in the book of rules, when properly authorized.  
10 Q. *Must you pass the required examinations?*  
(C) A. Yes.  
11 Q. *Must you attend examination, re-examination or quiz classes, and instruction classes?*  
A. Yes.  
12 Q. *What are employes required to report to the proper officer?*  
(D) A. Any violation of the rules or instructions, any condition or practices which may imperil the safety of trains, passengers or employes, and any misconduct or negligence affecting the interests of the railroad.  
13 Q. *Are you required to render every assistance in your power to bring about proper observance of the rules and special instructions?*  
(E)

- 14 A. Yes.  
Q. What is required for proper functioning under the rules and instructions?
- 14(a) A. Courteous co-operation between employes.  
Q. In case a fire may be communicated to a bridge or other structure, what must be done?  
A. Stop must be made and must assist in extinguishing the fire.
- 14(b) Q. Must conductor call attention of his engine men promptly to fires started by his engine and request inspection of fire prevention appliances?  
A. Yes.
- 15 (F) Q. Must you report promptly by wire to the proper authority accidents, failure of motive power, failure in the supply of water or fuel, defects in the track, bridges, signals or any unusual conditions which may affect the movement of trains and follow promptly by report on proper form?  
A. Yes.
- 16 (G) Q. Is the use of intoxicants or narcotics prohibited and is their possession while on duty prohibited?  
A. Yes.
- 17 (H) Q. What is prohibited with respect to the use of tobacco?  
A. Its use by employes on duty while serving patrons at passenger stations or on passenger cars.
- 18 (J) Q. Must employes on duty wear the prescribed badge and uniform, and be neat in appearance?  
A. Yes.
- 19 (K) Q. What is required of employes in the case of danger of, loss of, or damage to railroad property by fire, theft or other causes?  
A. They must unite to protect it.
- 20 Q. Must they exercise care in the use of railroad property, and when leaving the service return property entrusted to their care?  
A. Yes.
- 21 Q. How must you care for property of the railroad, including freight and articles of value, found in or on cars, or on the right of way?  
A. Must be cared for, properly reported, and not in any way disposed of, or removed from Company premises or right of way without first securing proper authority.

- 21(a) Q. Are employes forbidden to make charge for services performed in line of duty, or to permit discrimination?  
A. Yes.
- 22 Q. Unless specifically authorized, may employes use the credit of the railroad, receive or pay out money on the railroad's account?  
A. They must not.
- 23 Q. What is required of employes with reference to switch keys?  
A. Employes whose duties require their use must use switch keys only with lawful intent by such employes in the performance of their duties.
- 24 (L) Q. What is the primary duty of all employes?  
A. Constant presence of mind to insure safety to themselves and others.
- 25 Q. Must they exercise care to avoid injury to themselves and others?  
A. Yes.
- 26 Q. Must they observe condition of equipment and the tools which they use in performing their duties?  
A. Yes.
- 27 Q. When found defective, what must be done?  
A. If practicable, employes must put them in safe condition and report defects to the proper authority.
- 28 Q. What must employes do with reference to structures or obstructions where clearances are close?  
A. They must inform themselves as to the location.
- 29 Q. When employes are on or near the track, what must they expect?  
A. The movement of trains, engines or cars at any time, on any track, in either direction.
- 30 (M) Q. How are employes admonished to use their time off duty?  
A. Primarily for obtaining ample rest in furtherance of the Hours of Service Laws.
- 31 (N) Q. How must employes be governed in dealing with the public, their subordinates and each other?  
A. Courteous deportment is required.
- 32 Q. May employes enter into altercations, play practical jokes, scuffle, or wrestle on Company property, or become habitually careless or negligent in their duties?  
A. They must not.
- 33 Q. Will those who are careless of the safety

of themselves or others, negligent, in-subordinate, dishonest, immoral, quarrelsome or otherwise vicious, or those who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, be retained in the service?

- 34 A. They will not.  
Q. What must employes show on time-slips, time-books, or payrolls?  
A. The required information as to work actually performed.
- 35 Q. How may employes whose duties are pre-  
(O) scribed by these rules, if discharged, be re-employed?  
A. Only with the approval of the proper officer.
- 36 Q. Under whose jurisdiction are employes?  
(P) A. That of the officers of the division on which the service is performed.
- 37 Q. Must employes report at the appointed  
(Q) time, and devote themselves exclusively to their duties?  
A. Yes.
- 38 Q. May they absent themselves, or exchange  
duties with or substitute others in their place without proper authority?  
A. They must not.
- 39 Q. How long must passenger trainmen in uni-  
form remain in proper attendance to their trains at terminals?  
A. Until passengers are on and off, unless relieved by connecting crew.
- 40 Q. While on duty, may train, engine and yard  
men read magazines, newspapers or other literature not concerning their work?  
A. No.
- 41 Q. What is required with reference to em-  
(R) ployes entrusted with the books, way-bills, statistics or records of the railroad?  
A. They must not permit unauthorized persons to have access thereto, nor in any manner divulge the affairs of the railroad or its patrons, to unauthorized persons.
- 42 Q. May any information contained in the files  
of the railroad or other privileged or confidential reports be disclosed?  
A. Not without authority from the proper officer of the railroad.
- 43 Q. In order to avoid error and misunder-  
(S) standing and to prevent fraud and imposition upon employes by persons who

merely seek to use the misfortune of others for profit to themselves, what are employes forbidden to do?

- A. Give statements or other information about accidents, or the circumstances thereof, except to those representatives of the railroad whose duty it is to ascertain and gather the facts, except that this rule does not apply in cases of injury to or death of employes. In those cases, information as to the facts, may be given persons in interest.
- 44 Q. With what must employes whose duties are  
(T) connected with the movement of trains, engines or cars familiarize themselves?  
A. With rules governing the duties of others as well as themselves, and be prepared in emergency to act in any capacity to insure safety.
- 45 Q. While rules are subdivided for convenience,  
do they apply equally to all, and must they be observed wherever they relate in any way to the proper discharge of the duties of any employe?  
A. Yes.
- 46 Q. What does the designation "trainmen" in  
any rule include?  
A. Includes yardmen, when applicable.
- 47 Q. Will the designation "conductor" include  
engine foreman, when applicable?  
A. Yes.
- 48 Q. Will the designation "engineer" include  
hostlers, when applicable?  
A. Yes.
- 49 Q. Whom does the designation "engine men"  
(two words) include?  
A. Engineers, firemen, hostlers and hostler helpers, when applicable.
- 50 Q. To whom does the term "flagman" in any  
rule refer?  
A. To any employe of whatever designation, to whom the term flagman is applicable under the rules governing flag protection.
- 51 Q. What is an Engine?  
(Def.) A. 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.
- 52 Q. What is a Train?  
A. An engine, or more than one engine, coupled, with or without cars, displaying markers.
- 53 Q. What is a Regular Train?

- 54 A. A train authorized by a timetable schedule.  
 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.
- 55 Q. What is an Extra Train?  
 A. A train not authorized by a timetable schedule.
- 56 Q. For what may the designation "Extra" be used?  
 A. For any extra train except passenger extra or work extra.
- 57 Q. For what may the designation "Passenger Extra" be used?  
 A. For passenger train extra.
- 58 Q. For what may the designation "Work Extra" be used?  
 A. For work train extra.
- 59 Q. What is a Superior Train?  
 A. A train having precedence over another train.
- 60 Q. What is a Train of Superior Right?  
 A. A train given precedence by train order.
- 61 Q. What is a Train of Superior Class?  
 A. A train given precedence by timetable.
- 62 Q. What is a Train of Superior Direction?  
 A. A train given precedence in the direction specified by timetable as between opposing trains of the same class.
- 63 Q. What is a Timetable?  
 A. The authority for the movement of regular trains subject to the rules and special instructions.
- 64 Q. What is a Schedule?  
 A. That part of a timetable which prescribes class, direction, number and movement for a regular train.
- 65 Q. What is a Division?  
 A. That portion of a railroad assigned to the supervision of a superintendent.
- 66 Q. What is a Subdivision?  
 A. A portion of a division designated by timetable.
- 67 Q. What is a Main Track?  
 A. A track extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by block signals.
- 68 Q. What is a Single Track?  
 A. A main track upon which trains are operated in both directions.
- 69 Q. What are Two or More Tracks?  
 A. Two or more main tracks.

- 70 Q. On two main tracks in territory where "Rules Governing Opposing and Following Movements by Block Signals" apply, how will such tracks be designated?  
 (Note) A. As "South Track" and "North Track" where timetable directions are eastward and westward, respectively, and as "East Track" and "West Track" where timetable directions are northward and southward, respectively.
- 71 Q. Where there are more than two tracks, how will they be designated?  
 A. By numbers, for example: "Track No. 1," "Track No. 2," etc.
- 72 Q. What is Current of Traffic?  
 (Def.) A. The movement of trains on a main track, in one direction, specified by the rules.
- 73 Q. What is a Station?  
 A. A place designated on the timetable by name.
- 74 Q. What is a Siding?  
 A. A track auxiliary to the main track for meeting or passing trains.
- 75 Q. What is a Fixed Signal?  
 A. A signal of fixed location indicating a condition affecting the movement of a train or engine.
- 76 Q. Name examples of Fixed Signals?  
 (Note) A. Switch, train order, block, interlocking, semaphore, stop signs, yard limit signs, restricted speed signs, resume speed signs, or other means for displaying indications that govern the movement of a train or engine.
- 77 Q. What is a Yard?  
 (Def.) A. A system of tracks within defined limits over which movements may be made, subject to prescribed signals and rules, or special instructions.
- 78 Q. What is a Yard Engine?  
 A. An engine assigned to yard service.
- 79 Q. What is a Pilot?  
 A. An employe assigned to a train when the engineer or conductor, 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.
- 80 Q. What is a Train Register?  
 A. A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure of trains, and such other information as may be prescribed.

- 81 Q. *What is a Register Station?*  
 A. A station at which a train register is located.
- 82 Q. *What is Medium Speed?*  
 A. A speed not exceeding 30 miles per hour.
- 83 Q. *What is Restricted Speed?*  
 A. Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.
- 84 Q. *What is Low Speed?*  
 A. A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 miles per hour.
- 85 Q. *What is an Automatic Block System?*  
 A. A series of consecutive blocks governed by block signals, cab signals, or both, actuated by a train, engine, or by certain conditions affecting the use of a block.
- 86 Q. *What is the abbreviation for Automatic Block System?*  
 A. ABS.
- 87 Q. *What is Remote Control?*  
 A. A term applied to a system of operating outlying switches or signal appliances from a designated point.
- 88 Q. *What is a Dual Control switch?*  
 A. A power operated switch which is also equipped for hand operation.
- 89 Q. *What is a Spring Switch?*  
 A. A switch equipped with a spring, so that when run through in trailing movements, the switch points return to their original position.
- 90 Q. *What is 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, and may be operated manually or automatically?*  
 A. Interlocking.
- 91 Q. *What are Interlocking Limits?*  
 A. The tracks between the absolute signals of an interlocking.
- 92 Q. *What is an Interlocking Station?*  
 A. A place from which an interlocking is operated.
- 93 Q. *What is a Block?*  
 A. A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals or both.
- 94 Q. *What is a Block Signal?*

- A. A Fixed signal at the entrance of a block to govern trains or engines entering and using that block.
- 95 Q. *What are Interlocking Signals?*  
 A. The fixed signals of an interlocking.
- 96 Q. *What is a Cab Signal?*  
 A. A signal located in engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals.
- 97 Q. *What is an Absolute Signal?*  
 A. A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.
- 98 Q. *What is an Approach Signal?*  
 A. A fixed signal used in connection with one or more signals to govern the approach thereto.
- 99 Q. *What is an Absolute Block?*  
 A. A block in which but one train or engine at a time is permitted.
- 100 Q. *What is a Control Station?*  
 A. A place from which remote control switches or signal appliances are operated.
- 101 Q. *What is a Control Operator?*  
 A. An employe in charge of a control station.
- 102 Q. *When so prescribed, will the Train Dispatcher perform the duties of control operator?*  
 A. Yes.
- 103 Q. *How are the rules for Single Track identified?*  
 (Note) A. By the prefix "S".
- 104 Q. *How are the rules for Two or More Tracks identified?*  
 A. By the prefix "D".
- 105 Q. *To what do rules without a prefix apply?*  
 A. To single and two or more tracks.
- 106 Q. *When will Standard Time be transmitted to all points from designated offices?*  
 (1) A. 11:00 A. M., Central Time; or 10:00 A. M., Mountain Time, daily.
- 107 Q. *What will govern time service?*  
 (2) A. Instructions issued by proper officer.
- 108 Q. *By whom must watches that have been examined and certified to by a designated inspector be used?*  
 A. By such officers and employes as are designated by instructions governing time service.
- 109 Q. *When must officers and employes required to use standard watches submit their*

watches for inspection, unless excepted by special instructions?

- 110 Q. Must they sign inspection record?  
A. Yes.
- 111 Q. When watches of employes subject to standard time rules are found at any time to be 30 seconds or more from standard time, what must be done?  
A. Must be set to correct time.
- 112 Q. How will it be known where standard clocks are located?  
A. They will bear the sign "Standard Clock" and their locations will be shown by special instructions.
- 113 Q. Where Standard Clocks are available, when must the watches of train dispatchers, conductors, engineers, hostlers and engine foremen be compared with a Standard Clock?  
A. Before commencing each day's work or trip.
- 114 Q. Must the time when watches are compared be registered on a prescribed form?  
A. Yes.
- 115 Q. How must conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a Standard Clock, obtain time or compare and regulate their watches?  
A. They must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.
- 116 Q. When must conductors, or engine foremen, and engineers also compare time with each other, and with trainmen, or yardmen, and firemen?  
A. Before commencing each day's work or trip, when practicable.
- 117 Q. When does each timetable supersede the preceding timetable?  
A. From the moment it takes effect.
- 118 Q. When and where do schedules of the new timetable take effect on any subdivision?  
A. At the leaving time at their initial station on such subdivision.
- 119 Q. When may a train authorized by a schedule of the old timetable assume a corresponding schedule of the new timetable?  
A. When the schedules correspond in number,

class, day of leaving, direction, and initial and terminal stations.

- 120 Q. Will a train assuming corresponding schedule of the new timetable retain its train orders?  
A. Yes.
- 121 Q. How long are timetable schedules, unless fulfilled, in effect?  
A. 12 hours after the time at each station.
- 122 Q. From where do schedules on each subdivision date?  
A. From their initial stations on such subdivision.
- 123 Q. What is meant by the "day of leaving"?  
A. It means the day of the week the schedule authorizes a train to leave its initial station on that subdivision.
- 124 Q. What is the date of a regular train?  
A. The date it is authorized by its schedule to leave its initial station on a subdivision.
- 125 Q. No. 10 is due to leave its initial station "A" at 10:00 P. M., Jan. 1; if such train was called for and left "A" at 2:30 A. M., Jan. 2, what would its "date" be?  
A. January 1.
- 126 Q. When is a schedule in effect at a station?  
A. When it becomes due at such station.
- 127 Q. How many schedules of the same number and day shall be in effect on any subdivision?  
A. Not more than one.
- 128 Q. What is the initial station?  
A. The station at which a schedule originates on any subdivision.
- 129 Q. What is the terminal station?  
A. The station at which a schedule terminates on any subdivision.

RULE 4

Example No. 1

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE		NEW TABLE	
65		65	
Second Class		Second Class	
Daily		Daily	
Southward		Southward	
Leave A	9 30 PM	Leave A	10 30 PM
D	10 01	D	11 01
H	10 30	H	11 30
M	11 01	M	12 01 AM
R	11 30	R	12 30
W	12 01 AM	W	1 00
Arrive Z	12 30 AM	Arrive Z	1 30 AM



- 130 Q. Do the schedules correspond in the six requirements?  
A. Yes.
- 131 Q. If No. 65 of Saturday of the Old Table had not departed from initial station A while the Old Table was in effect, could No. 65 leave A at 1:30 A. M., Sunday, with only a clearance?  
A. Yes.
- 132 Q. If No. 65 of the Old Table arrived at station R, just prior to 12:01 A. M., Sunday, when the New Table took effect, how would No. 65 be governed?  
A. Retain its train orders, assume the corresponding schedule on the New Table and leave R at 12:30 A. M., Sunday.
- 133 Q. In your opinion, would it be proper for No. 65 to leave station R at 11:45 P. M., Saturday, and be enroute to W, when the New Table took effect at 12:01 A. M., Sunday?  
A. No, as it would be between stations without any schedule authority.
- 134 Q. Would it be proper for No. 65 to leave M at 11:45 P. M. and be enroute to R when New Table took effect if it could properly clear other timetable schedules at R?  
A. Yes, because schedule of No. 65 is authorized out of M at 12:01 A. M. on New Table.
- 135 Q. If No. 65 arrived at station W just prior to the New Table taking effect at 12:01 A. M., Sunday, could No. 65 leave station W without train order authority, and if so, state how No. 65 would be governed?  
A. Yes, leaving W at 1:00 A. M., Sunday.
- 136 Q. If a Northward Extra train received an order before leaving Z to meet No. 65 at W and No. 65 did not arrive at W while the Old Table was in effect, how would the Northward Extra train be governed when the New Table took effect?  
A. Remain at W and fulfill the meet order.
- 137 Q. At what time will No. 65 of Saturday, become 12 hours late at Z?  
A. 1:30 P. M., Sunday.
- 138 Q. Does No. 65 have any right on main track at W after 12:01 A. M. and until 1:00 A. M., unless properly protected by Rules 93 or 99?  
A. No.

- RULE 4  
Example No. 2
- | New Timetable effective 12:01 A. M., Sunday. |          | A. M., Sunday.      |          |
|--|----------|---------------------|----------|
| OLD TABLE                                    |          | NEW TABLE           |          |
| 65   |          | 65                  |          |
| Second Class                                 |          | Second Class        |          |
| Daily  |          | Daily except Sunday |          |
| Southward                                    |          | Southward           |          |
| Leave A                                      | 9 30 PM  | Leave A             | 10 30 PM |
| D  | 10 01    | D                   | 11 01    |
| H  | 10 30    | H                   | 11 30    |
| M  | 11 01    | M                   | 12 01 AM |
| R  | 11 30    | R                   | 12 30    |
| W  | 12 01 AM | W                   | 1 00     |
| Arrive Z                                     | 12 30 AM | Arrive Z            | 1 30 AM  |
- 139 Q. Do the schedules of Saturday correspond in the six requirements?  
A. Yes; No. 65 is authorized by the Saturday's schedule of the Old Table to leave Initial Station A at 9:30 P. M., Saturday, two hours and thirty-one minutes before the New Table takes effect. The New Table prescribes No. 65 is "Daily except Sunday," and thereby authorizes a schedule for each day except Sunday. Since there is a Saturday's schedule authorized by the New Table, No. 65 of Saturday of the Old Table may assume the Saturday's schedule of the New Table at W or any preceding station.
- 140 Q. In your opinion may No. 65 of Saturday, which left Initial Station A and arrived at M while the Old Table was in effect, assume a schedule of the New Table and leave M without train order authority?  
A. Yes.
- 141 Q. Had an order been issued and made complete at 11:15 P. M., Saturday, prescribing No. 65 would meet Extra 750 North at station R, and you were on the Extra 750 North and arrived at R at 11:50 P. M., Saturday, while the Old Table was still in effect, how would you on the Extra North be governed, if No. 65 did not arrive at R while the Old Table was still effective?  
A. Remain at R and fulfill the meet order.
- 142 Q. If No. 65 of the Old Table arrived at station M just prior to 12:01 A. M., Sunday, when New Table took effect, how would No. 65 be governed?  
A. Retain its train orders, assume the corresponding schedule on the New Table and

- leave M at 12:01 A. M., Sunday.
- 143 Q. If the New Table reads "Daily except Saturday," do the schedules correspond in the six requirements?
- A. No, does not correspond in "Day of Leaving" since there is no Saturday's schedule on the New Table.
- 144 Q. If an opposing inferior train is at W, and First 65 arrives at W at 12:01 A. M., Sunday, how may the inferior train proceed against Second 65?
- A. Proceed against Second 65 on schedule of No. 65 on the New Table, if it can be in clear at R by 12:25 A. M., Sunday.

**RULE 4**

Example No. 3

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE		NEW TABLE	
67		67	
Second Class		Second Class	
Daily		Daily	
Southward		Southward	
Leave A	9 30 PM	Leave A	8 30 PM
D	10 01	D	9 00
H	10 30	H	9 30
M	11 01	M	10 00
R	11 30	R	10 30
W	12 01 AM	W	11 00
Arrive Z	12 30 AM	Arrive Z	11 30 PM

- 145 Q. Do the schedules correspond in the six requirements?
- A. Yes.
- 146 Q. In your opinion, would it be proper for No. 67 to leave station M at 11:50 P. M., Saturday, and be enroute to station R, at the moment the New Table took effect?
- A. Yes.
- 147 Q. Would No. 67 be fulfilling the Saturday's schedule of the New Table after 12:01 A. M., Sunday?
- A. Yes, properly respecting superior schedules of the New Table.
- 148 Q. If a Northward Extra train arrived at W while the Old Table was in effect, clearing the schedule time of No. 67 at W, but No. 67 did not arrive there while the Old Table was in effect, how would the Northward Extra train be governed after the New Table became effective?
- A. Remain at W until No. 67 arrived, unless gets more time by train order.
- 149 Q. If an opposing inferior train is at Z at

- 11:40 P. M., Saturday, how much time have they to go to W for No. 67?
- A. 21 minutes, less clearing time.
- 150 Q. When does the Saturday schedule of No. 67 become void at Z, account becoming 12 hours overdue?
- A. At 11:30 A. M., Sunday.

**RULE 4**

Example No. 4

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE		NEW TABLE	
1		1	
First Class		First Class	
Daily		Daily	
Southward		Southward	
Leave A	10 30 PM	Leave A	1 30 AM
D	11 00	D	2 00
H	11 30	H	2 30
M	12 01 AM	M	3 00
R	12 30	R	3 30
W	1 00	W	4 00
Arrive Z	1 30 AM	Arrive Z	4 30 AM

- 151 Q. Do the schedules correspond in the six requirements?
- A. Yes.
- 152 Q. Do the schedules correspond in "Day of Leaving"?
- A. Yes, because there is a Saturday's schedule for No. 1 on the New Table.
- 153 Q. If No. 1 arrived at station M just prior to the New Table taking effect, may it assume Saturday's schedule of the New Table?
- A. Yes.
- 154 Q. After No. 1 has assumed Saturday's schedule on the New Table, may it proceed on that schedule?
- A. No, because Saturday's schedule is due to leave M at 3:00 A. M., Saturday on New Table, and Saturday's schedule is 21 hours and one minute overdue at M, when New Table takes effect.
- 155 Q. If you were on Extra 775 North and received an order, made complete at 11:45 P. M., Saturday, prescribing that No. 1 would meet Extra 775 North at station M, but No. 1 did not arrive while the Old Table was in effect, please state definitely how you on such Extra North would be governed?
- A. Proceed from station M at 12:01 A. M., Sunday, since No. 1 of Saturday lost both right and schedule and the train

order became void as prescribed by Rule 220, but the Sunday's schedule of No. 1 would have to be properly cleared.

156 Q. When could the first train No. 1 leave Initial Station A after the New Table took effect?

A. 1:30 A. M., Sunday.

157 Q. If you were called to leave Initial Station A on time, Saturday, while the Old Table was in effect, and account of a bad sleet or other storm, all the wires were down over the entire subdivision, and you were certain you could not get in communication with the dispatcher at any station, how would you be governed?

A. Remain at A until the New Table took effect, and be cleared as No. 1 of Sunday, of the New Table.

#### RULE 4

Example No. 5

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE	NEW TABLE
	5
	First Class
	Daily
	Southward
Leave A	12 01 AM
D	12 45
H	1 30
M	2 15
R	3 00
W	3 45
Arrive Z	4 30 AM

158 Q. Since No. 5 was not scheduled on the Old Table, when can the first train leave Initial Station A and fulfill the schedule of No. 5?

A. 12:01 A. M., Sunday.

159 Q. May an opposing inferior train leave station Z at 5:30 A. M., Sunday, and proceed against the schedule of No. 5 without train order authority, if train register at Z shows No. 5 had not arrived at Z at such time?

A. No.

160 Q. If a train order was issued and made complete at 11:30 P. M., Saturday, prescribing that No. 5 would meet Extra 775 North at station D, would such meet order be in effect and have to be fulfilled on Sunday, after the New Table became effective?

A. Yes.

#### RULE 4

Example No. 6

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE	NEW TABLE		
69	69		
Second Class	Second Class		
Daily	Daily		
Southward	Southward		
Leave A	5 30 PM	Leave A	10 30 AM
D	6 30	D	11 30
H	7 30	H	12 30 PM
M	8 30	M	1 30
R	9 30	R	2 30
W	10 30	W	3 30
Arrive Z	11 30 PM	Arrive Z	4 30 PM

161 Q. If No. 69 arrived at station R before 12:01 A. M., Sunday, when the New Table took effect, how would No. 69 be governed?

A. Assume Saturday's schedule of the New Table and proceed.

162 Q. In your opinion, may No. 69 depart from station R after the New Table took effect?

A. Yes, as schedule of New Table at station R is in effect until 2:30 A. M., Sunday.

163 Q. In event No. 69 left station A at 10:45 P. M., Saturday, and was at station D when the New Table took effect, how would No. 69 be governed at or before 12:01 A. M., Sunday?

A. Only as authorized by train order authority, since Saturday's schedule of the New Table at D is 12 hours and 31 minutes overdue at the moment the New Table takes effect.

164 Q. At which stations can No. 69 of Saturday of the Old Table assume and fulfill a Saturday's schedule of No. 69 of the New Table?

A. Where Saturday's schedule of the New Table would not be more than twelve hours late; at H, until 12:30 A. M., Sunday, at M, until 1:30 A. M., Sunday, at R until 2:30 A. M., Sunday, and at W, until 3:30 A. M., Sunday.

165 Q. If an order had been issued and made Complete at 10:45 P. M., Saturday, prescribing that No. 69 would meet Extra 770 North at Station W, would such order remain in effect after the New Table became effective?

A. Yes, unless No. 69 did not arrive W by 3:30

A. M., Sunday.

- 166 Q. When will No. 69 of Saturday become twelve hours late at Z.  
A. At 4:30 A. M., Sunday.

RULE 4

Example No. 7

New Timetable effective 12:01 A. M., Sunday.

OLD TABLE

77

Second Class  
Daily

Southward

Leave A 9 01 AM  
D 10 01  
H 11 01  
M 12 01 PM  
R 1 01  
W 2 01  
Arrive Z 3 00 PM

NEW TABLE

77

Second Class  
Daily

Southward

Leave A 5 01 PM  
D 6 01  
H 7 01  
M 8 01  
R 9 01  
W 10 01  
Arrive Z 11 00 PM

- 167 Q. Do the schedules of No. 77 correspond in the six requirements?  
A. Yes.
- 168 Q. If No. 77 had fulfilled its Saturday's schedule of the Old Table, could another No. 77 fulfill the Saturday's Schedule of the New Table?  
A. No, as there had been one Saturday's schedule in effect and fulfilled on the subdivision.
- 169 Q. In event No. 77 had not departed from Initial Station A while the Old Table was in effect, could a No. 77 fulfill the Saturday's schedule of the New Table, after such New Table took effect?  
A. No, since there had been one Saturday's schedule in effect, and such Saturday's schedule was 12 hours late at the Initial Station when the New Table took effect.
- 170 Q. In event No. 77 was at station R when the New Table became effective, how would No. 77 be governed?  
A. Retain its train orders and assume the corresponding, or Saturday's, schedule on the New Table and leave R 3 hours late on the Saturday's schedule of the New Table.
- 171 Q. If a train order had been issued and made Complete at 11:30 P. M., Saturday, prescribing that No. 77 would meet Extra 760 North at station W, would such order remain in effect after the New Table took effect?  
A. Yes, unless No. 77 fails to arrive W by

10:01 A. M., Sunday.

- 172 Q. When must notice of new timetable be issued?  
(4(a)) A. At least 24 hours prior to its taking effect, by general order.
- 173 Q. When and for what period must train order, Form Q, be issued to conductors, engineers, yardmasters, and, when required, to yard engines?  
A. For 24 hours prior to and for 6 days after it takes effect.
- 174 Q. Who must know that hostlers, engine foremen and yard engineers are in possession of a new timetable before it takes effect?  
A. Yardmasters.
- 175 Q. By their acceptance of this train order, do employes acknowledge receipt of a new timetable?  
A. Yes.
- 176 Q. Must employes whose duties are in any way affected by the timetable have a copy of the current timetable (and special instructions supplementary to the Uniform Code, when issued in pamphlet form) with them while on duty?  
(4(b)) A. Yes.
- 177 Q. What must train and engine men know before starting on any subdivision upon which they have not been running, or when absent for 6 days or longer?  
A. That they have the current timetable.
- 178 Q. When may trains and engines occupy the main track after effective time and date of new timetable?  
A. Not until the crews have received copies of the new timetable.
- 179 Q. How many times are given for a train at a station?  
(5) A. Not more than two.
- 180 Q. Where one is given, what is it, except at terminating stations?  
A. Leaving time.
- 181 Q. Where two, what are they?  
A. The arriving and the leaving time.
- 182 Q. May a train leave a station in advance of its schedule leaving time?  
A. No.
- 183 Q. May a train leave a station in territory where rules governing movement of trains and engines by block signals apply, in advance of its schedule leaving

- time?
- 184 A. No.  
Q. *May trains scheduled to receive or discharge passengers or traffic at a station leave the point where such traffic is received or discharged before time shown in schedule?*
- 185 A. No.  
Q. *How are schedule meeting or passing stations indicated on timetable?*
- 186 A. By figures in full-faced type.  
Q. *How may the numbers of trains to be met or passed be indicated?*
- A. In smaller figures adjacent to the full-faced type.
- 187 Q. *Where will you find the meaning of letters placed before the figures of the timetable?*
- A. In timetable or special instructions.
- 188 Q. *Do you understand that any train fulfilling a timetable schedule must observe all regular and flag stops, and comply with all other requirements of the schedule, unless otherwise instructed?*
- A. Yes.
- 189 Q. *How will sidings and their capacity be designated?*
- A. By timetable, general order, or special instructions.
- 190 Q. *Unless otherwise specified (in train order or special instructions), where does schedule and train order time apply on single track?*
- A. At the siding switch where an opposing train clears main track.
- 191 Q. *Where there is no siding, where does the time apply on single track?*
- A. At the station.
- 191(a) Q. *What is the exception to this rule on single track with reference to where time applies at initial and terminating stations?*
- A. The time of first-class trains at the initial and terminating stations of schedule, applies at the station. The time of second and inferior class trains at initial station of schedule applies at the leaving switch of siding (or of yard if no designated siding); likewise, at the terminating station of schedule, such time applies at the first switch of siding (or of yard if no designated siding).
- 192 Q. *Where does the time apply on two or more tracks, unless otherwise specified in train order or special instructions?*

- A. At the station.
- 193 Q. *If time is shown in timetable or train order at a designated junction, or crossover, where does such time apply?*
- A. At such junction, or crossover.
- 194 Q. *How will general orders be numbered, by whom will they be issued or cancelled and when will they expire?*
- (6) A. They will be numbered consecutively beginning with January 1st of each year, will be issued and cancelled by the superintendent or other designated officer, and will expire with the calendar year.
- 195 Q. *Do general orders supersede any rule or special instructions with which they conflict?*
- A. Yes.
- 196 Q. *May the requirements of a general order be superseded by timetable or special instructions?*
- A. No, the general order must be cancelled.
- 197 Q. *When must train, engine and yard employes, train dispatchers and other employes, whose duties require, familiarize themselves with general orders and other notices?*
- A. Before commencement of each trip or day's work.
- 198 Q. *When conductors, engineers and engine foremen record information with respect to general orders on prescribed form, what does it indicate?*
- A. That they have read and understand general orders, and that they are responsible for compliance therewith.
- 199 Q. *How will employes know where general orders are located?*
- A. Their location will be designated by special instructions.
- 200 Q. *Do special instructions in the timetable, or in pamphlet form, supersede any rules in the Uniform Code with which they conflict?*
- A. Yes.
- 201 Q. *Must employes whose duties require them to give signals provide themselves with proper signal appliances, keep them in good order and ready for immediate use?*
- (7) A. Yes.
- 202 Q. *When must signals of the prescribed color and type (flags or lights when so prescribed) be used?*
- (8) A. By day.

- 203 Q. *When must lights of the prescribed color and type be used?*  
A. By night.
- 204 Q. *When must night signals be used?*  
(9) A. From sunset to sunrise, and when day signals cannot be plainly seen.
- 205 Q. *What do the following color signals indicate:*  
(10)
- Q. (a) *Red?* A. Stop, unless otherwise prescribed by the rules.
- Q. (b) *Lunar?* A. Proceed at Low Speed.
- Q. (c) *Yellow?* A. Proceed at restricted speed, or for other uses prescribed by the rules.
- Q. (d) *Green?* A. Proceed, or for other uses prescribed by the rules.
- Q. (e) *White?* A. To stop a train only at a flag station indicated on its schedule, or for other uses prescribed by the rules.
- Q. (f) *Blue?* A. See Rule 26.
- 206 Q. *When it is necessary to require trains and engines temporarily to reduce speed over any structure or portion of track, what signals will be placed in both directions by M. of Way employes?*  
(10 (g)) A. Temporary speed restriction signs and resume speed signs, per Chart on Page 130 of Uniform Code of Operating Rules.
- 207 Q. *What is the color of the restricted speed signs, and where located?*  
A. Prescribed yellow signs on engineer's side of track, a sufficient distance from the point where restricted track begins.
- 208 Q. *What is the color of the resume speed signs, and where located?*  
A. Green, on engineer's side of track within 150 feet beyond the point where restricted track ends.
- 209 Q. *When temporary speed restriction signs are displayed, unless otherwise directed by train order, or general order, what speed must trains and engines not exceed?*  
A. Not to exceed 10 MPH.
- 210 Q. *How long must the speed prescribed be maintained?*  
A. Until rear of train has passed resume speed sign.
- 211 Q. *What kind of signal will trainmen stationed on rear end of freight trains give when rear of train has passed resume speed sign?*  
A. Hand or lamp Proceed signal.
- 212 Q. *On passenger trains?*  
A. Signal 16 (m).
- 213 Q. *A Form X order reads: "8 01 a m until 4 01 p m reduce speed to 30 MPH MP 537 Pole 10 to MP 538 Pole 15." No. 2 approaches MP 538, Pole 15, at 4:10 PM, and finds temporary speed restriction sign displayed; what action must be taken by No. 2?*  
A. Reduce speed to 10 MPH as prescribed by Rule 10 (g).
- 214 Q. *Where will permanent speed restriction signs, as prescribed in special instructions, be placed?*  
(10 (h)) A. A sufficient distance in advance of the point where permanent speed restriction becomes effective.
- 215 Q. *What do the figures on the face of these signs denote?*  
A. The maximum authorized speed for trains or engines over track protected by such signs, except lower speeds prescribed by train order, general order, or special instructions, will govern.
- 216 Q. *Where two sets of figures are shown, what do the higher figures and the lower figures govern?*  
A. The higher figures govern passenger trains, and the lower figures govern other trains and engines.
- 216(a) Q. *What sign will be placed at the point where restriction ends?*  
A. A prescribed resume speed sign.
- 217 Q. *Unless otherwise provided, how long will the prescribed speed be maintained?*  
A. Until the entire train has passed the resume speed sign.
- 218 Q. *How is the track protected by such signs defined?*  
A. As the territory between the two resume speed signs governing in opposing directions.
- 219 Q. *What will a train or engine finding a fusee burning on or near its track, do?*  
(11) A. Stop, and when rule permits, extinguish the fusee. After stopping, the train or engine must then proceed at restricted speed for a safe flagging distance.
- 220 Q. *Where must stop be made?*  
A. Where there is sufficient sight distance, or where there are torpedoes or other restrictive signals a sufficient distance in advance, stop must be made before lead-

ing wheels pass the burning fusee.

- 221 Q. When will fusees NOT be extinguished?  
A. When burning between two main tracks, or when beyond first rail of adjoining main track.
- 222 Q. When will the requirements of the first two paragraphs of this rule (stopping and extinguishing fusee) not apply to an unattended burning fusee?  
A. Will not apply: (1) when displayed beyond both rails of an adjoining main track; (2) when train or engine is moving on other than a main track, except when found between the rails of such track.
- 223 Q. On single track, where will fusee be placed or dropped?  
A. On the shoulder of track on the engineer's side.
- 224 Q. On two main tracks, where must fusees be placed or dropped?  
A. On the outside, or field side.
- 225 Q. May burning fusees be placed on road crossings or bridges, or where fire can be communicated to structures or cars, when left unattended?  
A. No.
- 226 Q. After giving hand signals with a green fusee, what should be done?  
A. The green fusee should be extinguished, when practicable.
- 227 Q. If a train or engine finds a green fusee burning on or near its track, and rule permits, what must be done?  
A. The first paragraph of Rule 11 governs; train or engine must stop and extinguish such fusee.
- 228 Q. Is it good practice to drop burning fusees from cupola of a caboose?  
A. No, for the reason that the fusee cannot be properly placed in this manner, and there is liability of dropping fusee on a bridge.
- 229 Q. If a burning fusee is found on or near the track in the vicinity of a Proceed indication of a block or interlocking signal, must stop be made at the fusee?  
A. Yes.
- 230 Q. Must fusees be respected within yard limits?  
A. Yes.
- 231 Q. How must torpedoes be placed on the rail?  
(11(a)) A. Two rail lengths apart on engineer's side.
- 232 Q. May torpedoes be placed on public cross-

ings, or at places where they may cause injury?

- A. No.
- 233 Q. What must train or engine do when two torpedoes are exploded?  
A. Immediately reduce speed, and proceed for a safe flagging distance at restricted speed.
- 234 Q. What will the explosion of one torpedo indicate?  
A. The same as two, but the use of two is required.
- 235 Q. Does the Proceed indication of a block or interlocking signal supersede the signal conveyed by the explosion of torpedoes?  
A. No.
- 236 Q. What is the indication of hand, flag and lamp signals when used in the following manner:  
(12)
- (a) Q. Swung at right angle to track?  
A. Stop.
- (b) Q. Slight horizontal movement at arm's length at right angle to track?  
A. Reduce speed.
- (c) Q. Raised and lowered vertically?  
A. Proceed.
- (d) Q. Swung vertically in a circle at right angle to the track?  
A. Back.
- (f) Q. Swung horizontally above the head, when standing?  
A. Apply air brakes.
- (g) Q. Held at arm's length above the head, when standing?  
A. Release air brakes.
- (h) Q. What signal is any object waved violently by anyone on or near the track?  
A. Stop.
- (i) Q. Must hand, flag or lamp signals be used in accordance with the rules?  
A. Yes.
- Q. Must trainmen, yardmen, engine men, and all concerned keep a constant lookout for signals?  
A. Yes.
- Q. How must those giving signals locate themselves?  
A. So as to be plainly seen.
- Q. How must those giving signals give them?  
A. So as to be plainly understood.
- Q. Do you understand that the utmost care must be exercised by trainmen, yardmen, and engine men to avoid taking signals that may be intended for other trains

or engines?

A. Yes.

Q. Unless positive that signals are for you, what is required?

A. Train or engine must not be moved until communication is made by words.

Q. When backing or showing a train, engine, or cars, how must the disappearance from view of employe or light by which signals are given be construed?

A. As a stop signal.

(j) Q. May fuseses burning red be used for hand signals, other than stop signals?

A. No.

Q. Under the provisions of Rule 10 (d), may 5-minute green fusees be used for giving hand or lamp signals?

A. Yes, when hand or lamp signals cannot be plainly seen, due to the distance the signal is to be conveyed at night, or during adverse weather conditions.

(k) Q. Unless otherwise provided, does a hand, flag or lamp signal to proceed modify compliance with other rules or signals which restrict the movement of a train or engine?

A. No.

Q. Does this rule prohibit accepting a signal given with a yellow flag or light by operators at interlockings?

A. No. (See Rules 340 and 375(7).)

Q. Does it prohibit accepting a hand or lamp signal given by a member of the crew at automatic interlockings?

A. No. (See Rule 344.)

Q. Does this rule prohibit accepting a hand or lamp signal in making moves against Stop-indications of block signals at a remote control switch set for hand operation?

A. No. (See Rule 104 (b).)

Q. Do you understand that trainmen of a train standing clear of main track must not give a Proceed signal to an approaching train?

A. Yes.

237 (14) Q. Must the horn or whistle be sounded as prescribed by rule or law?

A. Yes.

238 Q. Do you understand that horn or whistle must not be used unnecessarily?

A. Yes.

239 Q. In case of horn or whistle failure, what must be done?

A. Speed must be reduced, and bell rung continuously when approaching and passing through stations and yards, over public crossings at grade, and around curves.

240 Q. Do you understand engine horn or whistle signals must be distinct, with intensity and duration proportionate to the distance signal is to be conveyed?

A. Yes.

241 Q. What is the indication of engine horn or whistle signal when sounded as follows:

(a) Q. One short?

A. Apply brakes. Stop.

(b) Q. Two long, when standing?

A. Release brakes. Proceed.

Q. Two long, when running?

A. Acknowledgment of "calling-on" indication of train order signal.

(c) Q. One long, three short?

A. Flagman go back and protect rear of train.

(d) Q. Four long?

A. Flagman may return from south or west, as prescribed by Rule 99.

(e) Q. Five long?

A. Flagman may return from north or east, as prescribed by Rule 99.

(g) Q. Two short?

A. (1) Answer to 14 (k) or any signal not otherwise provided for.

(2) Answer to a burning fusee or any other signal indicating stop except a fixed signal or Signal 16 (d).

Q. Should explosion of torpedoes be answered by engine horn or whistle signal?

A. No, it is not a stop signal.

(h) Q. Three short, when standing?

A. Back. Answer to 12 (d) (except in continuous switching movements), and 16 (c).

Q. Three short, when running?

A. Answer to 16 (d).

(j) Q. Four short?

A. Call for signals.

(k) Q. One long, two short; ON SINGLE TRACK?

A. 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 or waiting points, to signals displayed for a following section.

Q. If not answered by a train, what action must be taken by the train displaying signals?



- A. Stop and notify them and ascertain the cause, except where rules governing the movement of trains and engines by block signals are in effect.
- Q. *One long, two short; ON TWO OR MORE TRACKS?*
- A. To call attention of engine and train crews of trains moving in the same direction and to yard engines, to signals displayed for a following section.
- Q. *When necessary, must Signal 14 (k) be repeated, so as to notify both engine and train crews?*
- A. Yes.
- Q. *On two or more tracks, are trains required to answer Signal 14 (k)?*
- A. Yes.
- Q. *On two or more tracks, will train sounding Signal 14 (k), stop if no answer is given?*
- A. No.
- Q. *How will train crews answer Signal 14 (k) from the rear of a train?*
- A. By hand or lamp proceed signal.
- Q. *If not answered by a yard engine, on either single or on two or more tracks, will it be necessary for a train displaying signals to stop?*
- A. No.
- (l) Q. *Two long, one short, one extra long?*
- A. Approaching public crossings at grade.
- Q. *What will designate point at which signal must begin?*
- A. Standard sign.
- Q. *Must it be prolonged or repeated until crossing is occupied by engine or car?*
- A. Yes.
- Q. *Must this signal also be sounded 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?*
- A. Yes.
- (m) Q. *One long?*
- A. Approaching stations, junctions, railroad crossings at grade, drawbridges and mail cranes between stations, as may be required.
- (n) Q. *Two long, one short?*
- A. After passing last station, approaching meeting or waiting points, and as an answer to 16 (l).
- Q. *Is Signal 14 (n) required to be sounded approaching a point where time is shown*

*in wait order, but where train is not required to wait, due to time in wait order having expired?*

- A. No.
- (o) Q. *One short, one long?*
- A. Inspect train line for leak or for brakes sticking.
- (p) Q. *Succession of short sounds?*
- A. Alarm for persons or livestock on track.
- (q) Q. *One long, one short?*
- A. When running on left main track, preceding the signals prescribed by 14 (d) and 14 (e).
- 242 Q. *Must each car of a passenger train be connected with the engine by communicating signal appliance?*
- (16)
- A. Yes.
- 243 Q. *What must be done when communicating signal appliance becomes inoperative between stations?*
- A. Proper understanding must be had between conductor and engineer, and by them with other members of the crew for use of hand signals before proceeding.
- 244 Q. *To obtain desired results, do you understand that car discharge valve should be opened wide and an interval of from 4 to 6 seconds allowed to elapse between discharges of air?*
- A. Yes.
- 245 Q. *When standing, what is the communicating signal to start?*
- (a)
- A. Two short.
- (b) Q. *When running, to stop at once?*
- A. Two short.
- (c) Q. *When standing, to back?*
- A. Three short.
- (d) Q. *When running, to stop at next passenger station?*
- A. Three short.
- (e) Q. *When standing, to apply or release air brakes?*
- A. Four short.
- (f) Q. *When running, to reduce speed?*
- A. Four short.
- (g) Q. *When standing, to recall flagman?*
- A. Five short.
- (h) Q. *When running, to shut off train heat?*
- A. Five short.
- (j) Q. *To increase train heat?*
- A. Six short.
- (l) Q. *After passing last station approaching meeting or waiting point?*
- A. One extra long.

- Q. By whom must this signal be sounded?  
A. Conductor.
- Q. How must this signal be answered by the engineer?  
A. By Signal 14 (n).
- (m) Q. When running, to look back for hand signals, or to notify engineer train has cleared restricted track, or to notify engineer air brakes have applied and released on rear end in running test?  
A. One short.
- 246 Q. What will be displayed to the front of every train by day and night?  
(17) A. The standard white headlight.
- 247 Q. When a train turns out to meet another train, how must standard white headlight be displayed until entire train is clear of main track?  
A. Must be kept burning brightly.
- 248 Q. How must it be displayed while train is moving in siding entirely clear of main track?  
A. It must be dimmed.
- 249 Q. When must it be extinguished?  
A. When train has stopped entirely clear of main track.
- 250 Q. Must engineer know positively that his entire train is in the clear before he extinguishes the headlight?  
A. Yes.
- 251 Q. Does an extinguished headlight relieve train on main track from stopping at least 300 feet from clearance point of the switch to be used by train to be met, unless such train is in the clear and switch properly lined per Rule S-89 (a)?  
A. No.
- 252 Q. May headlight be dimmed when approaching public crossings at grade?  
A. No.
- 253 Q. When must it be dimmed, except when approaching public crossings at grade?  
A. (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks;  
(2) Approaching signals indicating train orders;  
(3) When standing on main track awaiting arrival of an opposing train;  
(4) When moving on sidings and other than main tracks, in clear of main tracks.
- 254 Q. Does Rule 17 (4) apply to both trains and engines (yard and road)?  
(17 Note) A. Yes.

- 255 Q. Outside of ABS territory, when headlight is displayed by train in siding at meeting point, what must opposing train do?  
A. Proceed at restricted speed until main track is seen to be clear.
- 256 Q. Is the "winking" or "blinking" of headlights for any purpose prohibited?  
(17) A. Yes.
- 257 Q. When must white oscillating headlights be displayed?  
(17(a)) A. At night, and during the day when weather conditions impair visibility.
- 258 Q. When must the white oscillating headlight be extinguished?  
A. When the standard white headlight is dimmed or extinguished.
- 259 Q. When must the red oscillating headlight be displayed?  
(17(b)) A. By day, or by night, when train is stopped suddenly, under circumstances in which adjacent tracks may be fouled, or when head end protection is required.
- 260 Q. After red oscillating headlight is displayed, when must it be extinguished?  
A. When necessity for red oscillating headlight no longer exists.
- 261 Q. What signal is conveyed to an approaching train on the same or adjacent track by a headlight burning red?  
A. To stop before passing such headlight, and be governed by conditions.
- 262 Q. Does the display of headlights relieve engine men or trainmen from protecting train in accordance with Rule 99?  
(17(c)) A. No.
- 263 Q. When an engine is running backward by night, what must be displayed on the leading end?  
(17(d)) A. A white light.
- 264 Q. When at night the standard white headlight fails enroute, what must be done?  
(17(e)) A. A white light must be used in its place, speed reduced, the bell rung continuously, the horn or whistle sounded frequently and train dispatcher notified.
- 265 Q. What must be displayed by yard engines to the front and rear by night?  
(17(f)) A. Standard white headlight.
- 266 Q. When not provided with a headlight at the rear, what must be displayed?  
A. A white light.
- 267 Q. May the headlight be extinguished on the end coupled to cars?  
A. Yes.

- 268 Q. *What must be displayed by road engines standing or moving on other than main tracks, or on main track within yard limits?*  
 A. A white light on leading and trailing ends.
- 269 (18) Q. *What signal is conveyed by an oscillating red light displayed on the rear of a train?*  
 A. It is a signal for following trains on the same track to stop, and for trains moving in same direction on adjacent track to move at restricted speed.
- 270 Q. *When must the oscillating red rear end light be displayed?*  
 A. It must be displayed when train is stopped on or fouling main track, or when train is moving under circumstances in which it may be overtaken.
- 271 Q. *Does the display of this signal relieve a flagman from performing as prescribed by Rule 99?*  
 A. No.
- 272 (19) Q. *What signals will be displayed to the rear of every train as markers?*  
 A. (1) By day, marker lamps not lighted, in places provided.  
 (2) By night, marker lamps lighted showing red to the rear and green to the front and side.
- 273 Q. *Do markers indicate the track on which a train is moving or standing?*  
 A. No.
- 274 Q. *If a train is not equipped to display markers, what will be displayed to indicate the rear of the train?*  
 A. A red flag by day, or a red light by night.
- 275 Q. *If a car not equipped to display markers is handled on rear end of train, must markers be removed from car ahead?*  
 A. Yes, and a red flag by day, or a red light by night displayed on the rear end.
- 276 Q. *What must yard to yard transfers have on the rear at night, unless equipped with caboose displaying lighted markers or red light to rear?*  
 A. A member of the crew with a white light.
- 277 (19(a)) Q. *OUTSIDE OF ABS TERRITORY, when a train is clear of main track to be passed by a following train, how must markers be turned?*  
 A. To show green to the front, outside and to the rear.
- 278 Q. *Before again fouling the main track, how must markers be displayed?*  
 A. They must be restored to display red to the rear.
- 279 Q. *OUTSIDE OF ABS TERRITORY, when such markers display red to the rear, how must following trains move?*  
 A. At restricted speed until main track is seen to be clear.
- 280 (19(b)) Q. *Unless otherwise instructed, when must markers be removed at terminating points?*  
 A. Not until train is clear of the main track and hand operated switch closed, unless delivered to yardmaster or connecting crew.
- 281 (20) Q. *What will all sections, except the last, display in the places provided for that purpose on the front of the engine?*  
 A. Two green flags by day, and in addition, two green lights by night (or two green lights only by day and by night when authorized by special instructions).
- 282 (20(a)) Q. *What will extra trains display in the places provided for that purpose on the front of the engine?*  
 A. Two white flags by day, and in addition, two white lights by night (or two white lights only by day and by night, when authorized by special instructions).
- 283 (20(b)) Q. *Except where rules governing movement of trains and engines by block signals are in effect, when electric lights used as prescribed in Rules 20 and 20 (a) fail, or when horn or whistle fails on a train displaying signals as prescribed in Rule 20, what must be done?*  
 A. Train must stop and identify itself to trains met or passed.
- 284 Q. *What must be done on arrival at first available point of communication?*  
 A. Report must be made to train dispatcher.
- 285 (20(c)) Q. *When two or more engines are coupled, shall each engine display the signals as prescribed by Rules 20 and 20 (a)?*  
 A. No, only the leading engine.
- 286 Q. *When two or more engines are coupled, which engine will give and answer signals?*  
 A. The leading engine only.
- 287 (23) Q. *Will one flag or light displayed indicate the same as two?*  
 A. Yes.
- 288 Q. *Do you understand that the proper display of all train signals is required?*  
 A. Yes.

- 289 (24) Q. Must trainmen and engine men see and know that train signals prescribed by Rules 19, 20 and 20 (a) are properly displayed?
- A. Yes.
- 289(a) Q. If leading engine displaying signals as prescribed by Rules 20, 20 (a) or 20 (e) is cut off from train and moved to location where signals cannot be seen or under circumstances in which its train cannot be properly identified, what must be done?
- A. A crew member must be left to stop and notify trains affected.
- 290 (26) Q. What does a blue signal displayed at one or both ends of an engine, car or train indicate?
- A. That workmen are under or about it.
- 291 Q. When thus protected may it be coupled to or moved?
- A. No.
- 292 Q. Who will display the blue signals?
- A. Each class of workmen.
- 293 Q. Who is authorized to remove them?
- A. Only these same workmen.
- 294 Q. What action must first be taken when other equipment is to be placed on the same track so as to intercept the view of the blue signals?
- A. Notify the workmen.
- 295 Q. What action must be taken when emergency repair work is to be done under or about cars in a train and a blue signal is not available?
- A. The engineer and fireman will be notified and protection must be given those engaged in making the repairs.
- 296 (27) Q. How must a signal imperfectly displayed, or the absence of signal at a place where a signal is usually shown, be regarded?
- A. As the most restrictive indication that can be given by that signal.
- 297 Q. What is the exception to this requirement?
- A. When the day indication is plainly seen, it will govern.
- 298 Q. What action must be taken by engine and train crews using a switch where the switch light is imperfectly displayed or absent?
- A. If practicable, correct or replace the light.
- 299 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?

- 300 (30) A. Promptly to the train dispatcher.
- Q. When should the engine bell be rung?
- A. When about to move, and while approaching and passing public crossings at grade, stations, through tunnels and snow sheds.
- 301 Q. What is the exception to the rule?
- A. Except where the momentary stop and start, forward or backward, are a continuous switching movement.
- 302 (34) Q. Must all members of engine and train crews, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine?
- A. Yes.
- 303 Q. Must signal indication (except audible signals) be seen before being communicated to each other?
- A. They must.
- 304 Q. Must the indication of all signals be called, or only the restrictive indications?
- A. The indications of all signals must be called.
- 305 Q. Must the indication of yard limit signs be called?
- A. Yes, for example "yard limit sign."
- 306 Q. If the fireman calls "green signal" to the engineer, and engineer cannot see the green signal, should engineer answer or call "green signal" until he sees it?
- A. No, but he can indicate to fireman that he cannot see it; then, when he does see the signal, he will call what he sees it to be.
- 307 Q. If the fireman calls "red signal" to the engineer, and engineer cannot see it, what must engineer immediately do?
- A. Take action to stop the train, but will not call indication of signal until he sees it, then, call what he sees it to be.
- 308 (34(a)) Q. In order that signals or any condition that may affect the movement of a train or engine may be acted upon, what must be done?
- A. Engineers must, and firemen and forward trainmen, when practicable, will keep a constant and vigilant lookout for signals or any condition that may affect the movement of their train or engine.
- 309 Q. Must train and engine men observe position of train order signals?
- A. Yes.
- 310 Q. After observing clear signals ahead, may lookout be relaxed?

- 311 (35) A. No, a constant and vigilant lookout must be maintained. Signal indications can, will and do change.  
 Q. *What day signals will be used by flagmen?*  
 A. A red flag, torpedoes and red fuseses.  
 Q. *What night signals will be used by flagmen?*  
 A. A red light, a white light, torpedoes and red fuseses.
- 312 (35(a)) Q. *Must trainmen know they have proper flagging signals, including a sufficient supply of fuseses and torpedoes, available at all times?*  
 A. Yes.  
 Q. *Must engine men know they have proper flagging signals on the engine, including a sufficient supply of fuseses and torpedoes, available at all times?*  
 A. Yes.
- 314 Q. *Must supply be replenished at intermediate points where supply is available, when required, on account of weather or unusual conditions?*  
 A. Yes.
- 315 (S-71) Q. *On single track, how is a train superior to another train?*  
 A. By right, class or direction.
- 316 Q. *How is right conferred?*  
 A. By train order.
- 317 Q. *How are class and direction conferred?*  
 A. By timetable.
- 318 Q. *Is right superior to class or direction?*  
 A. Yes.
- 319 Q. *Between what trains is direction superior?*  
 A. Trains of the same class.
- 320 (D-71) Q. *On two or more tracks, how is a train superior to another train?*  
 A. By right or class.
- 321 (72) Q. *What is the order of superiority of trains by classes?*  
 A. 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.
- 322 (S-72) Q. *How do you determine in what direction regular trains are superior to trains of the same class in the opposite direction?*  
 A. As specified by the timetable.
- 323 (72) Q. *On two or more tracks, is there any superiority by direction as between trains of the same class?*  
 A. No.
- 324 (73) Q. *Are extra trains inferior to regular trains?*  
 A. Yes.

- 325 Q. *Does an extra train have any superiority by class or direction?*  
 A. No; an extra train is made superior to another extra train only by train order. (See Rule S-88.)
- 326 Q. *Do work extras have any specified direction?*  
 A. No; they move in both directions within their working limits.
- 327 (80) Q. *When a member of a train or yard crew communicates with train dispatcher, control operator or operator, how will he identify himself?*  
 A. He will give his name, occupation, location and train or engine number.
- 328 Q. *Will he repeat back the instructions received to the person who gives such instructions?*  
 A. Yes.
- 329 (D-81) Q. *Where two main tracks are in service, must trains and engines keep to the right, unless otherwise provided?*  
 A. Yes.
- 330 Q. *Where three or more tracks are in service, how will trains and engines be governed in their use?*  
 A. By special instructions.
- 331 (82) Q. *When do regular trains lose both right and schedule?*  
 A. When more than 12 hours behind either their schedule arriving or leaving time at any station.
- 332 Q. *How may they thereafter proceed?*  
 A. Only as authorized by train order, except in territory where rules governing movement of trains and engines by block signals are in effect.
- 333 Q. *Do you understand that if a train arrives more than 12 hours behind its schedule arriving time at a station when both arriving and leaving times are given, that it cannot proceed on its schedule if ready before it is more than 12 hours behind its schedule leaving time, unless authorized to do so by train order?*  
 A. Yes, except as prescribed by rules governing movement of trains and engines by block signals.
- 334 (82(a)) Q. *How may a schedule be assumed at other than its initial station on any subdivision?*  
 A. Only when authorized by train order, Rule 4, or when moving under provisions of rules governing movement of trains and engines by block signals.

- 335 (83) Q. *How are stations at which train registers are located designated on the timetable?*  
 A. *In full-faced type, or by the symbol letter "R".*
- 336 Q. *At register stations, unless otherwise provided, what will conductor, or engineer if no conductor, do?*  
 A. *Enter all required information in the train register, except that trains not scheduled to stop at register stations, may register by ticket when an operator is on duty, unless it is necessary to check the train register.*
- 337 Q. *What will operator at such station do?*  
 A. *He will enter information in the train register, and preserve the ticket.*
- 338 (83(a)) Q. *Except as provided in rules governing movement of trains and engines by block signals, what must a train do before it can leave its initial station on any subdivision, a junction, or register station, or pass from one of two or more tracks to single track, or leave territory where rules governing movement of trains and engines by block signals are in effect?*  
 A. *It must ascertain that all superior trains due have arrived and left on single track, or have left on two or more tracks.*
- 339 Q. *How and by whom must this information be ascertained?*  
 A. *By conductor and engineer in one of the following four ways:*  
 (1) *By checking timetable and train register;*  
 (2) *By use of timetable and train order Form V;*  
 (3) *By use of timetable and register check of prescribed form filled out by the conductor, or;*  
 (4) *By proper identification.*
- 340 Q. *May the train register be used as evidence of the arrival of an extra train by a train restricted therefor?*  
 A. *No.*
- 341 Q. *If the train register cannot be used as evidence of the arrival of an extra train by a train restricted therefor, how may a crew know that the extra has arrived?*  
 A. *By seeing and identifying it, or by receiving a train order, Form V, stating that such extra has arrived.*
- 342 Q. *What shall identification of a work extra by a train restricted therefor, include?*

- 343 Q. *Confirmation by conductor of the work extra that all of his train has arrived.*  
 Q. *Except as provided in rules governing movement of trains and engines by block signals, what must a regular train have before leaving its initial station on any subdivision?*  
 A. *A clearance.*
- 344 Q. *If a westward inferior train receives an order reading: "Second 80 has arrived at K," may such westward inferior train proceed against the schedule of No. 80?*  
 A. *No, not without authority to proceed against following sections of No. 80, if any. If there are no following sections, the order should read "Second 80, no signals."*
- 345 Q. *How can you ascertain where time in timetable or train order applies?*  
 A. *By understanding the requirements of Rule 5.*
- 346 (83(b)) Q. *Before leaving an intermediate register station where it is necessary to check a train register, what must the conductor do, unless otherwise provided?*  
 A. *Check the register and furnish a register check on prescribed form to the engineer.*
- 347 (83(a)) Q. *What must be used at all times when checking the train register?*  
 A. *The timetable.*

**CHECK OF TRAIN REGISTER.**

(Note: Always use timetable in checking train register.)

SOUTHWARD			NORTHWARD		
Second Class	First Class		First Class	Second Class	
	67 Daily	3 Daily			2 Daily
65 Daily	8:00AM	8:30PM	12:50PM	4:30AM	
	8:40AM	8:45PM	12:10PM	3:30AM	
	10:20AM	9:55PM	11:25AM	2:30AM	
	10:45AM	10:30PM	11:10AM	1:30AM	
Daily	Daily	Daily	Daily	Daily	
No. 24 Effective 12:01 AM Nov. 3, 1949 STATIONS		A	K	R	Z

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**CHECK OF TRAIN REGISTER AT 11:15 A. M. SHOWS:**

First 1 has arrived; Green Signals.  
 No. 3 has not arrived.  
 No. 67 has arrived.  
 No. 65 has not arrived.

First 2 departed on time; Second 2 has not left.  
 No. 4 not due to leave until 1:00 P. M.  
 No. 66 has departed.  
 No. 68 has not departed.

**EXTRA 798 NORTH READY TO LEAVE Z AT 11:15 A. M.**

- 348 (83) Q. Since First 1 has arrived, what does the Extra need to leave against the schedule of No. 1?  
 A. Needs an order on Second 1.
- 349 Q. No. 3 is more than 12 hours late; what does the Extra need on No. 3?  
 A. Nothing.
- 350 Q. No. 67 has arrived; does the Extra need anything on No. 67?  
 A. No.
- 351 Q. No. 65 is more than 12 hours late at R but not at Z; what does the Extra need on No. 65?  
 A. Needs an order on No. 65.
- 352 Q. First 2 departed on time; Second 2 has not left; what does the Extra need?  
 A. Authority to run ahead of Second 2.
- 353 Q. Outside automatic block signal territory, if First 2 did not leave until 11:10 A. M., what time could the Extra leave behind it?  
 A. 11:20 A. M. or 10 minutes behind it as per Rule 91.
- 354 Q. Does the Extra need an order to run ahead of No. 4?  
 A. No.
- 355 Q. No 66 has left; does the extra need anything on No. 66?  
 A. No.
- 356 Q. No. 68 has not left; does the Extra need authority to run ahead of No. 68?  
 A. No, though Rule 83 requires the Extra to know whether No. 68 has departed, Rule 85 permits the Extra to run ahead of No. 68 without train order.
- 357 (84) Q. What must be received by the engineer before a train may start movement in either direction?  
 A. Proper signal.
- 358 Q. Except when proceeding on block or inter-

locking signal indication after train has been stopped by such signal, who will give the proceed signal to start a passenger train?

- 359 A. The conductor.  
Q. When practicable, what signal will the conductor use?
- 360 A. The communicating signal.  
Q. While receiving or discharging traffic, may signal to move a train in either direction be given?
- 361 A. No.  
Q. What must be received before a train is backed?
- 362 A. Proper signal from the rear end.  
Q. What is necessary before a passenger train is backed, except account some unusual condition?
- A. A passenger train must not be backed, except account some unusual condition, without suitable backup hose, or its equivalent, handled by conductor, and with air brakes working properly, and until conductor has given Signal 16 (c) from rear of train and it has been answered by Signal 14 (h).
- 363 Q. When required, must proper rear end protection be afforded before backup move of a passenger train is started?
- 364 A. Yes.  
Q. Where backup move of passenger train does not exceed two car lengths, who may function for the conductor?
- 365 A. The flagman, if available.  
(85) Q. Unless otherwise provided, may trains of one schedule pass trains of another schedule of the same class?
- 366 A. Yes.  
Q. Unless otherwise provided, may extra trains pass and run ahead of second and inferior class trains and extra trains?
- 367 A. Yes.  
Q. Unless otherwise provided, may third and fourth class trains pass and run ahead of second and inferior class trains?
- 368 A. Yes.  
Q. May a section pass and run ahead of another section of the same schedule?
- 369 A. Yes.  
Q. What must first be exchanged with the section to be passed?
- 370 A. Train orders, signals and section numbers.  
Q. Will change of sections be reported to train dispatcher from the next available point

of communication?

- 371 A. Yes.  
Q. When trains are running in sections, with whom does the responsibility rest for a following section passing a leading section of the same schedule without authority?
- 372 A. Rests with the leading section as well as with the following section.  
Q. Unless otherwise provided, when a first-class train or a train of superior right leaves the main track, with whom does the responsibility rest for an inferior train passing such superior train?
- 373 A. Rests with the superior train as well as the inferior train.  
(86) Q. Unless otherwise provided, how must an inferior train clear a first-class train, or a train made superior by train order, in the same direction?
- A. At the time the first-class train or the train made superior by train order is due to leave next station in the rear where time is shown in timetable or train order.
- 373 (a) Q. With what exceptions?  
A. If the distance between stations is less than 3 miles or if the time between stations is less than 5 minutes, the inferior train must be in clear 5 minutes or more before the time shown for the superior train at station in rear.
- 373 (b) Q. In complying with this rule outside ABS territory, how must inferior train ahead clear superior train?  
A. Must be in clear in sufficient time to avoid delay to superior train at station in rear under Rule 91.
- 374 Q. When an inferior train fails to clear a superior train by the time required by rule, what must be done?  
(87) A. The inferior train must be protected at that time as prescribed by Rule 99, unless otherwise provided.
- 375 Q. Must trains pull into siding when practicable?  
A. Yes.
- 376 Q. If necessary to back in, or back out, what must be done?  
A. The train must first be protected as prescribed by Rule 99, unless otherwise provided.
- 377 Q. How will extra trains be governed with respect to other extra trains, unless  
(88)



- otherwise provided?
- 378 (S-88) A. By train orders.  
Q. Unless otherwise provided, at meeting points between extra trains, which train must take the siding?  
A. The train in the inferior timetable direction.
- 379 (D-88) Q. May special instructions authorize extra trains (not including work extras) to run with the current of traffic by clearance, showing thereon the address designation, for example: "Extra 501 South," "Psgr Extra 2701 North," etc.?  
A. Yes.  
380 (88(a)) Q. May extra trains be run without train orders?  
A. No, with certain exceptions.  
381 Q. What are the exceptions?  
A. As prescribed by Rule D-88 and in territory where rules governing movement of trains and engines by block signals are in effect, extra trains (not including work extras) may be authorized by clearance, showing thereon the address designation, for example: "Extra 501 South," "Psgr Extra 2701 North," etc.
- 382 Q. How may a work extra be authorized in territory where rules governing movement of trains and engines by block signals are in effect?  
A. As prescribed by Rule 402.
- 383 (S-89) Q. How must an inferior train clear the time (in timetable or train order) of an opposing superior train?  
A. Not less than 5 minutes before the leaving time of the superior train.
- 384 Q. If a train leaves a station with sufficient running and clearing time to reach the next station and get in clear for opposing superior train by 5:30 P. M., 5 minutes before leaving time of the opposing train, but is delayed enroute, when must flagman be sufficient distance ahead to protect against the opposing train?  
A. At 5:30 P. M., 5 minutes before the leaving time of the opposing superior train at the station ahead.
- 385 Q. At what time must No. 80 (second-class train) be in the clear at K (yard limits), for No. 7 (first-class train), if No. 80 makes K for No. 7?  
A. No. 80 must be in clear in siding at K with switch closed, not less than 5 minutes before No. 7 is due to leave K.
- 386 (S-89(a)) Q. When a train holding the main track at a station is restricted for the arrival of an opposing train, where must the train holding the main track stop?  
A. At least 300 feet from clearance point of the switch to be used by train to be met, unless such train is in the clear and switch properly lined.
- 387 Q. At meeting and passing points, where must a train in siding awaiting the arrival of another train stop?  
A. At least 300 feet from clearance of facing point switch over which the expected train will pass, if practicable.
- 388 Q. Must identification of trains be made at meeting points and passing points?  
A. Yes, when required.
- 389 (S-90) Q. If the engineer of a train, after passing the last station approaching a meeting or waiting point, or point where his train is restricted for another train, fails to sound Signal 14 (n), or fails to prepare to stop short of the fouling point when required, what must the conductor do?  
A. Take immediate action to stop the train.
- 390 Q. What is responsibility of firemen, brakemen and other members of the crew?  
A. They will also be held responsible for failure to take immediate action to stop the train.
- 391 Q. What rules should be read and understood in connection with Rule S-90?  
A. Rules 14 (n) and 16 (l).
- 392 (91) Q. Outside of ABS territory, how must operators block behind a train?  
A. He must place train order signal in position per Rule 232, after the rear of train has passed 300 feet, in order to block a following train 10 minutes.
- 393 Q. Must the operator at a station at the end of ABS territory block trains 10 minutes apart leaving that territory?  
A. Yes.
- 394 Q. At any point outside ABS territory, for what will the crew of the following train be responsible?  
A. For trains keeping 10 minutes apart when passed by another train, or before following a train which has been overtaken.
- 395 (93) Q. How are yard limits designated?  
A. By yard limit signs.
- 396 Q. Within yard limits, how may the main track be used?  
A. By clearing first-class trains at the time

shown at the next station in the direction of the approaching first-class train.

- 397 Q. If not clear by the time required, what will be done?  
A. Train or engine must be protected at the time the first-class train is due out of the next station in the direction of the approaching first-class train.
- 397 (a) Q. With what exceptions?  
A. If the distance between stations is less than 3 miles or the time between stations is less than 5 minutes, a train or engine must be in clear 5 minutes before the time shown for the first-class train at next station in direction of the approaching first-class train.
- 398 Q. Within yard limits, how may the main track be used with respect to second and inferior class trains, extra trains and engines?  
A. Without protecting against such trains.
- 399 Q. Within yard limits, how must second and inferior class trains, extra trains and engines move?  
A. At restricted speed, namely: Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.
- 400 Q. Within yard limits, in the absence of train order authority, if the yardmaster tells an engine foreman verbally that No. 1, a first-class train, is 1 hour late, under what condition can the yard engine enter the main track?  
A. Only under protection prescribed by Rule 99.
- 401 (93(a)) Q. Do block signal indications within yard limits relieve trains and engines from moving at restricted speed as required by Rules 93 or D-93?  
A. No.
- 402 (D-93) Q. Within yard limits, when moving against the current of traffic, how must all trains and engines move?  
A. At restricted speed.
- 403 (Note) Q. Do the provisions of Rules 93 and 93 (a) relieve a train of clearing an opposing superior train as required by Rule S-89?  
A. No.
- 404 (93) Q. No. 77 makes K (yard limits) for No. 78, an opposing superior second-class train; is No. 77 required to clear No. 78 five minutes as prescribed by Rule S-89?  
A. Yes.
- 405 Q. Under what conditions may No. 77 then use

the main track?

- A. Under the provisions of Rule 93.
- 406 Q. May two or more sections be run on the same schedule?  
A. Yes.
- 407 Q. Has each section equal timetable authority?  
A. Yes.
- 408 Q. May a train display signals for a following section, except as prescribed by Rules 85, 401 or 453, without train orders?  
A. No.
- 409 Q. When sections are run to an intermediate station of a schedule, what must train orders specify?  
A. Which section or sections shall assume the schedule beyond such point.
- 410 Q. Why is this necessary?  
A. To confer authority to assume schedule at intermediate station. (See Rule 82(a).)
- 411 (95(a)) Q. May signals be ordered displayed to, or taken down at, other than a register station for the train displaying signals?  
A. No.
- 412 (S-95(a)) Q. When a train order is issued restricting a section of a schedule, what must be included?  
A. All following sections must be included in the order.
- 413 (98) Q. Unless protected by block or interlocking signals, how must trains and engines approach end of two or more tracks, railroad crossings at grade, and drawbridges?  
A. At restricted speed.
- 414 Q. When junction switches are normally lined against them, what must trains and engines do?  
A. They must stop clear of junction switches.
- 415 Q. May they foul the other main track without proper protection?  
A. No.
- 416 Q. Where the end of two or more tracks, junctions, railroad crossings at grade, and drawbridges, are protected by a stop sign or a stop signal, where must the stop be made?  
A. Stop must be made before leading wheels pass the stop sign or stop signal.
- 417 Q. Where railroad crossings or junctions are protected by gates, if the gate is set against the route to be used, what must trains or engines on that track do?  
A. They must stop and remain at least 50 feet from fouling the crossing or junc-

- tion until the gate is changed to stop position on the conflicting route.
- 418 (99) Q. *When a train is moving under circumstances in which it may be overtaken by another train, what must the flagman do?*
- A. He must drop lighted red fuses at proper intervals.
- 419 Q. *What must he continue to do?*
- A. He must continue observation to rear and take necessary action to insure full protection.
- 420 Q. *When a train stops under circumstances in which it may be overtaken by another train, what must the flagman do?*
- A. He 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 red fuses.
- 421 Q. *When recalled and SAFETY TO THE TRAIN WILL PERMIT, what may he then do?*
- A. He may return.
- 422 Q. *Except in territory where Rule 99 (j) is in effect, will he leave torpedoes and a lighted red fusee?*
- A. Yes.
- 423 Q. *When within ABS territory where Rule 99 (j) is in effect, will he leave torpedoes and a lighted red fusee?*
- A. No.
- 424 Q. *When a train is seen or heard approaching, before a flagman has reached a sufficient distance, what must he do?*
- A. Immediately place torpedoes and continue toward the approaching train, giving stop signals.
- 425 Q. *How will flagman determine what is a sufficient distance?*
- A. By taking into consideration curves, grades, and other physical characteristics, weather conditions, maximum speed of trains and any other factors which may affect safety, bearing in mind that a flagman must always go back the distance the rule requires.
- 426 Q. *If flagman is recalled before having reached the required distance, how will he be governed?*
- A. Continue to go back until a sufficient distance is reached as required by rule, placing two torpedoes and, in addition, by night or in bad weather, or at any time when necessary and required by

- rule, display a lighted red fusee.
- 427 Q. *Should a flagman look at his watch and make a mental note of the time when a lighted red fusee is dropped off?*
- A. It is good practice to do so.
- 428 Q. *Must conductors see that flagman has night flagging signals with him at night or when day signals cannot be plainly seen?*
- A. Yes.
- 429 (99(a)) Q. *When rear end protection is required, what must engineer IMMEDIATELY do?*
- A. Sound Signal 14 (c), and if necessary, repeat the signal.
- 430 Q. *When will he recall the flagman?*
- A. When safety to the train will permit.
- 431 (99(b)) Q. *How must the front of the train be protected, when necessary?*
- A. As prescribed by Rule 99, by the forward trainman or by an engine man.
- 432 Q. *Will the engineer require such protection ahead to be afforded immediately?*
- A. Yes.
- 433 (99(c)) Q. *What is required of conductors in connection with this rule with respect to their other duties?*
- A. Conductors must not permit other duties to interfere with proper protection of their trains.
- 434 Q. *What must they require the flagman to do?*
- A. To act promptly and in accordance with the rules.
- 435 (99(d)) Q. *What is the first duty of a flagman?*
- A. To protect the rear of the train in accordance with Rule 99.
- 436 Q. *On moving trains, where must the flagman ride?*
- A. In the rear car, except when such car is a non-platform, or an occupied observation, lounge, private or business car, he may ride in car next ahead.
- 437 Q. *Under such circumstances, where will he get off?*
- A. At the nearest opening.
- 438 Q. *When returning, may he board the rear of train, if practicable?*
- A. Yes.
- 439 Q. *At station stops of usual duration and when conditions are normal, what may flagman of a train carrying passengers do, when the requirements of Rule 99 and other duties permit?*
- A. Get off with flagman's signals and take position approximately 20 feet in rear of train.

- 440 Q. When trains carrying passengers are standing in sidings equipped with remote control switches, is he required to take same position in rear of train?
- A. Yes.
- 441 Q. Within ABS territory, what is required before a train or engine enters or fouls a main track at a non-electrically locked hand operated or a spring switch?
- A. Proper protection must have been afforded against following trains, with exceptions.
- 442 Q. What are the exceptions?
- A. (1) When protection is not required by Rule 93.  
 (2) When movement is governed by a Proceed indication of a block or interlocking signal, or block indicator.  
 (3) When entering and using main track under Rule 402. (Track and Time Limit Rule.)
- 443 Q. Outside of ABS territory, before a train or engine fouls the main track in moving out of a siding or other track, what must be done?
- A. Proper protection must be afforded, when necessary.
- 444 Q. What must be done when a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes?
- A. Adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.
- 445 Q. When a flagman is sent with specific instructions restricting the movement of trains, in what form must such instructions be issued?
- A. They must be in writing.
- 446 Q. When sent to a station on a train, where must he ride?
- A. He must ride on the engine.
- 447 Q. To whom must he show the instructions?
- A. To the engineer.
- 448 Q. What must the engineer do?
- A. He must read the instructions, understand them, and stop and leave the flagman at the first switch of such station.
- 449 Q. When such flagging permits movement against an opposing train, what trains must the flagman stop?
- A. He must stop all opposing trains.
- 450 Q. After getting off at the first switch, if flag-

- man does not find the trains have arrived which he has instructions to hold, what must he do?
- A. Walk ahead immediately to a point from which he can afford flag protection to his train at the switch where it will head in.
- 451 Q. When flagged, must the engineer answer stop signals promptly?
- A. Yes.
- 452 Q. How long must flagman continue to give stop signals?
- A. Until such signals are answered and acted upon.
- 453 Q. When a train is flagged, when will the engineer receive instructions from the flagman?
- A. Not until the train is stopped, unless the flagman gets on the engine.
- 454 Q. What must engineer do before proceeding?
- A. He must obtain a thorough explanation from the flagman.
- 455 Q. May the flagman convey by hand or lamp signals, or otherwise, what he considers is an explanation to the engineer without getting on engine, unless train has stopped?
- A. No; this is hazardous. He must do what the rule prescribes, namely; not convey any information to the engineer until train has stopped, unless the flagman gets on engine.
- 456 Q. Effective only on subdivisions where authorized by special instructions, where ABS rules are in effect, and a train or engine is standing on a main track with at least 2 automatic block signals to the rear, when will protection against a following train or engine ON THAT TRACK have been afforded?
- A. When flagman has gone back a sufficient distance to the rear of train to stop a following train or engine moving at Low Speed (a speed that will permit stopping short of train, engine, obstruction or switch not properly lined, and looking out for a broken rail, but not exceeding 15 miles per hour).
- 457 Q. When will Rule 99 (j) not apply?
- A. It will not apply to work extras, or to any unit of equipment which will not actuate the block signals.
- 458 Q. Will this rule modify the requirements of providing full protection against oppos-

ing trains, when required?

- 459 A. No.  
Q. Will this rule modify the requirements of providing full protection against following trains making a backup movement?
- A. No.  
460 Q. Unless otherwise provided, when a train (D-99) or engine crosses over to, or obstructs another main track, what must first be done?
- A. Protection must be afforded in both directions as prescribed by Rule 99.  
461 Q. What do the words "unless otherwise provided" in this rule mean?
- A. These words mean where protection is otherwise provided, such as block or block indicator signals governing movement to such main track, protection as prescribed by Rule 93, protection afforded by train order, etc.  
462 Q. When an engine leaves a portion of its (100) train on a main track under conditions which may make it difficult for the returning engineer to locate the standing portion, what must be done?
- A. Two torpedoes must be placed not less than 20 car lengths in advance of the head end of rear portion to serve as a warning.  
463 Q. When conditions require, what additional precautions must be taken?
- A. A trainman must protect returning portion.  
464 Q. When for any reason, an engine leaves its train or part of its train on the main track, what precautions must be taken?
- A. A sufficient number of hand brakes must be set, when necessary, to keep train from moving.  
465 Q. ON HEAVY GRADES, when stopping on the main track or a siding, when cutting engine off a train or cars at stations to do work, or at stops of unusual length with engine detached, what precautions must be taken?
- A. A sufficient number of hand brakes must be set to hold the train or cars, and the air must be released.  
466 Q. Must trains be fully protected against any (101) known condition, not covered by the rules, which interferes with their safe passage?
- A. Yes.  
467 Q. What must conductors and engineers do during and after excessive rains, heavy

storms, fogs, or any condition which may restrict visibility or affect condition of track?

- A. They must inform themselves of conditions and must restrict speed of their train to insure absolute safety.  
468 Q. If in doubt of being able to proceed safely, what must be done?
- A. Train must be placed on siding until it is safe to proceed.  
469 Q. When storms, fogs or other conditions obscure track or signals, from points where they are plainly seen under normal conditions, what action must be taken?
- A. Speed must be restricted to insure seeing and complying with indications of any and all signals.  
470 Q. Must this be done regardless of loss of time?
- A. Yes.  
471 Q. What must trainmen know to be sure their (101(a)) train is being handled safely and under control?
- A. They must know by speed of train, grade or by watching caboose air gauge that train is being handled safely.  
472 Q. When necessary, what action must they take?
- A. Immediate action to get train under safe control.  
472(a) Q. If any crew member of a train has reason to believe the train has passed over any dangerous defect, what must be done?
- A. Train must be stopped and protection afforded.  
473 Q. Whenever a part of any bridge has been (101(b)) damaged, when will any train or engine be allowed to pass over the structure?
- A. Not until it is known that it is safe for traffic.  
474 Q. Must messages or orders affecting the (102) movement of trains or condition of track, bridges or structures be in writing?
- A. Yes.  
475 Q. With certain exceptions prescribed by Rule (103) 103, what must a member of the crew do when cars are shoved, kicked or dropped in switch movement over a public crossing at grade?
- A. He must protect the crossing from a point on the ground at the crossing.  
476 Q. Must all movements over the crossing be made only on his signal?
- A. Yes.

- 477 Q. Is such protection required when crossing is protected on track being used, by a watchman, gates or manually controlled crossing signals and they are known to be functioning?
- A. No.
- 478 Q. What are manually controlled crossing signals?
- A. They are crossing signals controlled by an employe.
- 479 Q. Is protection by member of crew on crossing required when cars are shoved over crossing and facing end of leading car is equipped with a backup hose or pipe, and air whistle handled by trainman?
- A. No.
- 480 Q. Is protection by member of crew on crossing required when yard to yard, or long switch or transfer movements shoving cars are protected by a member of crew on leading car?
- A. No.
- 481 Q. Must movement of such long switch shoves over the crossing be made only on signal of member of crew on leading car?
- A. Yes.
- 482 Q. When a train or cut of cars is parted to clear a public crossing at grade, what must a trainman do, when practicable?
- A. Protect the crossing against trains or engines approaching on adjacent track, unless crossing is protected by a watchman or gates.
- 483 Q. May trains, engines or cars block a public crossing longer than 5 minutes, when it can be avoided?
- A. No.
- 484 Q. Should unnecessary operation of automatic public crossing signals, due to engines or cars standing in circuit, be avoided?
- A. Yes.
- 485 Q. When cars are shoved by an engine and conditions require, what position must a trainman take?
- (103(a)) A. A conspicuous position on the leading car.
- 486 Q. Must cars left on tracks be properly secured, clear other tracks, and, when practicable, clear public crossings at least 75 feet?
- A. Yes.
- 487 Q. When coupling or shoving cars, what action must employes take?
- A. Proper precaution to prevent damage or

- fouling of other tracks by stretching coupling and setting sufficient hand brakes.
- 488 Q. At what speed must couplings be made?
- A. Not more than 4 miles per hour.
- 489 Q. Before shoving yard tracks, what must be known?
- A. That there is sufficient room to hold the cars.
- 490 Q. When shoving the entire length of track, what precautions must be taken?
- A. See that cars are coupled and, unless otherwise provided, send a man to head end to protect movement.
- 491 Q. When necessary to control cars by hand brakes, what must be known before cars are cut off?
- A. That sufficient brakes are in working order.
- 492 Q. When may running switches be made?
- A. Only when they can be made without danger to employes, equipment or contents of cars.
- 493 Q. What must be known before making the running switch?
- A. That the track is sufficiently clear, switches and brakes in working order.
- 494 Q. Must engine be run on straight track, when practicable?
- A. Yes. (An extra move may be necessary to keep engine on straight track.)
- 495 Q. May running switches be made with cars containing inflammables, explosives or other dangerous articles?
- A. No.
- 496 Q. May running switches be made through spring or remote control switches?
- A. No.
- 497 Q. Where engines may be working at both ends of a track, what precautions must be taken?
- A. There must be a proper understanding between crews involved.
- 498 Q. Before coupling to or moving cars on tracks where cars are being loaded or unloaded, what precautions must be taken?
- A. It must be seen that running boards, oil tank couplings, elevator spouts and similar connections are removed and clear, and persons in, on or about cars are warned, and requested to vacate cars while being switched.
- 499 Q. May passenger cars or occupied outfit cars be kicked or dropped?

- A. No.
- 500 Q. *May other cars be kicked or dropped into a track on which passenger or occupied outfit cars are standing?*
- A. No.
- 501 Q. *Before switching passenger equipment or occupied outfit cars, what precautions must be taken?*
- A. Brake pipe connections must be made, angle cocks opened between the cars and brake system charged.
- 502 Q. *Must the automatic brake valve only be used by engineers in such switching?*
- A. Yes.
- 503 Q. *When coupling passenger cars or occupied outfit cars, what must be done?*
- A. Moving portion must be properly controlled, utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked, before making air and steam connections.
- 504 Q. *Before coupling into cars standing on grade, near ends of tracks, derrils, public crossings, cars in process of loading or unloading, what must be done?*
- A. A test of hand brakes must be made and fact known that car or cars are secured and coupled, and will not roll away and cause damage in event coupling is missed.
- 505 Q. *Must conductors and engine foremen see that members of their crew observe the precautions prescribed in Rule 103 (a) when making switching movements?*
- A. Yes.
- 506 (Note) (104) Q. *Does Rule 104 (not including Rules 104 (a) to 104 (f), inclusive), apply ONLY to hand operated switches?*
- A. Yes.
- 506(a) (104) Q. *When spring or remote control switches are operated by hand, are they then hand operated switches, and do rules governing hand operated switches apply?*
- A. Yes.
- 507 Q. *When must main track switches be lined and locked for main track?*
- A. When not in use.
- 508 Q. *What must be done when other than main track switches, equipped with switch locks, are not in use?*
- A. They must be lined and locked for normal

- position.
- 509 Q. *What OTHER THAN MAIN TRACK switches must be kept lined in normal position except while movement through them is being made?*
- A. Crossover switches, and switches connecting other tracks with a siding.
- 510 Q. *Except as prescribed by Rule 402, when may main track switches be left open?*
- A. Only while movement through them is being made, unless attended by a member of the crew.
- 511 Q. *May a main track switch be left open for a following train or engine?*
- A. No, unless in charge of a member of the crew of such train or engine, or an assigned switchtender.
- 512 Q. *Must the engineer see that switches near the engine are properly lined?*
- A. Yes, when practicable.
- 513 Q. *Must he require other members of the crew on engine to observe position of such switches?*
- A. Yes.
- 514 Q. *May a train or engine foul a MAIN TRACK OR OTHER TRACK until switches connected with the movement have been properly lined?*
- A. No.
- 515 Q. *Does this rule require that both switches of a crossover be properly lined before starting movement into the crossover?*
- A. Yes.
- 516 Q. *What is required with reference to the use of a series of crossovers?*
- A. Movement must not be started until both switches of Crossover No. 1 are properly lined; both switches of Crossover No. 2 must be properly lined before moving into that crossover, and so on.
- 517 Q. *Should a train, engine or yard man find one switch of a crossover open, with the other crossover switch lined in normal position, what should he do?*
- A. He should correct this previous failure to comply with the rule.
- 518 Q. *Should engineer accept a signal that would cause his engine to foul a main track or other track before switches connected with the movement have been properly lined?*
- A. No.
- 519 Q. *Should trainmen give stop signal to stop train or engine in the clear before the*

switch is properly lined?

A. Yes.

- 520 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?
- 521 A. In normal position.
- Q. May main track switches be restored to normal position until movement is completed or clear of the MAIN TRACK involved?
- A. No.
- 522 Q. Where trains or engines are required to be reported clear of the main track, when may such report be made?
- A. Not until switch has been secured in its normal position.
- 523 Q. After restoring a main track switch to normal position, what must the employe do?
- A. Test the lock to know that it is secured, and see that switch points fit properly.
- 524 Q. What must be done with respect to defective or missing main track switch locks?
- A. They must be replaced immediately, or switch securely spiked for main track movement.
- 525 Q. Unless lined to permit movement, how must derails be set?
- A. To derail.
- 526 Q. Must they be locked in that position, if equipped with locks?
- A. Yes, except pipe-connected derails.
- 527 Q. After lining a main track switch for a train, where must the employe attending the switch go?
- A. To the opposite side of main track, when practicable, and not return to operating switch stand until the movement has been completed.
- 528 Q. When not practicable to go to opposite side of track, where will employe stand?
- A. At least 20 feet from operating stand.
- 529 Q. Where must employes alighting from a moving train to restore main track switch to normal position get off, when practicable?
- A. The rear end of rear car, on opposite side of train from the operating switch stand, and must not cross over to switch stand until train is in clear.
- 530 Q. Explain what employes must do when a

train or engine is clear of main track to meet or be passed by a train?

- A. They must not unlock, nor take a position in the vicinity of any main track switch. They must not go beyond the clearance point for the purpose of attending the switch to be used, and must remain at least 150 feet from the switch, while the expected train is approaching or passing over the switch.
- 531 Q. What must employes throwing switches do?
- A. They must see that points have moved and fit in proper position, and that lever is properly secured.
- 532 Q. When operating lever is equipped with latch, what precaution must be taken?
- A. They must not step on latch, except when throwing switch.
- 533 Q. May hand operated switches be run through?
- A. No.
- 534 Q. What is a hand operated switch?
- A. Switch operated by hand. (See note to Rule 104.)
- 535 Q. When a hand operated switch is run through, is it unsafe?
- A. Yes.
- 536 Q. When a hand operated switch is run through, what must be done?
- A. It must be protected, and must be spiked unless section foreman takes charge at once.
- 537 Q. If an engine or car partially runs through such a switch, what must be done?
- A. The entire movement must be continued.
- 538 Q. How must scale track switches be lined when scales are not in use?
- A. For dead rails.
- 539 Q. Does this mean that when scales are in use, that both switches of the live rails over scales must be lined for live rails?
- A. Yes.
- 540 Q. At main track switches in ABS territory, where view is not clear for at least one mile in each direction, what must train and yard men do?
- A. They will operate switch and wait 3 minutes at the switch before giving signal for train or engine movement to main track, with certain exceptions.
- 541 Q. What are the exceptions?
- A. (a) Where a switch is equipped with an electric lock.



(b) Where block signals governing movement to main track indicate proceed, or block indicator indicates clear.

(c) Where signals on main track indicate proceed in direction of restricted view, with clear view in opposite direction.

(d) At meeting points where switch is operated before the train has passed its next signal.

(e) When entering the main track between signals to hostile engine or switch train standing between such signals.

542 Q. Does the 3 minute wait relieve employes from protecting the movement?

A. No.

543 Q. What color will main track switch targets show when switch is lined for movement to or from main track?

A. Red.

544 Q. Are spring switches properly designated (104(a)) and facing point movement over them protected by signals?

A. Yes.

545 Q. What is a spring switch?

A. A switch equipped with a spring so that when run through in trailing movements the switch points return to their original position.

546 Q. When a spring switch is operated by hand, is it then a hand operated switch?

A. Yes.

547 Q. When signal in facing point movement displays "Stop" or "Stop, Then Proceed at Low Speed" indication, what must be done with respect to the spring switch?

A. Test switch by throwing over and back by hand, examine switch points to see that they fit properly, and that switch is lined for route to be used.

548 Q. If found OK, what may train or engine then do?

A. Proceed as prescribed by Rule 350 or Rule 351.

549 Q. When a train or engine is trailing through and stops on a spring switch, what precautions must be taken?

A. Train or engine must not make reverse movement, nor take slack while any part of train or engine is on switch point until switch has been thrown by hand.

550 Q. When there is no signal protecting trailing movement to a main track through a spring switch, or when signal governing movement to main track indicates

"Stop" or "Stop, Then Proceed at Low Speed", or when block indicator shows block occupied, what is required?

A. The main track must not be fouled until it is seen that track is clear and protection afforded against following trains or engines on that main track.

551 Q. What is first required before operating a (104(b)) dual control switch by hand?

A. Secure authority, including track and time limits in territory where rules governing movement of trains and engines by block signals are in effect, and permission from control operator in other territory.

552 Q. What is then required to operate switch by hand?

A. (1) Unlock switch lock.

(2) Operate dual control selector lever marked "Power" or "Motor" to position marked "Hand."

(3) Operate hand lever back and forth until switch points are seen to move with movement of lever, then line switch in position for route to be used.

553 Q. After movements over switch have been completed, what must be done?

A. Restore switch by hand to normal position, then lock dual control selector lever in position marked "Power" or "Motor" and notify control operator.

554 Q. When dual control selector lever is placed in "Hand" position, what will all signals governing movements over the switch indicate?

A. STOP.

555 Q. May the engineer then be governed by hand signals during the time the selector lever is in hand position?

A. Yes.

556 Q. How may movements be made over the switch during the time the selector lever is in "Hand" position?

A. On hand signals of trainman stationed near the switch.

557 Q. Does the authority granted by control operator to operate a dual control switch by hand authorize any part of the train or engine to move beyond the track limits?

A. No.

558 Q. Does the authority granted by control operator authorize movements over the switch except on hand signals from

*trainman stationed near the switch?*

- 559 A. No.  
Q. *Before making movements over the switch, what must trainman do?*  
A. Notify engineer when dual control selector lever is in "Hand" position, so that engineer will be governed by hand signals.
- 560 Q. *When dual control selector lever is restored to "Power" or "Motor" position, what must trainman do?*  
A. Notify engineer so that he will then be governed by block signal indication.
- 561 Q. *How will operation by hand of remote control switches other than dual control be authorized?*  
A. By control operator.
- 562 Q. *Where instructions are posted near the switch, will they govern?*  
A. Yes.
- 563 (104(c)) Q. *Before proceeding from a Stop-indication over a remote control switch under the provisions of Rule 350, what must trainman do?*  
A. Examine switch and see that switch points fit properly.
- 564 Q. *Where must trainman remain until leading wheels pass over switch?*  
A. At the switch.
- 565 (104(d)) Q. *How will the operation of electrically locked hand operated switches be governed?*  
A. By general order, special instructions in timetable or pamphlet form, or instructions posted near the switch.
- 566 (104(e)) Q. *When switches or switch locks are damaged or found defective, or when hand operated switches are run through, what must be done?*  
A. Immediate report must be made to train dispatcher, and, when practicable, track foreman notified.
- 567 Q. *When necessary to spike a spring switch, or when any condition exists which affects a switch that may imperil the movement of trains or engines, what must be done?*  
A. Switch must be protected.
- 567(a) (104(f)) Q. *May sand be used or water allowed to run from engine appliances over spring, remote control or interlocked switches?*  
A. No.
- 568 (105) Q. *How must trains and engines using a siding, or any track other than a main track, proceed?*

- 569 A. At restricted speed.  
Q. *How may sidings of assigned direction be used in a reverse direction?*  
A. Upon authority of the train dispatcher, or in emergency under flag protection.
- 570 Q. *May cars be left on siding when possible to avoid it?*  
A. No.
- 571 Q. *When a siding is obstructed, what must be done?*  
A. The train dispatcher must be notified at once.
- 572 Q. *When there is possibility of fouling main track, what precaution must be taken by trains or engines in sidings or other tracks adjacent to the main track?*  
A. They must not take slack, nor make reverse movements, when a train is passing or about to pass on the main track.
- 573 (106) Q. *How must trains or engines run in passing a train receiving or discharging traffic at a station?*  
A. At restricted speed, unless proper safeguards are provided.
- 574 Q. *May a train or engine pass between a train discharging traffic at a station, and the platform at which the traffic is being received or discharged?*  
A. No, unless the movement is properly protected.
- 575 (107) Q. *What does the responsibility of conductors and engineers require?*  
A. It requires them to bring about co-operation between all members of the crew.
- 576 Q. *Who are responsible for the safety of the train and the observance of the rules?*  
A. Both the conductor and the engineer.
- 577 Q. *Under conditions not provided for by the rules, what must both engineer and conductor do?*  
A. They must take every precaution for protection.
- 578 Q. *In whom is the general direction and government of a train vested?*  
A. In the conductor.
- 579 Q. *Must all persons on the train obey his instructions?*  
A. Yes.
- 580 Q. *Should there be any doubt as to authority or safety of proceeding from any cause, what must the conductor do?*  
A. He must consult with the engineer and be equally responsible with him for the safety and proper handling of the train.

- 581 Q. Who are responsible for the protection of their train?  
A. Conductors and engineers.
- 582 Q. Who are responsible for the position of switches used by them and their trainmen?  
A. Conductors.
- 583 Q. Who are jointly responsible with the conductor for the safety of the train and proper observance of the rules?  
A. Engineers.
- 584 Q. Although engineers are under the direction of the conductor regarding the supervision of trains, what will engineers do when ANY instructions imperil the safety of the train or involve a violation of the rules?  
A. Engineers will not comply with such instructions.
- 585 Q. What must conductors and engineers do with reference to their subordinates?  
A. Conductors and engineers must see that their subordinates are familiar with their duties, ascertain the extent of their experience and knowledge of the rules, and instruct them when necessary, in the proper and safe performance of their work.
- 586 Q. When the conductor is not present, whose instructions must the trainmen obey?  
A. Trainmen must promptly obey the instructions of the engineer relating to the safety and protection of the train.
- 587 Q. What must brakemen and firemen do, after carefully reading train orders?  
A. They must keep them in mind and assist in their observance.
- 588 Q. If there is any apparent failure to observe train orders, failure to clear the time of superior trains, or failure to comply with rules and instructions, what must brakemen and firemen do?  
A. They must immediately call attention of the conductor or engineer to such apparent failure.
- 589 Q. When safety of trains and observance of rules or train orders are involved, what is the responsibility of brakemen and firemen?  
A. They are responsible to the extent of their ability to prevent accident or violation of rules.
- 590 Q. Will brakemen or firemen comply with any instructions which imperil the safety

- of the train or involve a violation of the rules?  
A. No.
- 591 Q. When the conductor or engineer fails to take action to stop the train, and an emergency requires, what is required of brakemen and firemen?  
A. They must take immediate action to stop the train.
- 592 (108) Q. In case of doubt or uncertainty, what course must be taken?  
A. The safe course.
- 593 (110) Q. Who must observe passing trains for defects?  
A. All employes, as far as practicable.
- 594 Q. Must trainmen of freight and passenger trains, yardmen and operators observe passing trains for defects?  
A. Yes.
- 595 Q. Where will operators at intermediate stations stand when trains are passing, unless excused by train dispatcher?  
A. On station platform.
- 596 Q. What are the defects to be looked for?  
A. Brakes sticking, wheels sliding, brake rigging down, swinging doors, hot journals, protruding objects, lading dangerously shifted, evidence of fire, or any other condition which will endanger movement of train.
- 597 Q. What signals must employes noting such defects give?  
A. Stop signals.
- 598 Q. What further action must be taken when communication with the train dispatcher is possible?  
A. Train dispatcher must be notified of such defects.
- 599 Q. If nothing irregular is noted, what signals will employes observing trains for defects, give to the rear of the passing train?  
A. Proceed signals.
- 600 Q. When must train and engine crews be on lookout for signals from employes observing trains for defects?  
A. When passing other trains, interlockings, open train order offices, coal, water or other stations, and points where Maintenance of Way men are working.
- 601 Q. Must train and engine crews, when practicable, exchange signals with employes observing trains for defects?  
A. Yes.

- 602 (111) Q. When leaving stations, and at every opportunity on the road, what must conductors do, and require their trainmen to do?  
A. Inspect the train for defects.
- 603 Q. If train is moving when defect is discovered, what must be done?  
A. The train must be stopped.
- 604 Q. What are members of train and engine crews required to do to observe signals and to note condition of train?  
A. Engineers, firemen and forward trainmen must frequently look back and rear trainmen must frequently look ahead, especially when rounding curves and approaching and passing stations.
- 605 Q. When approaching and passing through stations or yards, or passing over railroad crossings, drawbridges, track covered by speed restricting orders, or on long descending grades, and other places where safety requires, what must conductors and brakemen do, when practicable?  
A. Station themselves where they can observe and transmit signals and assist in stopping train, if necessary.
- 606 Q. In starting freight trains, how should the speed for the first train length be restricted?  
A. It should be such as will permit full inspection by the train crew and permit them to safely board the train.
- 607 Q. When leaving stations at which stops have been made, where should a member of the crew be stationed, when practicable?  
A. On the rear platform, to observe hand signals or conditions on either side of train.
- 607(a) (111(a)) Q. What is required when cars with hot boxes are set out, with respect to fire?  
A. Fire must be extinguished, box lids closed and necessary precautions taken to prevent further ignition.
- 607(b) Q. Must cars set out account defects and their lading, clear other tracks?  
A. Yes.

### **RULES FOR MOVEMENT BY TRAIN ORDERS.**

- 608 (201) Q. For movements requiring their use, by whose authority and over whose signature will train orders be issued?  
A. Train dispatcher.

- 609 Q. Must train orders contain only information or instructions essential to such movements?  
A. Yes.
- 610 Q. Must they be brief and clear, in the prescribed forms, when applicable; and without erasure, alteration or interlineation?  
A. Yes.
- 611 Q. May words or figures in train orders be surrounded by brackets, circles or other characters?  
A. No.
- 612 Q. Must train orders be issued so they will be clear and have but one meaning?  
A. Yes.
- 613 (202) Q. Must each train order be given to all employes or trains addressed in the same words?  
A. Yes.
- 614 (203) Q. Must train orders, except restricted speed orders, be numbered consecutively each day beginning at midnight?  
A. Yes.
- 615 Q. How must Form X orders be numbered?  
A. Consecutively, beginning with 501 (or 601, etc.), and continuing regardless of date issued, to and including 599 (or 699, etc.). Same order of numbering will then be repeated, beginning with 501 (or 601, etc.).
- 616 (204) Q. How must train orders be addressed?  
A. To those who are to execute them, naming the place at which each is to receive his copy.
- 617 Q. How must those for a train be addressed?  
A. "C&E" and when a pilot is provided, to "C&E and Pilot."
- 618 Q. Must a copy for each employe addressed be supplied by the operator?  
A. Yes.
- 619 Q. In addition to copies of all train orders and clearances delivered to each employe addressed, to whom must additional copies be furnished?  
A. An additional copy must be furnished to engineer and a copy to rear trainman.
- 620 Q. When a train has more than one engine in service, must two copies be furnished engineer on each engine?  
A. Yes.
- 621 Q. How must orders addressed to operators, restricting the movement of trains, be respected by conductors and engineers?

- 622 (205) A. The same as if addressed to them.  
 Q. *What record must be made of each train order?*  
 A. Written in full in a book provided for that purpose at the office of train dispatcher.
- 623 Q. *What must be recorded with it?*  
 A. The names of those who have signed for the order; the time and the signals which show when and from what office the order was repeated and responses transmitted; and the train dispatcher's initials directly under the last word of the order.
- 624 Q. *When must these records be made?*  
 A. At once, and never from memory or memoranda.
- 625 Q. *May additions to train orders be made after they are repeated?*  
 A. No.
- 626 (206) Q. *How will regular trains be designated in train orders?*  
 A. As "No. 10," and sections as "Second 10," adding engine numbers.
- 627 Q. *How will extra trains, except work extras, be designated?*  
 A. By engine numbers, and the direction as "Extra 798, 'North' or 'South'."
- 628 Q. *How will work extras be designated?*  
 A. By the engine number, as, "Work extra 798".
- 629 Q. *How will an engine of another company be designated?*  
 A. The initials as well as the engine number will be used, as "Extra IC 868 north."
- 630 Q. *While in road service, what must be done with reference to the identifying numbers on diesel engines?*  
 A. The identifying numbers on the operating control units of diesel engines must be displayed and the identifying numbers on the nonoperating control units must be concealed.
- 631 Q. *When two or more engines are coupled, must the number of the LEADING ENGINE ONLY be used in train orders?*  
 A. Yes, except the numbers of helper engines used over a portion of the subdivision need not be shown when used ahead.
- 632 (206(a)) Q. *May even hours as "10 00 A. M." be used in stating time in train orders?*  
 A. No.
- 633 Q. *In transmitting train orders by telegraph, will time be stated in figures only?*

- 634 A. Yes.  
 Q. *In transmitting or repeating train orders by telephone, how must the numbers of trains, engines, orders and other numerals, except time, be transmitted or repeated?*  
 A. Must be pronounced as whole numbers, then each figure pronounced separately, thus: One thirty-five, one-three-five; except, that where there is one figure, it must be pronounced, then spelled, thus: One, O-n-e.
- 635 Q. *How must names of stations and direction of extra trains be transmitted and repeated?*  
 A. They must be pronounced, and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; North, n-o-r-t-h.
- 636 Q. *How must time in train orders be transmitted and repeated?*  
 A. Pronounced as a whole number and then each figure spelled separately, thus: One fifty; o-n-e f-i-v-e n-a-u-g-h-t.
- 637 Q. *Will the letters duplicating names of stations and numerals be written in the train order book, or upon train orders?*  
 A. No.
- 638 Q. *When train orders are transmitted by telegraph, how will the train dispatcher write, check and underscore?*  
 A. Write the order from the first repetition, and underscore each word and figure at the time of each succeeding repetition.
- 639 Q. *When transmitting by telephone, when must train dispatcher write and underscore?*  
 A. He must write the order as he transmits it and underscore each word and figure at the time of each repetition.
- 640 Q. *When two extras are mentioned in train orders, shall the word "two" be used?*  
 A. Yes, for example, "Meet two Extras 798 and 799 North."
- 640(a) (206(b)) Q. *May a train order be transmitted to conductor or engineer and how will such employe copying order be governed?*  
 A. Yes, and he will be governed by rules applicable to operators governing repetition and completion of order.
- 640(b) Q. *If a restricting order is sent in this manner, what is required?*  
 A. Signature of conductor and engineer of train restricted must be received by train dispatcher before complete is given

- to order for the other train.
- 641 Q. To relay a train order, how must it be transmitted?  
206(c) A. It must be transmitted in the usual manner to the relaying operator, who must transmit the order to the office addressed.
- 642 Q. What must the operator at the office addressed then do?  
A. He must repeat the order to the relaying operator.
- 643 Q. What must the relaying operator do?  
A. He must underscore upon his office copy each word and figure as repeated by the office addressed, then repeat the order to the train dispatcher.
- 644 Q. What will then be done?  
A. The train dispatcher will give "time complete" to the relaying operator to be transmitted to the office addressed.
- 645 Q. What signal will be used by the train dispatcher to transmit a train order?  
(207) A. The signal "Copy" followed by the number of copies and the direction, must be given to each office addressed, thus: "Copy 5 north" (or east), or "Copy 7 south" (or west).
- 646 Q. When a train order is to be sent to two or more offices, how must it be transmitted?  
(208) A. Simultaneously to as many of them as practicable.
- 647 Q. When not sent simultaneously to all, to which train must the order be sent first?  
A. To the train or trains being restricted.
- 648 Q. How and when must operators receiving train orders, write them?  
(209) A. In manifold during transmission.
- 649 Q. Where must train dispatcher's signature (initials) be placed?  
A. Directly under the last word of the order.
- 650 Q. Must operators retain a copy of each train order?  
A. Yes.
- 651 Q. What train orders may be typewritten?  
A. Form X orders only.  
Q. Must letters be capitalized?  
A. Yes.
- 652 Q. What part of such orders must be in the operator's handwriting?  
A. The time, complete, and the last name of the operator.
- 653 Q. If the requisite number of copies cannot be made at one writing, how must operators make others?

- A. From the original copy.
- 654 Q. Must they repeat to the train dispatcher from the new copies each time additional copies are made?  
A. Yes.
- 655 Q. How will the name of each operator be shown?  
A. Name of original receiving operator will be shown with the initials of the operator who recopies the order.
- 656 Q. What record will the train dispatcher make?  
(209(a)) A. Place notation in the train order book of the repetition.
- 657 Q. Will the original date of issue and time completed be changed?  
A. No.
- 658 Q. When an error is made in transmitting a train order, and before it has been repeated, what must be done?  
A. All copies must be immediately destroyed, the order marked "void" in train order book, and if re-issued, given another number.
- 659 Q. If an order in which an error has been made, has been repeated, what must be done?  
A. That order must be annulled by train order, Form L.
- 660 Q. When a train order has been transmitted, what must operators do, unless otherwise provided or directed?  
(210) A. Repeat it at once from the manifold copy in the succession in which the several offices have been addressed.
- 661 Q. What should each operator receiving the order observe?  
A. Whether the others repeat correctly.
- 662 Q. When repeated correctly, what response will then be given by the train dispatcher?  
A. "Complete" and the time, with the initials of the train dispatcher.
- 663 Q. What will each operator receiving this response then write on each copy?  
A. The abbreviation "Com" for the word "complete," the time, and his last name in full.
- 664 Q. To whom will he then deliver a copy, unless order is annulled?  
A. To each person addressed, except copies may be delivered by a member of the train or engine crew, or as prescribed by Rules 210 (a) and 217.

- 665 Q. *May operators advise train or engine men the contents of train orders?*  
 A. No.
- 666 Q. *Will train or engine men request operators for such information?*  
 A. No.
- 667 (210(a)) Q. *For train orders delivered by the train dispatcher, what are the requirements?*  
 A. The requirements as to the record and delivery are the same as at other offices.
- 668 (211) Q. *When a train is named, in a train order by its schedule number alone, are all sections of that schedule included and must each section have copies delivered to it?*  
 A. Yes.
- 669 Q. *When sections have been authorized, or it is known there will be sections, may train dispatchers designate trains in train orders by schedule numbers alone?*  
 A. They must not.
- 670 Q. *When it becomes necessary to run sections and a previous order naming a train by such schedule number alone is involved, what must be done?*  
 A. Another order specifying sections should be issued and previous order naming a train by schedule number alone annulled.
- 671 (213) Q. *When may "complete" be given to a train order for delivery to a train?*  
 A. Not until the order has been repeated by the operator who receives the order for the train being restricted.
- 672 (214) Q. *When a train order has been repeated, including the initials of the train dispatcher, and before "complete" has been given, how must the order be treated?*  
 A. As a holding order for the train addressed.
- 673 Q. *May the order be otherwise acted upon until "complete" has been given?*  
 A. No.
- 674 Q. *If the means of communication fails before an office has repeated an order, how will such order be treated?*  
 A. It is of no effect at that office and must be treated as if it had not been sent.
- 675 (215) Q. *What must conductors, engineers, firemen and trainmen do with reference to train orders?*  
 A. They must read train orders and clearances, check the correctness thereof, see that the orders and clearances are addressed to their train, and that the orders

- 676 Q. *To whom must engineers show train orders and clearances?*  
 A. To firemen and to trainmen on the engine, using the extra copy furnished him for this purpose.
- 677 Q. *To whom must conductors, when practicable, show train orders and clearances?*  
 A. To trainmen, except rear trainmen, who must be provided with a copy.
- 678 Q. *What must members of the crew do with reference to understanding train orders?*  
 A. They must, when practicable, check with each other, and have a definite and proper understanding of the requirements of train orders and clearances.
- 679 Q. *If necessary, must firemen and trainmen ask for train orders and clearances?*  
 A. Yes.
- 680 Q. *If there is any misunderstanding of a train order, what must be done?*  
 A. The misunderstanding must immediately be corrected, even if necessary to annul such order and issue another.
- 681 (216) Q. *When necessary to issue an order to a train at a station after clearance for that train has been OK'd by train dispatcher, but not delivered, when may such an order be transmitted by train dispatcher?*  
 A. Not until he has been notified by the operator that the previous clearance has been destroyed.
- 682 Q. *What words will the operator use?*  
 A. "Clearance to (train) OK'd at (time) destroyed," followed by his initials and office signal.
- 683 Q. *Must train dispatcher require that this be done?*  
 A. Yes.
- 684 Q. *What will train dispatcher then record on his clearance record?*  
 A. The word "Void", with the time and initials of the operator.
- 685 (216(a)) Q. *If train orders, other than restricting orders, are issued to a train after clearance and train orders have been delivered and it is not practicable to secure and destroy the first clearance, may a second clearance be issued?*  
 A. Yes.
- 686 Q. *What must this second clearance show?*  
 A. The numbers of all orders delivered and

endorsed. "Second" on the top margin of clearance.

- 687 Q. After clearance and train orders have been delivered, or after the engine of a train has passed the train order signal displaying proceed indication, may an operator repeat a train order restricting the movement of such train?  
(216(b))
- A. Not until he has obtained the signatures of the conductor and engineer on the order, and has destroyed all clearances previously issued to the train at that station.
- 688 Q. After signatures of the conductor and engineer have been obtained, previous clearances destroyed, and train dispatcher notified as prescribed by Rule 216, what will operator then do?
- A. The operator will repeat the order and transmit the signatures to the train dispatcher, who will then give "Complete."
- 689 Q. Will clearance then be issued and OK'd by train dispatcher?
- A. Yes, and it must show all orders delivered to the train at that station.
- 690 Q. Where will conductor and engineer sign the order?
- A. Any unfilled space may be used for this purpose, including the margin.
- 691 Q. When the operator has destroyed all previous clearances, as required, what words will he use in notifying the dispatcher?
- A. The words "Clearance to (train) OK'd at (time) destroyed," followed by his initials and office signal.
- 692 Q. When necessary to issue a train order to a work extra restricting its rights or annulling its authority as a work extra, what must the operator do before repeating the order?  
(216(c))
- A. Secure the signature of the conductor and engineer of the work extra on the order.
- 693 Q. After the signatures are secured, what will be done?
- A. The order will be repeated and signatures transmitted to train dispatcher, who will give "Complete."
- 694 Q. Will train dispatcher make record in the train order book of signatures received?  
(216(d))
- A. Yes.
- 695 Q. Unless otherwise provided, how must a train order delivered to a train at a point not a train order office, or at which the office is closed, be addressed?
- 696 Q. Is the employe in whose care the order is addressed responsible for its delivery?
- A. Yes.
- 697 Q. When delivery is to be made by another train, in whose care must the order be addressed?
- A. In care of conductor or engineer of delivering train, who is responsible for its delivery.
- 698 Q. Must clearance, addressed in same manner as train order, accompany delivery order?
- A. Yes.
- 699 Q. Does such clearance authorize the train to which order is sent to pass train order signal indication per Rule 232 at the station from which clearance was sent?
- A. No.
- 700 Q. How many copies must be supplied to the person in whose care it is addressed?
- A. Such number of copies of the clearance and train orders as prescribed in Rule 204 for delivery to members of the crew of the train addressed.
- 701 Q. Must the number of the train order to be delivered be included on the clearance for the train making delivery, and must a copy of the order be furnished with each clearance?
- A. Yes.
- 702 Q. For orders which are sent in the manner provided, to a train, the superiority of which is thereby restricted, must the operator be directed to make an extra copy which he will deliver to the person who is to make delivery?
- A. Yes.
- 702(a) Q. What must be done with this copy by person delivering the order?
- A. He must secure signatures of the conductor and engineer addressed and deliver the copy to first operator accessible.
- 702(b) Q. What must this operator do?
- A. Transmit at once such signatures to the train dispatcher and preserve the copy.
- 703 Q. Under such circumstances may "complete" be given to the order for an inferior train until the train dispatcher has received such signatures?



- A. No.
- 704 Q. When a train order is sent to a train at (218) the meeting or waiting point (except the initial station), in what words must the fact be stated in the order?
- A. "Order to (train) at (station)."
- 705 Q. What must be done by the operator before the train dispatcher OK's the clearance?
- A. The train must be brought to a stop by the operator, using flagman's signals.
- 706 Q. May the train dispatcher OK the clearance before the operator advises him definitely the train has been stopped?
- A. No.
- 706(a) Q. When time at that station in wait order expires before arrival of train restricted, may train dispatcher OK the clearance and may order be delivered without stopping the train?
- A. Yes.
- 707 Q. What must the train that is advanced to a meeting or waiting point where the opposing train receives the order, do?
- A. Approach such station at restricted speed, and, in addition, stop back a sufficient distance and send flagman ahead, when necessary.
- 708 Q. What must be done by the operator BEFORE (219) clearing a train?
- A. Clearance must be filled out.
- 709 Q. What must be shown on the clearance?
- A. Without erasure or alteration, the address, the total number of orders (if none, show "No") and the number of each train order, if any, addressed to the train.
- 710 Q. What will operator then do?
- A. He will transmit the address and orders numbers from the clearance to the train dispatcher.
- 711 Q. What will dispatcher do?
- A. He will check, and if correct, will reply "OK" with the time and his initials, which the operator must enter on the clearance.
- 712 Q. What will then be done?
- A. The clearance with the train orders will be delivered as prescribed in Rule 210.
- 713 Q. Do you understand that it is a violation of this rule and, in addition, hazardous for an operator to clear a train before he has filled out a clearance in the manner prescribed in this rule?
- A. Yes.
- 714 Q. Will the record of orders with which the

- train is cleared and the time of "OK" to the clearance be recorded by train dispatcher?
- A. Yes.
- 715 Q. When may an operator deliver train orders without the train dispatcher's OK to the clearance?
- A. If communication fails, unless he holds train orders not completed, train orders, if any, that have been repeated by the operator and made "Complete" by the train dispatcher, may be delivered without the train dispatcher's OK to the clearance.
- 716 Q. What endorsement will operator place on clearance under such circumstances?
- A. The words "wire failure."
- 717 Q. Will the operator enter the time and his last name on such clearance?
- A. Yes.
- 718 Q. Will this endorsement indicate to those who receive the clearance that it will be acted upon as though "OK" had been given in the usual way?
- A. Yes, and will be authority for a train to proceed on its schedule or train order authority.
- 719 Q. When communication is restored, what must be done?
- A. Operator will notify train dispatcher of each train cleared, the time, and the numbers of the orders delivered, which dispatcher will record.
- 720 Q. Must operators make the requisite number of copies of clearance at one writing and preserve a copy?
- A. Yes.
- 721 Q. How long do train orders once in effect (220) continue in effect?
- A. Until fulfilled, superseded or annulled.
- 722 Q. With what exception?
- A. Orders held by or issued for, or any part of an order relating to a regular train, become void when such train loses both right and schedule as provided by Rules 4 and 82, or its schedule is annulled.
- 723 Q. When is an order fulfilled?
- A. When all of its requirements have been completely carried out.
- 724 Q. How may an order or part of an order be superseded?
- A. By use of the words "instead of." (See Form P.)
- 725 Q. How may an order be annulled?

- 726 A. By use of Train Order, Form L.  
 Q. How may part of a train order be annulled?
- 727 A. By use of Train Order, Form M.  
 Q. Explain how orders held by, or issued for, or any part of an order relating to a regular train, become void?
- A. (1) When such train loses both right and schedule as prescribed by Rule 4, namely: When a schedule of the preceding timetable does not correspond in number, class, day of leaving, direction or initial or terminal station, or if the schedules do correspond in the six requirements, and the train is more than 12 hours late on the schedule of the new timetable.  
 (2) When such train loses both right and schedule under Rule 82, namely: By becoming more than 12 hours late on its schedule.  
 (3) When the schedule on which the regular train is running, is annulled.
- 728 Q. Should employes study and understand requirements of Rules 4 and 82 in order to properly understand Rule 220?
- A. Yes.
- 729 Q. May any part of an order specifying a particular movement be either superseded or annulled?
- A. Yes.
- 730 Q. When a conductor or engineer, or both, are relieved before train orders in effect held by them have been fulfilled, what must be done?
- A. Such train orders, clearances and instructions must be delivered to the relieving conductor and engineer.
- 731 Q. Should such orders, clearances and instructions be read, checked and understood per Rule 215 before proceeding?
- A. Yes.
- 732 Q. Unless otherwise provided, must a fixed (221) signal be used at each train order office?
- A. Yes.
- 733 Q. What indication shall train order signal display when clearance is to be delivered, or when blocking trains per Rule 91?
- A. Indication per Rule 232, namely: "Stop, Unless Clearance Received."
- 734 Q. What is aspect of train order signal when displayed per Rule 232?
- A. Semaphore arm at right angle, with red light.

- 735 Q. Under what conditions may a train pass the train order signal displaying indication per Rule 232?
- A. To do station work or enter siding protecting when required, as prescribed by Rule 99, but must receive a clearance before leaving.
- 736 Q. When engine crew can see that clearance, or clearance and orders, are in position for delivery, what will it indicate?
- A. That such delivery will be effected.
- 737 Q. What must an operator at a station equipped with a train order signal do when he receives the signal "Copy," followed by the direction?
- A. He must immediately display train order signal indication per Rule 232 for the direction indicated, then reply "SD," adding the direction.
- 738 Q. May the train order signal be restored to "Proceed" indication before orders have been delivered or annulled?
- A. No.
- 739 Q. Must each train order be delivered to the train addressed?
- A. Yes, unless the order is annulled by the train dispatcher.
- 740 Q. To advance a train beyond a station where (221(a)) it is restricted for a train, what will train dispatcher do?
- A. He will first issue necessary order to advance train, and then issue an order, Form N, to operator to display "calling-on" indication of train order signal, if train to be advanced is first from its direction.
- 741 Q. When may operators display "calling-on" indication of train order signal?
- A. Only when authorized by Train Order, Form N.
- 742 Q. Does this mean that he must not accept verbal or message advice to do so?
- A. Yes; no method must be used except Train Order, Form N.
- 743 Q. What action will a train take approaching a station when "calling-on" indication is displayed?
- A. Acknowledge indication as prescribed by Rule 14(b) (two longs), and use main track at restricted speed to train order signal.
- 744 Q. When engineer sounds whistle signal 14(b), in answer to "calling-on" indication, what will operator do?

- 745 A. He will again display train order signal indication per Rule 232.  
 Q. On what indication of train order signal must train orders and clearances be delivered?
- 746 A. Indication per Rule 232.  
 Q. May train leave station while "calling-on" indication is displayed?
- 747 A. No.  
 Q. If train is delayed between the time of accepting the "calling-on" indication and arrival at the train order signal, what must be done?
- 748 A. Train must be protected in both directions as prescribed by Rule 99.  
 Q. May "calling-on" indication of train order signal be repeated at designated points, at or near switch where train would enter siding, by a yellow light identified by the letters "CO"?
- 749 (221(b)) A. Yes.  
 Q. Except where flashing light train order signals are used, at interlocking stations where train order signal is operated by the operator, when no train orders are held for delivery, may the train order signal be displayed in proceed indication for a train until the route is lined and interlocking signals cleared to permit movement?
- 750 A. No.  
 Q. Except where flashing light train order signals are used, does this rule require the train order signal at such interlockings to display indication per Rule 232, when the interlocking signals display "Stop"?
- 751 (221(c)) A. Yes.  
 Q. Will lights on semaphore and disc type train order signals be displayed when train order offices are closed?
- 752 A. No.  
 Q. When may lights in color light type train order signals be extinguished?
- A. During the hours such offices are closed, when train order office hours are designated in timetable or general orders.
- 753 (221(d)) Q. What signal appliances must operators have ready for immediate use?  
 A. One red flag,  
 One white flag,  
 One red light,  
 One white light,  
 Six torpedoes,  
 Three red fuseses.

- 754 (222) Q. Must operators promptly record and report to the train dispatcher the time of arrival and departure, or passing, of trains?  
 A. Yes.
- 755 Q. What must operators do with reference to passing trains?  
 A. They must, when practicable, observe trains and report at once to the train dispatcher if the proper signals are not displayed.
- 756 (223) Q. What abbreviations may be used for:  
 Signature of train dispatcher?  
 Complete Conductor and engineer?  
 Conductor?  
 Division?  
 Engine?  
 Engineer?  
 Freight?  
 Junction?  
 Miles Per Hour?  
 Mile Post?  
 Minutes?  
 Number?  
 Correct?  
 Operator?  
 Train report?  
 Passenger?  
 Train order signal displayed per Rule 232?  
 Subdivision?  
 Clear the line for train orders?  
 May such office and other signals be used as are arranged by the proper authority?  
 May the usual abbreviations be used for the names of months?  
 May the words "Extra," "North," "East," "South," or "West," be abbreviated in train orders?
- A. His initials.  
 Com  
 C&E  
 Condr  
 Div  
 Eng  
 Engr  
 Frt  
 Jct  
 MPH  
 MP  
 Mins  
 No  
 OK  
 Opr  
 OS  
 Psgr  
 SD  
 Subdiv  
 9  
 Yes.  
 Yes, except May, June and July.  
 No.

757 Q. What indication is displayed by train  
(230) order signal, with semaphore arm in  
vertical position, or at 60 degree angle  
in lower quadrant, with green light?

A. Proceed, "No Orders."

758 Q. What is its name?

A. Clear train order signal.

759 Q. What indication is displayed by train order  
(231) signal, with semaphore arm at 45 de-  
gree angle in upper or lower quadrant,  
with yellow light?

A. Advance on main track at restricted speed  
to train order signal.

760 Q. What is its name?

A. "Calling-on" train order signal.

761 Q. May this indication be repeated by yellow  
light with designation "CO" as repeater?

A. Yes.

762 Q. What indication is displayed by train order  
(232) signal, with semaphore arm at right  
angle, with red light?

A. Stop, unless clearance received.

763 Q. What is its name?

A. Stop train order signal.

764 Q. Where color light train order signals are  
(Note) used, how will the indications be dis-  
played?

A. By colors of lights only.

### FORMS OF TRAIN ORDERS.

765 Q. How are forms for single track identified?

A. By a prefix "S."

766 Q. How are forms for two or more tracks  
identified?

A. By a prefix "D."

767 Q. To what do those without prefixes "S" or  
"D" apply?

A. To single or two or more tracks.

768 Q. Are the words and figures in italics in  
the forms, examples indicating the man-  
ner in which the orders are to be filled  
out?

A. Yes.

769 Q. What are the only forms of train orders  
authorized to be combined with each  
other?

A. Forms S-A, S-C, D, S-E, E, G, L, M and P.

770 Q. May either of the other forms be combined  
with any form?

A. No, except Forms S-H and D-H may be  
combined with each other.

Explanation to permit easy understand-  
ing of train order forms:

A to Z is southward or westward.

Z to A is northward or eastward.

Northward trains are superior to south-  
ward trains of the same class.

Eastward trains are superior to west-  
ward trains of the same class.

Nos. 1 to 19 inclusive, are used to in-  
dicate first-class trains; higher numbers,  
second and inferior class.

Even numbers are northward or east-  
ward trains.

Odd numbers are southward or west-  
ward trains.

### FIXING MEETING POINTS FOR OPPOSING TRAINS.

Order No. 1: No 2 meet No 1 at B.

Order No. 2: No 2 meet No 1 at C instead  
of B Order to No 2 at C.

Order No. 3: Order No 2 is annulled.

Order No. 4: No 4 meet No 3 at G

No 3 hold main track at G.

Order No. 5: No 3 meet No 4 at F instead of  
G.

771 Q. With Order No. 1, where do trains meet  
(Form and which train takes siding?  
S-A)

A. Meet at B. No 1 takes siding.

772 Q. With Order No. 1, may No. 1 go to C if  
it can clear No. 2's schedule time?

A. No, Order No. 1 must be fulfilled.

773 Q. With Order No. 1, if No. 1 becomes more  
than 12 hours late at B, may No. 2 go,  
if schedule of No. 2 is in effect?

A. Yes.

774 Q. With Order No. 1, if No. 1 arrives at B,  
with green signals, may No. 2 go?

A. No, not until all sections of No. 1 have  
arrived.

775 Q. With Order No. 1, where must No. 2 stop  
at B, unless No. 1 is clear of the main  
track and switch is properly lined?

A. At least 300 feet from clearance point of  
switch to be used by No. 1 in going on  
siding.

776 Q. With Order No. 1, if a new timetable be-  
comes effective and No. 1 cannot assume  
schedule of No. 1 on new timetable, may  
No. 2 go?

A. Yes.

777 Q. With Order No. 1, if train dispatcher an-  
nuls the schedule of No. 2, may No. 1 go?

A. Yes.

778 Q. If either train arrives without displaying  
markers, what must the other train do?

- 779 A. Remain until it is ascertained that the train is complete.  
 Q. How would each of these trains identify the other train?  
 A. By its engine number.
- 780 Q. With Order No. 2, how must No. 1 approach C?  
 A. At restricted speed, and in addition stop back a sufficient distance, and send flagman ahead, if necessary.
- 781 Q. With Order No. 2, which train takes siding at C?  
 A. No. 1.
- 782 Q. With Orders Nos. 1, 2, and 3, what orders has No. 1 on No. 2?  
 A. No orders.
- 783 Q. With Order No. 4, where do trains meet, and which train takes siding?  
 A. Meet at G. No. 4 takes siding.
- 784 Q. With Order No. 5, which train takes siding at F?  
 A. No. 3.
- 785 Q. Does Order No. 5 supersede Order No. 4?  
 A. Yes.
- 786 Q. Is any part of Order No. 4 in effect after Order No. 5 is received?  
 A. No.
- 787 Q. Do the words "No 3 hold main track at G" in Order No. 4 apply only to that order?  
 A. Yes; they apply only to Order No. 4, only to train No. 3, and only at station G.
- 788 Q. Will Form S-A order be used to fix a meeting point between a Work Extra and another train?  
 A. No.
- Order No. 6: No 2 meet Second 1 at B.
- 789 Q. If Second 1 arrives at B with green signals, may No. 2 go?  
 A. Yes.
- Order No. 7: No 51 meet No 62 at G  
 No 51 pull by under protection of flag and back in.
- 790 Q. From which switch of siding at G is No. 51 required to protect as required by Rule 99?  
 A. First switch.

## DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

Order No. 8: No 1 pass No 3 at K.

- 791 Q. Under this order which train will take siding?  
 (Form B)  
 A. The train to be passed (No. 3) unless otherwise specified in train order.
- 791(a) Q. When an inferior train receives an order to pass a superior train, what right is conferred?  
 A. To run ahead of the train passed from the designated point.
- Order No. 9: Extra 594 North run ahead of No 6 M to K.
- 792 Q. What right does this order confer on Extra 594 North?  
 A. To run ahead of No. 6 M to K.
- 793 Q. Must Extra 594 North go to K ahead of No. 6 unless further orders are received?  
 A. Yes, unless the extra is delayed.
- 794 Q. If the extra is delayed after receiving this order, may it allow No. 6 to pass?  
 A. Yes.
- 795 Q. Must the train dispatcher be notified at once by Extra 594 North, when practicable, and by No. 6 at the first open office?  
 A. Yes.
- 796 Q. When No. 6 is allowed to pass because of delay to Extra 594 North, must the order be considered fulfilled?  
 A. Yes.
- 797 Q. Outside of ABS territory, what is required of No. 6 (first-class train)?  
 A. No. 6 must not exceed the authorized maximum speed including speed restrictions of the inferior train ahead until the order is fulfilled.
- 798 Q. Does this mean that No. 6 (first-class train) is required to run at restricted speed through yard limits and comply with other speed restrictions applicable to Extra 594 North within the limits of this Form B order?  
 A. Yes.
- 799 Q. May Form B authorizing an inferior train to run ahead of a superior train, OUTSIDE ABS TERRITORY, be used when the same purpose can be accomplished by other forms of orders?  
 A. No.
- 800 Q. What is the purpose of Form B orders?  
 A. They relieve the inferior train ahead from clearing the following superior train according to Rule 86.
- 801 Q. Do Form B orders confer superiority upon

the inferior train, or relieve the preceding train from protecting as prescribed by Rule 99?

- 802 A. No.  
Q. Is it proper for the train dispatcher to issue an order for example: "Extra 594 North run ahead of No 6 M to K" when there are sections of No. 6 authorized?  
A. No; the order must specify section or sections it is desired Extra 594 North run ahead of.
- 803 Q. If Extra 594 North is delayed at M after No. 6 is ready to go, is No. 6 required to wait at M until Extra 594 North leaves?  
A. No, because this Form B order confers no superiority upon Extra 594 North.

### GIVING RIGHT OVER AN OPPOSING TRAIN.

- Order No. 10: No 1 has right over No 2 G to X.
- 804 (Form S-C) Q. May No. 2 go beyond X before No. 1 arrives?  
A. Yes, if it can clear No. 1's schedule as required by Rule S-89.
- 805 Q. If the trains meet at G or X, which train takes the siding?  
A. No. 1.
- 806 Q. If the trains meet between G and X, which train takes the siding?  
A. No. 2.
- 807 Q. How must No. 2 clear No. 1 if they meet between G and X?  
A. Not less than 5 minutes.  
Order No. 11: No 62 has right over No 3 F to A. (No. 3 is first-class and No. 62 a second-class train.)
- 808 Q. If No. 3 goes to a point between F and A for No. 62, how many minutes must it clear No. 62's schedule?  
A. Not less than 5 minutes.
- 809 Q. If the trains meet at F or A, which train must take the siding?  
A. No. 62.
- 810 Q. If the trains meet between F and A, which train takes the siding?  
A. No. 3.
- 811 Q. If No. 62 meets First 3 displaying green signals at D, may it proceed?  
A. Yes, No. 62 has right over all sections of No. 3 F to A.  
Order No. 12: Extra 37 North has right over No 3 F to C.

- 812 Q. May Extra 37 North go to B or A if it can clear No. 3's schedule time at those stations 5 minutes?  
A. Yes.
- 813 Q. May No. 3 go beyond C before Extra 37 North arrives?  
A. No.
- 814 Q. If they meet at C, which train will take the siding?  
A. Extra 37 North.  
Order No. 13: No 7 has right over No 8 A to D.  
Order No. 14: No 7 meet No 8 at C.  
Order No. 15: No 7 meet No 8 at B instead of C.  
Order No. 16: Order No 15 is annulled.
- 815 Q. After receipt of these four orders, what order, if any, does No. 7 have on No. 8?  
A. Order No. 13.  
Order No. 17: Extra 77 North has right over No 97 F to A and wait at D until 10 20 a m for No 97.
- 816 Q. If the trains meet at F or A, which train will hold the main track?  
A. No. 97.
- 817 Q. If they meet at any station between F and A, which train will hold main track?  
A. Extra 77 North.
- 818 Q. If No. 97 arrives at D before 10:20 A. M., may Extra 77 North leave before 10:20 A. M.?  
A. Yes, after proper identification and there are no other timetable or train order restrictions.
- 819 Q. If No. 97 cannot make D to properly clear the time shown in the order, may they use this time to go to stations B or C?  
A. Yes.
- 820 Q. If No. 97 only makes B or C, by what time must it be in the clear at either of these points?  
A. 10:15 A. M.
- 821 Q. By what time must No. 97 be in the clear at D?  
A. 10:15 A. M., the same as the Extra was required to clear No. 97 before right was reversed.  
Order No. 18: Extra 72 South has right over Extra 91 North A to Z and wait at  
N until 2 10 p m  
P 3 25 p m for Extra 91 North.

- 822 Q. *May Extra 72 South leave P at 3:25 P. M., and proceed to Z against Extra 91 North?*  
 A. Yes.
- 823 Q. *By what time must Extra 91 North be in clear at N for Extra 72 South?*  
 A. 2:05 P. M.
- 824 Q. *How many minutes must Extra 91 North clear Extra 72 South at P?*  
 A. Not less than 5 minutes.
- 825 Q. *If Extra 91 North cannot arrive P and be in the clear by 3:20 P. M. for Extra 72 South, by what time must it be in the clear at Q or any intermediate station between Z and P?*  
 A. By 3:20 P. M.

Order No. 19: Extra 600 South has right over Extra 601 North A to M and wait at  
 F until 9 59 a m  
 G 10 39 a m  
 H 10 55 a m for Extra 601 North and will not leave M unless Extra 601 North has arrived  
 Extra 601 North hold main track at M  
 Order to Extra 601 North at M.

- 826 Q. *When will this form of order be used?*  
 A. This form of order will only be used to give one extra train right over another extra train to or from a point intermediate to the originating and terminating points of both extra trains on the same subdivision.
- 827 Q. *Must the order prescribe that Extra 601 North hold main track at M?*  
 A. Yes, because Extra 601 North gets the order at M.
- 828 Q. *If Extra 601 North receives the order at a station south of M, must the order specify which train will hold the main track at M?*  
 A. Yes.
- 829 Q. *If Extra 601 North receives the order at a station south of M, must the order still require that Extra 600 South will not leave M unless Extra 601 North has arrived?*  
 A. Yes, because Extra 600 South has right over Extra 601 North only to M, an intermediate point.
- 830 Q. *When an order is issued giving an extra right over an opposing extra to such intermediate station, why is it necessary to include the provision that the extra*

*given right "will not leave" the intermediate station to which right extends unless the opposing extra has arrived?*

- A. This provision is necessary to make the order a safe order, because otherwise there is nothing to hold the extra given right at the intermediate point, due to the fact that there is no meeting point, or right by train order beyond that point.
- 831 Q. *Has Extra 600 South right over Extra 601 North beyond M?*  
 A. No.
- 832 Q. *When may Extra 600 South leave M?*  
 A. Not until it has met and properly identified Extra 601 North.
- 833 Q. *If, after Order No. 19 is issued, a Form S-A order is issued making a meeting point between those two extra trains at P, or any station south of M, must that part of Order No. 19 requiring Extra 600 South to not leave M unless Extra 601 North has arrived, be annulled?*  
 A. Yes, because that part of Order No. 19 is in effect until fulfilled or annulled.

Order No. 20: Extra 600 South has right over Extra 601 North M to Z and wait at  
 P until 9 15 a m  
 Q 9 45 a m  
 R 10 15 a m for Extra 601 North.

(Extra 600 South has been authorized A to Z and receives the order at M. Extra 601 North has been authorized Z to A.)

- 834 Q. *If Extra 601 North is later advanced to M by use of wait order, Form S-E, what is Extra 601 North required to do?*  
 A. Take siding and not leave M unless Extra 600 South has arrived.
- 835 Q. *If after Order No. 20 has been issued and later Extra 601 North is advanced to M by use of wait order, Form S-E, must such order specify that Extra 601 North will not leave M until Extra 600 South has arrived, and that Extra 600 South will hold main track at M?*  
 A. Yes.
- Order No. 21: Extra 601 North has right over Extra 600 South Z to K and wait at  
 M until 9 30 a m  
 L 9 55 a m for Extra 600 South  
 Extra 600 South originates at K.

(Extra 601 North has been authorized Z to A. and Extra 600 South K to Z.)

836 Q. When Extra 601 North is given right over Extra 600 South Z to K, what fact must be stated in the order?

A. "Extra 600 South originates at K."

Order No. 22: Extra 601 North has right over Extra 600 South P to G and wait at

P until 9 45 a m

N 10 30 a m

L 11 15 a m for Extra 600 South

Extra 601 North originates at P and terminates at G.

(Extra 600 South has been authorized A to Z, and Extra 601 North P to G.)

837 Q. When Extra 601 North is given right over Extra 600 South P to G, what fact must be stated in the order?

A. "Extra 601 North originates at P and terminates at G."

838 Q. With the fact that Extra 601 North originates at P stated in the order, if Extra 600 South makes P for Extra 601 North, what may Extra 600 South do?

A. May proceed on its train order authority since there are no further restrictions against Extra 601 North.

Order No. 23: Extra 600 South has right over Extra 601 North G to P and wait at

G until 9 45 a m

H 10 15 a m

J 10 45 a m for Extra 601 North

Extra 601 North originates at P and terminates at G.

(Extra 600 South has been authorized A to Z, and Extra 601 North P to G.)

839 Q. When Extra 600 South is given right over Extra 601 North G to P, what fact must be stated in the order?

A. "Extra 601 North originates at P and terminates at G."

840 Q. What will Extra 600 South do upon arrival at P, if Extra 601 North has not been met between G and P?

A. Proceed on its train order authority.

841 Q. May Form S-C train order be modified by adding: "(Train) hold main track at (Station)"?

A. Yes.

842 Q. When an inferior train has been directed by train order to hold main track at the

last named station in a Form S-C train order, to what do such instructions apply?

A. Such instructions apply only to that order, that train and station named.

843 Q. When a train order is issued giving a train right over a section of a schedule, must all following sections be named in the order?

A. Yes.

844 Q. When the right is given by Form S-C order to the end of single track, or to a point where operation begins under rules governing opposing and following movements of trains and engines by block signals, what may the first-named train do?

A. It may proceed with the current of traffic on two or more tracks, or by block signal indication, but must not again leave such territory unless the second-named train has arrived, or is authorized to do so by train order.

### GIVING RIGHT OVER AND REQUIRING CLEARANCE OF ANOTHER TRAIN IN THE SAME DIRECTION.

Order No. 24: No 1 has right over No 3 A to Z.

Order No. 25: Extra 21 South has right over Extra 28 South A to Z and wait at

A until 12 50 p m

C 1 10 p m

E 1 20 p m

845 Q. How must the second-named train in each (Form D) order clear the first-named train?

A. As required by Rule 86.

Order No. 26: No 82 and Extra 155 North clear No 160 K to A.

(No. 82 a third-class train and No. 160 a second-class train.)

846 Q. Under this form of order, how must the third-class train and the Extra train clear the second-class train at any point between K and A.

A. As prescribed by Rule 86.

### TIME ORDERS.

Order No. 27: No 2 wait at H until 9 59 a m for No 61.

(No. 2 first-class and No. 61 second class.)



- 847 Q. If No. 61 arrives at H before 9:59 A. M.,  
(Form S-E) when may No. 2 leave H?  
848 A. After No. 61 arrives at H.  
Q. By what time must No. 61 be in clear at  
H for No. 2?  
A. 9:54 A. M.  
849 Q. If First 61 arrives at H before 9:59 A. M.,  
may No. 2 leave before 9:59 A. M.?  
A. No.  
850 Q. If Second 61 has not arrived at H at 9:59  
A. M., may No. 2 leave?  
A. Yes.  
851 Q. If No. 2 later received an order to meet  
No. 61 at J, would No. 2 have to wait  
at H until 9:59 A. M.?  
A. Yes; order No. 27 must be fulfilled.  
852 Q. Should train dispatcher annul Order No.  
27 when issuing the meet order?  
A. Yes.  
Order No. 28: No 1 and No 3 wait at  
K until 9 59 a m  
N 10 30 a m  
Q 10 55 a m.

- 853 Q. May an opposing inferior train use this  
(Form E) order to go from R to Q for No. 1 and  
No. 3?  
A. Yes.  
854 Q. By what time must an opposing inferior  
train be in the clear at Q?  
A. 10:50 A. M.  
855 Q. May an opposing train use this order to  
go to W or T?  
A. Yes.  
856 Q. By what time must the opposing inferior  
train be in the clear at W or T?  
A. 10:50 A. M.  
857 Q. What is the earliest time train dispatcher  
may start a section of No. 1 from any  
station south of Q?  
A. 10:55 A. M.

### FOR SECTIONS.

- Order No. 29: Eng 20 display signals and run  
as First 1 A to Z.  
Order No. 30: Eng 25 run as Second 1 A to Z.  
858 Q. When will form of order, as No. 29 be  
(Form F) used?  
A. When the number of the engine for which  
signals are displayed is unknown.  
859 Q. Must the crew of Engine 25 have copies  
of Order No. 29?  
A. No, Order No. 30 is all that is required.

- 860 Q. Must Second 1 know that First 1 has left,  
displaying green signals, before Second  
1 may leave?  
A. Yes.  
861 Q. How does First 1 register at Z?  
A. As First 1, green signals.  
862 Q. How does Second 1, register at Z?  
A. As Second 1, no signals.  
Order No. 31: Second 1 Eng 25 display signals  
B to E for Eng 99.  
(E is register station for No. 1.)  
863 Q. Will Engine 99 display signals?  
A. No.  
Order No. 32: Engs 20 25 and 99 run as First  
Second and Third 1 A to Z.  
864 Q. Which engines will display signals?  
A. Engines 20 and 25.  
Order No. 33: Eng 85 display signals and run  
as Second 1 A to Z Following sections  
change numbers accordingly.  
865 Q. When will this form of order be used?  
A. To add an intermediate section.  
866 Q. With Orders Nos. 32 and 33, which engines  
display signals?  
A. Engines 20, 85 and 25.  
867 Q. To whom should Order No. 33 be ad-  
dressed?  
A. To C&E Eng 85, Second and Third 1.  
868 Q. What section numbers will following sec-  
tions take?  
A. The next higher section number.  
Order No. 34: Eng 85 is withdrawn as Second  
1 at H Following sections change numbers  
accordingly.  
869 Q. How must Order No. 34 be addressed?  
A. To C&E Second, Third and Fourth 1.  
870 Q. Will this form of order be used to drop  
an intermediate section?  
A. Yes.  
871 Q. What will Second 1, Engine 85, do at H?  
A. Drop out.  
872 Q. What will Third and Fourth 1 do at H?  
A. Proceed as Second and Third 1.  
Order No. 35: Eng 18 instead of Eng 25 display  
signals and run as Second 1 R to Z.  
873 Q. To whom will this order be addressed?  
A. To C&E Eng 18 and Second 1.  
874 Q. What will Engine 25 do at R?  
A. Will drop out at R and be replaced by

Engine 18.

- 875 Q. Will this form of order be used to substitute one engine for another on a section?  
A. Yes.
- Order No. 36: Engs 20 and 25 run as First and Second 1 A to K.
- (K is an intermediate register station for No. 1.)
- 876 Q. After Engine 20 takes down signals at K, may it proceed as No. 1 without a train order authorizing it to assume No. 1's schedule beyond K?  
A. No.
- 877 Q. Has either engine authority to fulfill No. 1's schedule beyond K without a train order?  
A. No.
- 878 Q. If Engine 20 is cleared as No. 1 at K, with clearance only, and without train order authorizing it to fulfill No. 1's schedule beyond K, may it proceed?  
A. No.
- 879 Q. If there is a schedule of a different number originating at K, may Engine 20 be cleared as such train with only a clearance?  
A. Yes.
- 880 Q. When sections are run to an intermediate point of a schedule, must the train order specify which section or sections shall assume the schedule beyond such point?  
A. Yes.
- Order No. 32: Engs 20 25 and 99 run as First Second and Third 1 A to Z.  
Order No. 37: Engs 99 and 25 reverse positions as Second and Third 1 H to Z.
- 881 Q. How will Order No. 37 be addressed?  
A. To C&E Second and Third 1.
- 882 Q. What must Second and Third 1 do at H?  
A. Reverse positions, exchanging train orders, signals and section numbers.
- 883 Q. After reversing positions, exchanging train orders, signals and section numbers, what will Engine 99 be from H?  
A. Engine 99 will be Second 1, green signals.
- 884 Q. What will Engine 25 be?  
A. Engine 25 will be Third 1, no signals.
- 885 Q. What form 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. Form K, train order.
- 886 Q. When trains are running in sections, with whom does the responsibility rest for a following section passing a leading section of the same schedule without proper authority?  
A. Responsibility rests with the leading section, as well as with the following section.
- 887 Q. When sections of a first-class schedule are run to the terminating station of the schedule, where does time in timetable or train order apply?  
A. At the station, unless otherwise specified in train order or special instructions.
- 888 Q. When sections of second and inferior class schedules are run to the terminating station of the schedule, where does time in timetable or train order apply?  
A. Unless otherwise specified by train order or special instructions, such time applies at first switch of siding, if a siding, or at entrance to yard if no designated siding and there is a yard.

### EXTRA TRAINS.

Order No. 38: Eng 99 run extra A to F.

Order No. 39: Eng 99 run Psgr Extra A to F.

- 889 Q. Do either of these orders give the extra (Form G) right to occupy the main track between the switches of the siding at A or F?  
A. No.
- 890 Q. Unless made superior by train order, does an extra train designated as a "Psgr extra" have any superiority over other extra trains?  
A. No.
- 891 Q. Is a "Psgr extra" relieved of compliance with Rule 93, or other rules applicable to extra trains?  
A. No.
- 892 Q. How must a "Psgr extra" move within yard limits?  
A. At restricted speed, the same as any other extra train.
- Order No. 40: Eng 99 run extra A to F and return to C.
- 893 Q. Must the extra go to F before returning to C?  
A. Yes.

- 894 Q. Does this order give the extra right to occupy the main track between the switches of the siding at either the originating, terminating or turning point?
- A. No.
- 895 Q. If F is an open office, must clearance be secured before starting the return trip?
- A. Yes, unless train order signal indicates proceed for both directions.

Order No. 41: Eng 77 run extra A to Z with right over all trains and wait at

B until 9 15 a m  
 F 9 45 a m  
 G 10 15 a m  
 K 10 45 a m  
 P 11 15 a m.

- 896 Q. How will the extra authorized by this form of order be required to move within yard limits?
- A. At restricted speed, the same as any other extra train.
- 897 Q. May this order be varied by specifying the kind of extra and the train or trains over which the extra shall or shall not have right?
- A. Yes.
- 898 Q. Must all trains over which the extra is thus given right, receive copies of this order, including trains that might overtake the extra?
- A. Yes.
- 899 Q. How many minutes must all opposing trains clear the times shown in this order?
- A. Not less than 5 minutes, as prescribed by Rule S-89.
- 900 Q. How must trains moving in same direction ahead clear this extra?
- A. Must be in the clear as provided by Rule 86.
- 901 Q. Do first-class trains have to clear this extra the same as second and inferior class, and extra trains?
- A. Yes.
- 902 Q. When an extra train under Order No. 41 is run through the limits of a work extra, what must be done?
- A. The work extra must be delivered a copy of the order.
- 903 Q. If not protecting against extra trains in that direction, what is required?
- A. Form S-H, Example (2), must be issued, requiring the work extra to clear (or protect against) Extra 77 South.

- 904 Q. Must the signatures of the conductor and engineer of the work extra be obtained on this Form S-H, Example (2), order?
- A. Yes, before it is completed to Extra 77 South.
- 905 Q. May Extra 77 South enter the working limits before it has received a copy of such order?
- A. No.
- 906 Q. Unless otherwise provided, do Orders Numbers 38, 39, 40 and 41 give the extra trains any authority to occupy the main track at the originating, terminating or turning point?
- A. No.

Order No. 42: Eng 99 run extra B to G This order is annulled at 7 10 p m.

- 907 Q. When must the extra authorized by this order be clear of the main track?
- A. By the time specified in the order.
- 908 Q. If the extra fails to clear the main track by the time specified in this order, what must be done?
- A. Protect itself in both directions, as prescribed by Rule 99.

Order No. 43: After Extra 55 South arrives at G Eng 66 run extra G to B.

- 909 Q. When will this form be used?
- A. Only when or where it is impracticable to issue a meet order with the first-named train.
- 910 Q. What must the train authorized by this form of order know before leaving the point first-named?
- A. That the first-named train has arrived.

### WORK EXTRA SINGLE TRACK.

Order No. 44: Eng 292 works extra 6 45 a m until 5 45 p m between D and E.

- 911 Q. With this order, what is work extra required to do with respect to other trains?
- (Form S-H) A. Whether standing or moving, protect itself against extra trains in both directions as prescribed by Rule 99. The time of regular trains must be cleared as prescribed by Rules 86 and S-89.
- 912 Q. Engine 292 receives this order at D, which is not a register station; before occupying the main track, what must it require?
- A. Train order, Form V.
- 913 Q. Does Form S-H order confer any right on

*the work extra to occupy the main track between switches of siding at either D or E?*

A. No.

Order No. 45: Eng 292 works extra 6 45 a m until 5 45 p m between D and E not protecting against northward extra trains.

Order No. 46: Eng 292 works extra 6 45 a m until 5 45 p m between D and E not protecting against extra trains.

Order No. 47: Eng 292 works extra 6 45 a m until 5 45 p m between D and E not protecting against southward extra trains until 12 30 p m.

914 Q. Under Order No. 45, what is required of the work extra with respect to other trains?

A. Clear the time of all regular trains, protect against southward extra trains, not protecting against northward extra trains.

915 Q. With Order No. 45, may northward extra trains enter the working limits?

A. Only by protecting against the work extra as prescribed by Rule 99.

916 Q. With Order No. 45, how will southward extra trains be governed in entering the working limits?

A. Expecting the work extra to be properly protecting itself as prescribed by Rule 99.

917 Q. With Order No. 46, is protection against extra trains in either direction required?

A. No.

918 Q. With Order No. 47, when will work extra be protected against southward extra trains as prescribed by Rule 99?

A. 12:30 P. M.

919 Q. With Order No. 47, may southward extra trains enter the working limits before 12:30 P. M.?

A. Yes, but must protect against the work extra as prescribed by Rule 99.

920 Q. With Order No. 47, how will southward extra trains be governed in entering the working limits after 12:30 P. M.?

A. Expecting the work extra to be properly protecting itself as prescribed by Rule 99.

Order No. 44: Eng 292 works extra 6 45 a m until 5 45 p m between D and E.

Order No. 48: Northward extra trains except Extra 173 North wait at E until 3 45 p m for Work Extra 292

Extra 173 North wait at E until 9 15 a m for Work Extra 292.

921

Q. What will the work extra do with respect to southward extra trains?

A. Protect against them.

922

Q. What must the work extra do with respect to Extra 173 North?

A. Protection is not required until 9:15 A. M.

923

Q. What is required of the work extra with respect to other northward extra trains?

A. Protection is not required against other northward extra trains until 3:45 P. M.

924

Q. Must the flagman be a sufficient distance to be fully protected by the time specified?

A. Yes.

925

Q. May the northward extra trains named in this order leave the points designated until the times specified?

A. No, unless the work extra has arrived and has been identified as prescribed by Rule 83 (a).

Order No. 46: Eng 292 works extra 6 45 a m until 5 45 p m between D and E not protecting against extra trains.

Order No. 49: Work extra 292 clears (or protects against) Extra 76 North between D and E after 2 10 p m.

926

Q. Do you understand that Order No. 49 will be used when a work extra has been instructed by order to not protect against extra trains, and, afterwards, it is desired to have it clear the track for, or protect itself after a certain time against, a designated extra?

A. Yes.

927

Q. May Extra 76 North enter the working limits before 2:10 P. M.?

A. No, unless train dispatcher authorizes Extra 76 North to enter the working limits under flag protection before 2:10 P. M., by train order reading: "Extra 76 North may enter working limits of Work Extra 292 before 2 10 p m under protection as prescribed by Rule 99."

Order No. 44: Eng 292 works extra 6 45 a m until 5 45 p m between D and E.

Order No. 50: Work extra 292 protects against No 55 Eng 99 (or second-class trains) between D and E.

928

Q. With Order No. 44 only, what is work extra required to do with respect to all regular trains?

A. Clear them as prescribed by Rules 86 and

S-89.

- 929 Q. With Orders Nos. 44 and 50, how will work extra be governed with respect to No. 55, (or second-class trains) as the order may prescribe?
- A. The work extra may work upon the time of the regular train, or trains, mentioned in the order, and must protect itself against such train or trains.
- 930 Q. How will the regular train, or trains, mentioned in the order run with respect to the work extra?
- A. Expecting to find the work extra properly protecting itself.

Order No. 51: Eng 292 works extra 7 15 p m until 1 15 a m between D and E with right over all trains.

- 931 Q. With Order No. 51, does the work extra have the exclusive right between the points designated between the times specified?
- A. Yes.
- 932 Q. May any train enter the working limits between 7:15 P. M. and 1:15 A. M.?
- A. No.
- 933 Q. If a southward train is at D, or a northward train is at E, at 12:15 A. M., and Work Extra 292 arrives, may either train enter the working limits before 1:15 A. M.?
- A. No, unless Order No. 51 is annulled.
- 934 Q. Must all trains affected have a copy of Order No. 51?
- A. Yes.

### WORK EXTRA TWO OR MORE TRACKS.

Order No. 52: Eng 292 works extra on southward track 6 45 a m until 5 45 p m between D and E.

- 935 Q. How must the work extra be governed (Form D-H) with respect to other trains?
- A. Clear all southward regular trains as prescribed by Rule 86, and protect against southward extra trains as prescribed by Rule 99.
- 936 Q. Does Order No. 52 give the work extra any right to work on the northward track?
- A. No.
- 937 Q. If it becomes necessary, in emergency, for work extra to use a crossover and occupy the northward track, how must the

work extra be protected on the northward track?

- A. In both directions on that track, as prescribed by Rule D-99.
- 938 Q. With Order No. 52, does work extra have the right to move in both directions on southward track between D and E if it clears all southward regular trains, and protects against southward extra trains?
- A. Yes.
- Order No. 53: Eng 292 works extra on both tracks 6 45 a m until 5 45 p m between D and E.
- 939 Q. Does the work extra have the right to move in both directions on both tracks, within the working limits, if it clears all regular trains, and protects against extra trains that are moving in the direction of traffic on the track on which the work extra is working?
- A. Yes.

- 940 Q. When it is desired to move a train against (Forms S-H, D-H) the current of traffic over the working limits, what must be done?
- A. Provision must be made for the protection of such movement. (See Form D-R.)
- 941 Q. Should the working limits be as short as practicable, to be changed as the progress of the work may require?
- A. Yes.
- 942 Q. Must work extras clear main track for all trains as promptly as practicable?
- A. Yes.
- 943 Q. When extra trains are run over the working limits of a work extra, must they be given copy of the work order?
- A. Yes.
- 944 Q. When other trains are affected, must they have a copy of the work order?
- A. Yes.
- 945 Q. Should the work order instruct a work extra to not protect against extra trains in one or both directions, what must extra trains do?
- A. Protect against the work extra.
- 946 Q. If the order indicates that the work extra is protecting itself against other trains, how may such other trains run?
- A. Expecting to find the work extra protecting itself.
- 947 Q. Do Example (1) of Form S-H, and Example (1) of Form D-H, confer any authority to

the work extra to occupy the main track between the switches of the siding at either of the points designated?

- 948 A. No.  
Q. May the working limits or the working time of a work extra be extended?  
A. No; former order must be annulled and another issued.  
949 Q. Does Rule 99 (j) apply to work extras?  
A. No.  
950 Q. Are all other requirements of Rule 99 and subparagraphs thereof, except 99 (j), applicable when protection of work extras is required?  
A. Yes; the flagman must afford full protection against trains moving at maximum speed.

### HOLDING ORDER.

Order No. 54: Hold all (or northward) trains.

Order No. 55: No 2 may go.

Order No. 56: Order No 54 is annulled.

- 951 Q. To whom should each of these orders be addressed?  
(Form J) A. The operator.  
952 Q. How must conductors and engineers respect these orders?  
A. The same as if addressed to them.  
953 Q. After No. 2 is held by Order No. 54, may it go when cleared with Orders Nos. 54 and 55?  
A. Yes.  
954 Q. When No. 2 is held by Order No. 54 and later is cleared with Order No. 54 and an order to meet a train at a station beyond, may it proceed?  
A. No, not until a copy of either Order No. 55 or 56 is received.  
955 Q. After all trains held by Order No. 54, are cleared with Orders Nos. 54 and 56, may they go?  
A. Yes.  
956 Q. When will Form J orders be used?  
A. Only when necessary to hold trains in an emergency not provided for by other forms of orders.  
957 Q. May Form J be used as a restricting order to advance inferior trains against superior trains?  
A. No.

### ANNULLING A SCHEDULE OR A SECTION.

Order No. 57: No 1 due to leave A Oct 29

is annulled A to Z.

Order No. 58: Second 5 due to leave E Oct 29 is annulled E to Z.

Order No. 59: No 1 due to leave A Oct 29 has arrived at G and is annulled G to Z.

- 958 Q. With these orders, do the schedules or sections annulled become void between the points designated?  
(Form K) A. Yes.  
959 Q. May they be restored?  
A. No.  
960 Q. May Form K orders be combined with other forms of train orders?  
A. No.  
961 Q. Do Form K orders, once issued to a conductor or engineer, continue in effect to them, although the schedule, section number, or running order of their train be changed?  
A. Yes.  
962 Q. May Order No. 59 be issued until No. 1 has actually arrived at G?  
A. No.  
963 Q. What is annulled by Order No. 58?  
964 Q. No. 5 of Oct. 29 is due at Z at 6:30 A. M., Oct. 30; an inferior train cleared at Z at 7:00 A. M., Oct. 30 receives a copy of Order No. 58 and finds First 5 registered into Z with green signals; may the inferior train move to E regardless of Second 5?  
A. Yes.  
965 Q. On arrival of the inferior train at E, if the schedule of No. 5 is not 12 hours overdue, what must be ascertained?  
A. That Second 5 has arrived at E with no signals.  
966 Q. If E is not a register station, how must this information be obtained?  
A. By train order, Form V.

### ANNULLING AN ORDER.

Order No. 60: Order No 10 is annulled.

- 967 Q. When delivery of an order to a train is not required, to whom will the annulling order be addressed?  
(Form L) A. To the operator.  
968 Q. Must Form L orders be transmitted by train dispatcher and repeated in manner prescribed, the same as other forms of orders?  
A. Yes.

- 968(a) Q. *May a Form L order be copied on the face of order annulled?*  
 A. No.
- 969 Q. *What will the operator do with copies of the order annulled?*  
 A. He will destroy all copies of the order annulled except his own.
- 970 Q. *What will he then do?*  
 A. He will write on his file copy: "Annulled by Order No ....."
- 971 Q. *If a Form L order is addressed to a train, must such train have a copy of the order annulled?*  
 A. Yes.
- 972 Q. *May an order which has been annulled be reissued under its original number?*  
 A. No.

### ANNULLING PART OF AN ORDER.

Order No. 61: No 1 meet No 2 at B and No 4 at D.

Order No. 62: That part of Order No 61 reading No 1 meet No 2 at B is annulled.

- 973 (Form M) Q. *With Orders Nos. 61 and 62, what orders has No. 1 on No. 2 and No. 4?*  
 A. No orders on No. 2, and a meet with No. 4 at D.
- 974 Q. *May any part of an order specifying a particular movement be annulled?*  
 A. Yes.
- 975 Q. *Will this form be used only when that part of the order not annulled is clear in its wording?*  
 A. Yes.

### CALLING-ON ORDER.

Order No. 63: Move Extra 798 North on main track until 11 01 a m.

- 967 (Form N) Q. *To whom is this order addressed?*  
 A. To the operator.
- 977 Q. *Will this form of order be used when it is desired to move an approaching train on main track where train is to be advanced ahead of or against a superior train or trains?*  
 A. Yes.
- 978 Q. *What is the duty of operator receiving this order?*  
 A. Display "calling-on" indication of train order signal.
- 979 Q. *How must the engineer acknowledge this signal indication?*

- A. By horn or whistle Signal 14 (b), (two longs).
- 980 Q. *What must the operator do when this horn or whistle signal is sounded?*  
 A. Restore train order signal to indication per Rule 232 and be prepared to deliver train order with clearance.
- 981 Q. *To what point does "calling-on" indication of train order signal authorize the approaching train to move?*  
 A. At restricted speed to the train order signal.
- 982 Q. *If delayed after acknowledging the "calling-on" indication of the train order signal, what is the duty of the crew?*  
 A. Protect in both directions as prescribed by Rule 99.
- 983 Q. *Must train orders and clearances be delivered with train order signal at indication per Rule 232?*  
 A. Yes.
- 984 Q. *May a train leave the station while "calling-on" indication is displayed?*  
 A. No.
- 985 Q. *If a train has not arrived before the time specified in the order, what will the operator do?*  
 A. Restore signal to display proper indication, and notify train dispatcher.
- 986 Q. *Will train dispatcher specify time in order to safely allow approaching train to move on main track to train order signal?*  
 A. Yes.

### SUPERSEDING AN ORDER OR A PART OF AN ORDER.

Order No. 64: No 1 Eng 52 meet Second 4 Eng 51 at B instead of C.

Order No. 65: No 1 Eng 22 pass No 3 Eng 23 at H instead of K.

Order No. 66: Extra 37 North has right over No 3 Eng 39 F to A instead of C.

Order No. 67: Eng 901 instead of Eng 909 display signals and run as First 3 A to Z.

- 987 (Form P) Q. *How may an order or part of an order be superseded?*  
 A. By adding to prescribed forms, the words "instead of."
- 988 Q. *May an order which has been superseded be reissued under its original number?*  
 A. No.
- 989 Q. *May superseding order be used to change a meeting point in a Form S-A order*

more than once?

- 990 A. No.  
Q. What forms of orders may be superseded?  
A. Form S-A (meeting point); Form B (pass or run ahead of); Forms S-C and D (right over); Form F (sections, Example (7) change of engines, only).
- 991 Q. May other forms be superseded?  
A. No, except Order No. 67 may be used to change engine numbers of a section.
- 992 Q. When a train is directed by train order to hold main track at a meeting point with another train, do such instructions apply only to that order, that train, and station named?  
A. Yes.
- 992(a) Q. Do such instructions apply to the superseding order unless so specified?  
A. No.
- 993 Q. May form of order such as No. 66 be used except to EXTEND the right conferred?  
A. No.

### TIMETABLE RECEIPT.

Order No. 68: Acceptance of this order is acknowledgment of receipt of \_\_\_\_\_  
Div timetable No \_\_\_\_\_ effective (time) \_\_\_\_\_  
(date) \_\_\_\_\_

- 994 Q. When must this order be issued, and how long must it remain in effect?  
(Form Q)  
A. 24 hours prior to and for 6 days after new timetable takes effect.
- 995 Q. May trains or engines occupy main track after effective time and date of new timetable until the crews have received copies of the new timetable?  
A. No.

### PROVIDING FOR A MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

Order No. 69: No 1 Eng 25 has right over opposing trains on northward track C to F.  
Order No. 70: Extra 600 South has right over opposing trains on northward track HJ Jct to MB Crossover.  
Order No. 71: After No 3 Eng 76 arrives at Crossover No 2 at K No 2 has right over opposing trains on southward track Crossover No 2 at K to Crossover No 1 at H.

- 996 Q. What must the train dispatcher know before moving a train against the current of traffic?

- A. That the track on which it is to run has been cleared of opposing trains.
- 997 Q. Under Order No. 69, may opposing trains leave F before No. 1 arrives?  
A. No.
- 998 Q. What track must No. 1 use from C to F?  
A. The northward track.
- 999 Q. After receipt of this order, may No. 1 use the southward track from C to F?  
A. No.
- 1000 Q. May No. 1 leave C, or any station, ahead of its schedule time?  
A. No.
- 1001 Q. If an Extra North is at F and has time to make C and clear No. 1's schedule, as prescribed by rule, may the extra go?  
A. No.
- 1002 Q. If an Extra South is at C and receives a copy of this order, which track will it use?  
A. The southward track.
- 1003 Q. Must the Extra South keep clear of No. 1 on arrival at F?  
A. Yes.
- 1004 Q. Under Orders Nos. 69, 70 and 71, must the designated train use the track specified between the points named?  
A. Yes.
- 1005 Q. Does the designated train have right over opposing trains and WORK EXTRAS on that track between those points?  
A. Yes.
- 1006 Q. Must work extras whose working limits are within territory included in a Form D-R order have a copy of such order?  
A. Yes.
- 1007 Q. When a copy of such D-R order is issued to a work extra, must the operator before repeating the order secure the signatures of the conductor and engineer of the work extra on the order, as prescribed by Rule 216 (c)?  
A. Yes.
- 1008 Q. What must the work extra do?  
A. Must clear the main track when the train or trains are due to leave the first-named station, or be protected as prescribed by Rule 99.
- 1009 Q. Under Order No. 71, may No. 2 leave Crossover No. 2 at K, moving against the current of traffic, until No. 3 has arrived?  
A. No.
- 1010 Q. Must all inferior trains between the points



named moving with the current of traffic in the same direction as No. 1, when practicable, receive a copy of the order, except where Rules 450 to 453, inclusive, apply?

- A. Yes.
- 1011 Q. After receiving a copy of this order, how may such trains then proceed?
- A. On their schedule, or rights.
- 1012 Q. How must all trains running against current of traffic move within yard limits?
- A. At restricted speed.

### PROVIDING FOR THE USE OF A SECTION OF TWO OR MORE TRACKS AS SINGLE TRACK.

Order No. 72: Southward track will be used as single track between F and G 1 01 p m until 3 01 p m.

- 1013 Q. Must all trains use the southward track (Form D-S) between the points and times designated?
- A. Yes.
- 1014 Q. By what rules will all trains be governed while using the southward track as single track?
- A. Single track rules.
- 1015 Q. With this order, by what time must all northward trains be clear of the southward track?
- A. 3:01 P. M.
- 1016 Q. Failing to clear the southward track by 3:01 P. M., what must northward trains do?
- A. Protect in both directions as prescribed by Rule 99.
- 1017 Q. At 3:01 P. M., are other orders necessary to resume operation under rules applicable to two or more tracks?
- A. No.

### CHECK OF TRAINS.

Order No. 73: Regular (or \_\_\_\_\_ class) trains due C at or before 6 50 a m have passed (or arrived, or left, or arrived and left), (as required).

- 1018 Q. When may this form of order be used? (Form V)
- A. When it is desired to give a train the information required by Rules 83, 83 (a) and 83 (b).
- 1019 Q. When all the trains mentioned have not passed, arrived, or left, or arrived and left, how may the order be modified?

- A. By adding, for example: "except No 1 Eng 99."
- 1020 Q. Provided it is not necessary to check the register when this order is received, how may the conductor register, if the station be a register station for the train, and there is an operator on duty?
- A. By register ticket.
- 1021 Q. Will the operator enter the information on the train register promptly?
- A. Yes, and before "OS-ing" the train.
- 1022 Q. Must trains the schedules of which have been annulled, be included in exceptions shown in Form V orders?
- A. Yes, and Form K order delivered.
- 1023 Q. Must engine numbers be shown in exceptions in Form V orders?
- A. Yes, for identification purposes.

### TO AVOID STOPPING TRAINS TO REGISTER OR FOR CLEARANCE.

Order No. 74: No 55 will not register nor require clearance at K if the train order signal indicates proceed.

- 1024 Q. What is the purpose of a Form W order? (Form W)
- A. To relieve a train from registering or requiring a clearance.
- 1025 Q. Before issuing Order No. 74, must the train dispatcher know that the movement is properly protected?
- A. Yes.

### FORM FOR SPEED RESTRICTING OR OTHER RESTRICTIVE CONDITIONS.

Order No. 501: Reduce speed to 10 MPH over Bridge 1365 MP 136 Pole 20 5 MPH over south siding switch at C 15 MPH MP 245 to MP 247 Pole 25 Psgr trains 50 MPH Frt trains 40 MPH MP 275 Pole 10 to MP 281 Pole 20.

Order No. 502: 25 cars on BH siding 10 occupied outfit cars on house track at G South siding switch at K cannot be used.

- 1026 Q. May Order No. 501 be modified by adding (Form X) specified times, for example: "7 01 a m until 4 01 p m.?"
- A. Yes.
- 1027 Q. Must both the train dispatcher and the operator tabulate Form X orders as indicated?
- A. Yes.

- 1028 Q. Must Form X orders be annulled and re-issued each day and consolidated so far as practicable?  
A. Yes.
- 1029 Q. Will locations be designated consecutively over each subdivision?  
A. Yes.
- 1030 Q. For what purpose will form shown by Order No. 501 be used?  
A. For all speed restrictions.
- 1031 Q. For what purpose will form shown by Order No. 502 be used?  
A. For all other unusual conditions.
- 1032 Q. Must Form X orders, unless annulled, be retained and observed during a continuous trip or tour of duty?  
A. Yes.

### PROTECTION ORDERS.

Order No. 75: Southward trains except No 47 wait at A until 10 15 a m.

Order No. 76: Southward extra trains wait at A until 10 15 a m.

- 1033 Q. Under Order No. 75, is No. 47 relieved (Form Y) from protecting its rear against southward trains until the time specified in the order?  
A. Yes.
- 1034 Q. Does Order No. 76 relieve regular trains receiving the order from protecting the rear of train against southward extra trains until the time specified in the order?  
A. Yes.
- 1035 Q. Must protection be afforded to the rear by 10:15 A. M. under Orders Nos. 75 and 76?  
A. Yes.

Order No. 77: Northward extra trains except two Extras 3017 and 3025 North wait at Z until 10 50 p m  
Extra 3017 North wait at Z until 6 10 p m  
Northward extra trains except three Extras 1783 3017 and 3025 North wait at U until 11 50 p m  
Extra 1783 North has left U  
Extra 3017 North wait at U until 7 10 p m.

(Explanation of Order No. 77: Extra 1783 North is authorized Z to A, has left Z and passed U at 5:01 P. M.  
Extra 3017 North, a fast freight train, is expected to leave Z at 6:10 P. M.  
Extra 3025 North is to leave Z at 4:30 P. M.,

and has local work to do.)

- 1036 Q. Under Order No. 77, is Extra 3025 North required to protect against northward extra trains, except as specified in the order?  
A. No.
- 1037 Q. May Extra 3017 North leave Z until 6:10 P. M., or U until 7:10 P. M.?  
A. No.
- 1038 Q. May other northward extra trains, except Extras 1783 and 3025 North, leave Z until 10:50 P. M., or U until 11:50 P. M.?  
A. No.
- 1039 Q. May Form Y orders be combined with other forms of train orders?  
A. No.
- 1040 Q. May Form Y orders be issued to protect rear of passenger trains, or to include any part of the limits of a work extra?  
A. No.
- 1041 Q. Do Form Y orders authorize train movements in the opposite direction?  
A. No.
- 1042 Q. Will special instructions indicate the subdivisions on which Form Y orders are authorized?  
A. Yes.
- 1043 Q. Will the train dispatcher authorize movement of a following extra train from an intermediate station until expiration of the designated time or times stated in such orders?  
A. No.

### TAKING SIGNALS OUT OF SERVICE.

Order No. 78: Effective (time) (date) ABS temporarily discontinued from Signal No ..... at (Station) to Signal No ..... at (Station) Be governed by Rule 356.

Order No. 79: Effective (time) (date) ABS and operation by block signals discontinued from Signal No ..... at (Station) to Signal No ..... at (Station) Be governed by Rule 356.

Order No. 80: Order No ..... is annulled ABS restored to service.

Order No. 81: Order No ..... is annulled ABS and operation by block signals restored to service.

- 1044 Q. When will Order No. 78 be used? (Form Z)  
A. When discontinuing ABS.

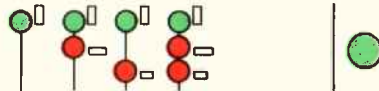
- 1045 Q. When will Order No. 79 be used?  
A. When discontinuing both ABS and operation by block signals.
- 1046 Q. When will Orders Nos. 80 and 81 be used?  
A. When restoration is made.
- 1047 Q. When either Order No. 78, or Order No. 79, is issued, must requirements of Rule 356 be complied with from the time the order is made effective until either Order No. 80, or Order No. 81 is received?  
A. Yes.

### BLOCK SIGNAL AND INTERLOCKING RULES.

- 1048 Q. How are block signal and interlocking signal aspects shown?  
A. By the position of the semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position and flashing of lights.
- 1049 Q. Does the shape of the semaphore arms have any significance?  
A. No.
- 1050 Q. Where are block and interlocking signals, as far as practicable, located?  
A. To the right of and adjacent to, or directly above the track which they govern.
- 1051 Q. How do block and interlocking signals display their indication?  
A. As viewed from an approaching train or engine.
- 1052 Q. When it is not practicable to locate signals to the right of, or directly above, the track which they govern, how may they be located?  
A. Two signals may be bracketed and located on one supporting mast for displaying indications on two tracks, right hand signal governing right hand track and left hand signal the left hand track.
- 1053 Q. When a track intervenes between a signal and track governed, what will be placed to the right of the signal?  
A. A bracket, with or without a blue light at night.
- 1054 Q. Will low signals, commonly called dwarf signals, be used to display the same aspects and indications as signals on masts?  
A. Yes.
- 1055 Q. Do the signal aspects illustrated by the figures shown in these rules, for convenience, show both color light and semaphore aspects?

- A. Yes.
- 1056 Q. May signal aspects display either color light aspects alone or both color light and semaphore aspects?  
A. Yes.
- 1057 Q. What is this signal indication?

(281) BLOCK AND INTERLOCKING CAB



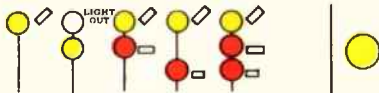
- A. Proceed.
- 1058 Q. What is its name?  
A. Clear.
- 1059 Q. What is this signal indication?  
(282)



- A. Proceed, reducing to 30 MPH before leading wheels pass the next signal.
- 1060 Q. What is its name?  
A. Approach Medium.
- 1061 Q. What is this signal indication?  
(283)

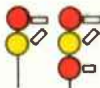


- A. Proceed via diverging route not exceeding 30 MPH until entire train is through turnout.
- 1062 Q. What is its name?  
A. Medium Clear.
- 1063 Q. What is this signal indication?  
(285)



- A. Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal.
- 1064 Q. What is its name?  
A. Approach.
- 1065 Q. What is this signal indication?

(286)



A. Proceed via diverging route not exceeding 30 MPH, or slower if necessary, prepared to stop before reaching next signal, except when entering siding be governed by Rule 105.

1066 Q. May this aspect also be used to repeat the indication on an approach signal?

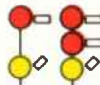
A. Yes.

1066(a) Q. What is its name?

A. Diverging Approach.

1067 Q. What is this signal indication?

(288)



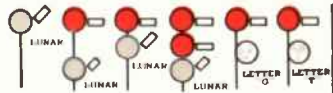
A. Proceed, not exceeding 15 MPH through turnout, prepared to stop at next signal, except when entering siding be governed by Rule 105.

1068 Q. What is its name?

A. Low Approach.

1069 Q. What is this signal indication?

(290)



A. Proceed at Low Speed:

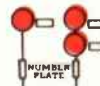
1. Within ABS, to next signal governing in the same direction.
2. At interlockings outside of ABS, through interlocking limits.
3. Where this signal governs movement on to non-signaled track, until entire train is through turnout.

1070 Q. What is its name?

A. Low.

1071 Q. What is this signal indication?

(291)



A. Stop, then proceed at Low Speed through the entire block.

1072 Q. What is its name?

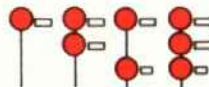
A. Stop and Proceed.

1073 Q. What rule must be complied with proceeding from this indication?

A. Rule 351.

1074 Q. What is this signal indication?

(292)



A. Stop.

1075 Q. What is its name?

A. Stop.

1076 Q. Is this indication only displayed on an absolute signal?

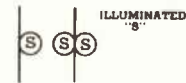
A. Yes.

1077 Q. What rule must be complied with proceeding from this indication?

A. Rule 350.

1078 Q. What is this signal indication?

(292-A)



A. Stop, Open the Switch.

1079 Q. What is its name?

A. Open the Switch.

## RULES APPLICABLE TO BOTH BLOCK AND INTERLOCKING SIGNALS.

1080 Q. What do block signals and interlocking signals govern?

A. Block signals govern the use of the blocks and interlocking signals govern the use of the routes of an interlocking.

1081 Q. Unless otherwise provided, do they supersede the superiority of trains, or dispense with the use of or observance of other signals whenever and wherever required?

A. No, except that as to movements within interlocking limits, interlocking signal indications supersede the superiority of trains.

1082 Q. How must the absence of a light or a white light displayed where a colored or lunar

(326)

*light should be on a block or interlocking signal be regarded?*

- A. As the most restrictive indication that can be given by such signal.
- 1083 Q. *With what exceptions?*  
A. Except that when the positions of the semaphore arms are plainly seen, or a colored light is displayed in the top unit, or a yellow light displayed in light-out unit per Rule 285, such indications will govern.
- 1084 Q. *When block signal rules have been suspended per Rule 356, will the provisions of such rule govern?*  
A. Yes.
- 1085 (327) Q. *In making stop for a Stop, or Stop, Then Proceed at Low Speed, indication, where must train or engine stop?*  
A. Before the leading wheels pass the signal.
- 1086 Q. *If train or engine overruns a Stop, or Stop, Then Proceed at Low Speed, indication, to whom must the fact be reported?*  
A. To the train dispatcher.
- 1087 (328) Q. *After passing a signal displaying a Proceed indication, what may happen?*  
A. The indication of the next signal may change to Stop, or Stop, Then Proceed at Low Speed, indication, and engine men and trainmen must be on the alert to observe it.
- 1088 (329) Q. *If a signal indication permitting a train or engine to proceed is changed to Stop, or Stop, Then Proceed at Low Speed, before it is reached, what must be done?*  
A. Stop must be made at once and the train dispatcher notified.
- 1089 (330) Q. *Having entered a block or route on a Proceed indication, and is delayed, what must a train or engine do?*  
A. Must approach the next governing signal at Low Speed until it can be seen that the track is clear to the next signal and that the next signal displays a Proceed indication.
- 1090 (331) Q. *Must trains, engines or cars standing on other than main tracks or signaled tracks, be clear of track circuit?*  
A. Yes.
- 1091 (332) Q. *If necessary to use sand to stop an engine moving light, how must sand be used?*  
A. Only sufficient sand to insure safe operation.
- 1092 Q. *After stopping, what must be done?*

A. Such engine must be moved immediately a sufficient distance to clear sanded portion of rail.

Q. *Why is this necessary?*

A. To insure proper operation of block or interlocking signals.

- 1093 Q. *Must sand be used or water permitted to run over movable parts of an interlocking, power switches, or spring switches?*  
A. No.

### INTERLOCKING RULES.

1094 (340) Q. *May trains or engines pass an interlocking signal indicating Stop, without receiving hand signals, or verbal permission from the operator?*

A. No, except when an interlocking station is closed per Rule 343, or at automatic interlocking per Rule 344.

1095 Q. *If it cannot be seen that route is properly lined, what must be done?*

A. A flagman must be sent ahead.

1096 Q. *After receiving hand signals, must movement then be made at Low Speed?*

A. Yes.

1097 Q. *How will hand signals be given?*

A. With a yellow flag or a yellow light.

1098 (341) Q. *What must not be done by trains or engines stopped by the operator in making a movement through an interlocking?*

A. Must not move in either direction until they have received the proper signal from the operator.

1099 (342) Q. *What must be received before a reverse movement within the limits of an interlocking, or a forward movement after making a reverse movement, is made?*

A. Proper interlocking signal indication, or permission from the operator.

1100 (343) Q. *While an interlocking station is closed, or where no operator is on duty at an interlocking, should a signal for an open route indicate Stop, how must movements through an interlocking be made?*

A. Preceded by a flagman.

1101 Q. *Before proceeding, what must engine men and trainmen know?*

A. That the route is properly lined, and signals indicate Stop on conflicting routes.

1102 Q. *In addition, if the interlocking governs movement over a drawbridge, what must engine men and trainmen ascertain?*

A. If bridge is in proper position for passage of a train or engine.

- 1103 Q. *To whom, and from where must the facts be reported?*  
 A. *To the train dispatcher from the first available point of communication.*
- 1104 (344) Q. *When a train or engine is stopped by a Stop-indication of an automatic interlocking signal and no immediate conflicting movement is evident, what must a member of the crew do?*  
 A. *Operate the time release.*
- 1105 Q. *If signal does not change its indication at expiration of time release interval, and there is no train or engine on conflicting route, and signals on conflicting route indicate Stop, what may train or engine do?*  
 A. *May proceed on hand signal from a member of crew, located at the crossing.*
- 1106 Q. *When indicator lights are provided in release boxes, and such lights are illuminated, what will they denote?*  
 A. *That signals on conflicting routes indicate Stop.*
- 1107 Q. *If a train or engine is on conflicting route, what must be done?*  
 A. *Hand proceed signals must not be given until such movement is stopped.*
- 1108 Q. *If signals on conflicting routes do not indicate Stop, what must be done?*  
 A. *Flag protection per Rule 99 must be provided on conflicting routes.*
- 1109 (345) Q. *At interlockings within ABS territory, when a train or engine has moved within interlocking limits, either on hand signals or when preceded by a flagman, what is required before moving beyond the interlocking limits?*  
 A. *Must comply with Rule 350 in moving beyond the interlocking limits, unless there is a leaving signal governing movement beyond interlocking limits displaying a clear or approach indication.*

### **AUTOMATIC BLOCK SIGNAL RULES.**

- 1110 (350) Q. *When a train or engine is stopped by a Stop-indication per Rule 292, and such indication does not change promptly to a more favorable indication, what must be done?*  
 A. *Communicate with train dispatcher or control operator, if means of communication available.*
- 1110(a) Q. *How may train or engine then proceed?*  
 A. *Upon verbal advice from train dispatcher*

- or control operator in words: "There is no opposing train in the block," train or engine may proceed at Low Speed to the next "Clear," "Approach Medium," or "Approach" signal.
- 1111 Q. *When there is lack of communication, or upon verbal advice from train dispatcher or control operator in words: "Proceed under flag protection," how may train or engine proceed?*  
 A. *Train or engine may proceed only under flag protection to the next "Clear," "Approach Medium" or "Approach" signal.*
- 1112 Q. *When must the words "Proceed under flag protection" be used by the train dispatcher or control operator?*  
 A. *When he does not know there is any opposing movement involved.*
- 1113 Q. *Must the requirements of this rule be repeated at each Stop-indication?*  
 A. *Yes.*
- 1114 Q. *In flagging away from a Stop-indication, when the signal in advance can be seen to be a "Clear," "Approach Medium," or "Approach" signal, and track can be seen to be clear to such signal, what may be done?*  
 A. *Train or engine may pick up flagman and proceed at Low Speed to such signal.*
- 1114(a) Q. *Is communication with train dispatcher or control operator required when excepted in Rule 345 (interlocking limits with leaving signal displaying clear or approach indication)?*  
 A. *No.*
- 1114(b) Q. *Is communication with train dispatcher or control operator required when excepted in Rule 402 (when moving within track and time limits)?*  
 A. *No.*
- 1114(c) Q. *Is communication with train dispatcher or control operator required when making switch movements within yard limits under the provisions of Rule 93 outside territory where Rules 400 to 406, inclusive, are in effect?*  
 A. *No.*
- 1115 Q. *Outside territory where Rules 400 to 406, inclusive, are in effect, how may a train stopped by a Stop-indication be governed when flagman of a work extra is stationed at that signal?*  
 A. *It may be governed by written flagging instructions of Work Extra flagman sta-*

- tioned at such signal, but in no case to exceed Low Speed.
- 1116 (351) Q. When a train or engine is stopped by a "Stop, Then Proceed at Low Speed" indication, on any track signaled for traffic in both directions, how may it proceed?
- A. At Low Speed through the entire block, except when moving under flag protection under Rule 350, it must continue under flag protection as prescribed.
- 1117 Q. How will a train or engine be governed in making reverse movement into a block from a "Stop and Proceed" signal?
- A. As prescribed by Rule 354, or Rule 404.
- 1118 Q. When a train or engine is stopped by a "Stop, Then Proceed at Low Speed" indication, how may it proceed on any track signaled for traffic in one direction?
- A. At Low Speed through the entire block.
- 1119 (352) Q. How and when may a train pass without stopping a "Stop, Then Proceed at Low Speed" indication?
- A. (1) At Low Speed to enter siding at a meeting point when track is seen to be clear from signal to the switch.  
(2) At Low Speed to continue on main track at a meeting point under Form S-A train order only, when opposing train is seen to be entering siding and track is seen to be clear to switch used by train to be met.
- 1120 (353) Q. How must a train or engine entering a block between signals be governed?
- A. It must be protected as required by the rules, and must proceed at Low Speed to the next signal.
- 1121 (354) Q. Unless modified by rules governing movement of trains and engines by block signals, how may a train or engine which has passed beyond the limits of a block back into that block?
- A. Only under flag protection against opposing trains or engines, except:  
(1) On train order authority permitting reverse movement and a clear signal indication per Rule 281 is displayed to re-enter the block.  
(2) Under Rule 93 when flag protection is not required.
- 1122 (355) Q. What do block indicators at hand throw switches of siding and other tracks in ABS territory indicate and govern?

- A. They indicate condition of the block, and govern movements to the main track.
- 1123 Q. What are the block indicator aspects and indications?
- |    |   |                 |
|----|---|-----------------|
| A. | Aspects.  | Indications.    |
|    | Miniature semaphore vertical, or a green light. | Block clear.    |
|    | Miniature semaphore horizontal, or a red light. | Block occupied. |
- 1124 Q. Where indicators are equipped with push button, what must be done by a member of the crew?
- A. Operate push button, but not until ready to proceed, and immediately before operating the switch.
- 1125 (356) Q. When may ABS and mechanism for movement of trains and engines by block signals be taken out of service temporarily by use of Train Order Form Z?
- A. When emergency requires, and where territory involved is more than 5 miles, until repairs can be made.
- 1126 Q. How will trains be operated when ABS and mechanism for movement by block signals has been taken out of service?
- A. Timetable, train orders and rules governing such operation.
- 1127 Q. Will ABS and rules governing movement by block signals be considered suspended during the time specified and in territory designated?
- A. Yes.
- 1128 Q. Must block signal color lights be extinguished by signal maintainer as soon as possible?
- A. Yes.
- 1129 Q. Are interlocking rules and interlocking signals still effective?
- A. Yes.
- 1130 Q. How must trains approach railroad crossings, drawbridges, junctions, interlockings and first signal left in service?
- A. Prepared to stop.
- 1131 Q. What must be done with respect to facing point spring switches?
- A. They must be examined on the ground by throwing over and back by hand.
- 1132 Q. What must be done with respect to remote control switches?
- A. They must be placed in hand operation.
- 1133 Q. What must be done with respect to dual control switches?

- 1134 A. Selector lever must be set in "Hand" position, switch operated once by hand and left lined for the main track.
- 1134 Q. *At remote control switches, other than dual control, must the switch points be spiked for main track movement?*
- A. Yes.
- 1135 Q. *What must be done with respect to speed of passenger trains and freight trains?*
- A. Train Order, Form X, must be issued prescribing such speed restrictions as will insure absolute safety.
- 1136 Q. *Even though ABS rules are suspended, how must a light burning RED, or semaphore arm in horizontal position, unless covered, on a block signal be respected?*
- A. By train stopping, then proceeding at speed prescribed in Form X order.
- 1137 Q. *When the failure of communication in storms, etc., renders it impracticable to deliver Train Order Form Z to trains in ABS territory (not including territory where rules governing opposing and following movements by block signals are in effect), what may the superintendent do?*
- A. After specifying speed restrictions, he may authorize trains having right or schedule that permits them to proceed to consider ABS rules suspended between specified block signals, and in such case all requirements of this rule, except issuance of Train Order Form Z, will be effective.

### CAB SIGNAL RULES.

- 1138 Q. *What is a cab signal?*
- (Def.) A. A signal located in engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals.
- 1139 Q. *What is an "Equipped Engine or Train?"*
- A. An engine or train equipped with cab signal apparatus, including whistle and acknowledger in operative condition, for the direction in which it is to move.
- 1140 Q. *What is a "Non-Equipped Engine or Train?"*
- A. An engine or train not equipped with cab signal apparatus. An engine or train not equipped for the direction in which it is to move, or an engine or train with inoperative cab signal equipment.

- 1141 Q. *Do cab signal indications supersede fixed signal indications?*
- (360) A. No, except when cab signal changes to a more restrictive or a more favorable indication after passing a fixed signal.
- 1142 Q. *Is a warning whistle provided to function whenever cab signal changes to a more restrictive indication?*
- (361) A. Yes.
- 1143 Q. *What is required of engineer when warning whistle is sounded?*
- A. He must be governed by the more restrictive indication and acknowledge change by operating acknowledging switch, which will stop sounding of whistle.
- 1144 Q. *Should cab signal and fixed signal indications conflict, what will govern?*
- (362) A. The more restrictive indication.
- 1145 Q. *When cab signal indication changes to Low Speed indication, what must train or engine do?*
- (363) A. At once reduce to that speed.
- 1146 Q. *When will cab signals NOT indicate conditions ahead?*
- (364) A. When engine is:  
 (a) Moving against the current of traffic on track signaled only for normal direction running.  
 (b) Pushing cars.  
 (c) Backing up.  
 (d) Other than lead engine.

### OPERATORS AT INTERLOCKINGS AND CONTROL OPERATORS AT CONTROL STATIONS.

- 1147 Q. *Who are responsible for the care of interlocking station or control station, flagging signals and supplies?*
- (375) A. Operators and control operators.
- 1148 Q. *May operators or control operators make or permit any unauthorized alterations, repairs or additions to the appliances?*
- A. No.
- 1149 Q. *To whom must any defects be reported promptly?*
- A. Train dispatcher, signal supervisor and signal maintainer.
- 1150 Q. *To whom must the failure of any train or engine to comply with signal indications or rules be reported?*
- A. Train dispatcher.
- 1151 Q. *Must appliances be operated carefully and*



- only by those charged with that duty?
- 1152 A. Yes.  
Q. If any irregularity affecting their operation is detected, what must be done?  
A. The signals must be displayed to give their most restrictive indication until repairs are made.
- 1153 Q. When repairs are completed, what must be done?  
A. Equipment must be tested.
- 1154 Q. May unauthorized persons be permitted to enter interlocking station or control station?  
A. No.  
Q. Must interlocking and absolute block signals be kept in the position displaying the most restrictive indication?  
A. Yes, except signals should be cleared sufficiently in advance of approaching trains or engines to avoid giving unnecessary restrictive indications.
- 1156 Q. May operators at interlockings give hand signals when the proper indication can be displayed by the interlocking signals?  
A. No.
- 1157 Q. When may hand signals be given?  
A. They must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the absolute signal.
- 1158 Q. When hand signals are necessary, from where must they be given and in what way?  
A. They must be given from such a place and in such a way that there can be no misunderstanding on the part of engine men or trainmen as to the signals, or as to the train or engine for which they are intended.
- 1159 Q. With what will hand signals be given?  
A. A yellow flag or a yellow light.
- 1160 Q. If necessary to pass any interlocking signal indicating Stop, what must be done?  
A. Hand signals must be used and train dispatcher, signal supervisor and signal maintainer notified.
- 1161 Q. What is required with reference to a lever that operates both switches and signals?  
A. It must not be moved to the opposite position when any portion of the train or engine is on or closely approaching the switch, but such lever may be restored to center position after head end of train

- 1162 Q. If a signal has been cleared for an approaching train, may it be changed to Stop before leading wheels of train or engine passes the signal, except in an emergency?  
A. No.
- 1163 Q. May a lever that operates switches ONLY be moved when any portion of a train or engine is on or closely approaching the switch, and a signal indication has been displayed for movement of train or engine?  
A. No, unless train or engine has been stopped clear of signal and, when necessary, operator so notified.
- 1164 Q. When a train or engine is authorized by control operator to proceed as prescribed by Rule 350, must the control operator remind train and engine men of the requirements of Rule 104 (c)?  
A. Yes.
- 1165 Q. When must Stop-indications of block signals be displayed in both directions and red markers or blocking devices applied to levers to prevent clearing signals for movement into the track limits?  
A. (a) Before granting track and time limits.  
(b) Before granting authority to enter main track at a hand operated switch.  
(c) Before granting authority to operate a remote control switch by hand.  
(d) During time track is out of service.
- 1166 Q. When may red markers or blocking devices be removed?  
A. Not until all trains, engines and roadway machines are clear of the main track within track limits granted, or until track which has been out of service is restored to service.
- 1167 Q. What is the limit of territory over which control operators may grant track and time limits?  
A. They must not grant track and time limits over a greater territory than between the outer switches of two adjacent sidings.
- 1168 Q. May control operator grant track and time limits that might result in a restrictive indication to a train, which it is desired shall move through such limits at maximum permissible speed?  
A. No.
- 1169 Q. Must control operator specify track or

tracks to which the authority applies when granting track and time limits, where there are two or more tracks?

- 1170 A. Yes.  
Q. Will control operator at the time track and time limits are granted, make record of the information given in prescribed form?
- 1171 A. Yes.  
Q. When a train or engine requests track and time limits, what must employe making request be required to do?
- A. State his name, occupation, location and train or engine number.
- 1172 Q. In granting track and time limits, what wording will the control operator use?
- A. "Train (or Eng) ..... At ..... granted track limits from (for example) 7:30 A. M. until 8:30 A. M. (Not for 30 mins. or 1 hour) between (for example) Signal No. 2539 and Signal No. 2542  
(or) North Switch AB Siding and South Switch AB Siding  
(or) North Junction and South Junction, etc.  
Control Operator's Initials (for example) A. B. C.  
Time (for example) 7:28 A. M."
- 1173 Q. Must control operator require track and time limits to be repeated, and if correct will he respond "OK"?
- A. Yes.
- 1174 Q. If track and time limits cannot be granted, what will control operator reply?
- A. "Cannot grant track limits. Call back at (for example) 7:45 A. M."
- 1175 Q. In what manner may track and time limits be granted to roadway machines which do not actuate block signal indications?
- A. In the manner prescribed herein, except that control operator will not remove red markers or blocking devices, nor clear signals, until verbal information reporting track clear has been entered in ink by control operator on form prescribed, with name of employe reporting track clear, and time.
- 1176 Q. May track and time limits under Rule 402 be granted when such track limits are occupied by another train or engine not granted track and time limits?
- A. No, with certain exceptions.
- 1177 Q. What are the exceptions?  
A. (a) A yard engine or other engine may
- be granted track and time limits to enter main track at a hand operated switch to switch or hostile the engine of a train not granted track and time limits during the time such train is standing, if there are no other trains or engines which have not been granted track and time limits, moving between the absolute signals.
- (b) Trains or engines may enter main track upon authority of control operator with track and time limits after a definite understanding has been had that all trains which have entered the track limits on signal indication have passed the switch over which movement to the main track is to be made.
- 1178 Q. If there is a derailment or if a switch is run through, or if any damage occurs to the track or appliances, how must signals be displayed?
- A. Signals must be restored so as to display their most restrictive indication, and no movement permitted until all parts involved have been examined and are known to be in safe condition.
- 1179 Q. When necessary to disconnect a switch, movable point frog, derail, facing point lock, or electric locking circuits, what must be done?
- A. All switches, movable point frogs and derails affected must be securely spiked or fastened in the required position.
- 1180 Q. May seals on electric locks be broken?
- A. No, except in an emergency, and then only after it is known all signals affected are in the normal position.
- 1181 Q. When seals on electric locks are broken under these circumstances, what must be done?
- A. Report must be made to train dispatcher and signal maintainer immediately.
- 1182 Q. When a track, switch or signal is undergoing repairs, or when a track is obstructed, what will be done?
- A. Operating levers must be blocked or marked and not used until repairs have been completed, or obstruction cleared.
- 1183 Q. Must interlocking levers and power operated switches be moved as often as may be necessary to keep connections from freezing, when weather conditions require?
- A. Yes.

- 1184 Q. *If the force whose duty it is to keep appliances functioning properly during adverse weather conditions, is not on hand, when required, what must be done?*
- A. The fact must be reported promptly.
- 1185 Q. *When making written transfer, what will operator or control operator include in the transfer?*
- A. Location of trains, prospective movements, any irregularities in apparatus or appliances, and outstanding instructions.
- 1186 Q. *At control stations where traingraphs are in use, what record must be made?*
- A. Train identification and lines connecting recordings must be written by control operator on traingraph sheet, unusual occurrences or delays must be noted, and he must sign sheet at expiration of his tour of duty.
- 1187 Q. *At commencement of his tour of duty, what check must control operator make?*
- A. He must check traingraph sheet with standard time and make notation of discrepancy in time, if any.
- 1188 Q. *Are instructions contained in "Rules and Instructions for Operators" in effect insofar as they may be applicable to duties of control operators, and operators at interlockings?*
- A. Yes.

### **RULES GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS.**

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

- 1189 Q. *Within defined limits on designated tracks, so specified on the timetable, or by special instructions, how will the movement of trains and engines be governed?*
- (400) A. By block signals.
- 1190 Q. *Will such indications supersede the superiority of trains for both opposing and following movements on the same track?*
- A. Yes.
- 1191 Q. *Do such block signal indications supersede train orders?*
- A. No, but train orders, except Form X orders, are not required within such territory.
- 1191(a) Q. *Unless authorized by signal indication, how*

*may trains and engines enter main track at a hand operated switch?*

- A. Not without authority of the control operator, including track and time limits per Rule 402.
- 1192 Q. *Do such operating rules, interlocking rules and automatic block signal rules as are not modified by these rules, remain in force?*
- A. Yes.
- 1193 Q. *By whom will the movement of trains and engines be supervised?*
- A. By the train dispatcher, who will issue instructions to the control operator, when required.
- 1194 Q. *May a clearance be used to designate a train or engine?*
- (401) A. Yes.
- 1195 Q. *How must clearances designating sections or extra trains read?*
- A. For example: "First 1, Green Signals," "Second 1, No Signals," "Extra 798 South," etc.
- 1196 Q. *Are classification signals required, except when trains are designated by clearance?*
- A. No, but they may be displayed to avoid stops to place or remove them.
- 1197 Q. *May trains or engines occupy the main track within specified limits for time periods authorized by control operators specifying track and time limits, and track or tracks to be used?*
- (402) A. Yes.
- 1198 Q. *How will such authority be worded?*
- A. For example: "Track and time limits granted on North Track 1 10 a m until 1 25 a m between north and south switches of AB siding," or "between Signal No 625 and Signal No 655."
- 1199 Q. *What is the purpose of granting track and time limits within this territory?*
- A. To permit a train or engine to move in either direction at Low Speed without flag protection.
- 1200 Q. *While occupying track limits within time granted, must trains and engines move at Low SPEED expecting to find trains and engines within the track limits?*
- A. Yes.
- 1201 Q. *May trains and engines move within the track limits during the time granted in either direction without flag protection?*
- A. Yes.
- 1202 Q. *May a train or engine granted track and*

- time limits, after stopping, pass a "Stop" or "Stop, Then Proceed at Low Speed," indication to enter track limits, or within track limits, at Low Speed, after complying with Rules 104 (a) and 104 (c) (examination of switches)?
- 1203 Q. Must trains and engines be clear, and reported clear, before expiration of the time granted?  
A. Yes.
- 1204 Q. If not clear by the time specified, what must be done?  
A. Protection must be afforded in both directions as prescribed by Rule 99.
- 1205 Q. If additional time is required, from whom must authority be obtained before authorized time limit has expired?  
A. From control operator.
- 1206 Q. Who must be notified when trains and engines are clear of the track limits granted?  
A. Control operator, except when he authorizes by signal indication, a train or engine to move out of the track limits in the same direction in which it entered, in which case it will be considered clear when it has passed such signal indication.
- 1207 Q. To hold track limits for the time authorized on track or tracks specified, what must be done?  
A. Such track or tracks must be occupied continuously, or a main track switch left open.
- 1208 Q. May any movement be made under this rule until engine men have received and understand the track and time limits granted?  
A. No.
- 1209 Q. When a train or engine requests track and time limits, what is required of employe making such request?  
A. He will state his name, occupation, location and train or engine number, and will repeat track limits and time granted, to the control operator, who will then give his "OK."
- 1210 Q. Who must be advised in advance of any known condition that will delay the train or engine, or prevent it making usual speed?  
A. Control operator.
- 1211 Q. After a signal indication has been displayed authorizing movement of a train or engine, what must be done if movement cannot be made promptly?  
A. Control operator must be notified immediately.
- 1212 Q. When a train or engine is stopped by a Stop-indication and there is no evidence of an approaching train or engine, what is required?  
A. Communicate promptly with control operator.
- 1213 Q. If it becomes necessary to reverse the movement of a train or engine, how must the movement be made?  
A. Under flag protection to the next absolute signal, except during the time and within track limits prescribed, or when absolute signal indication is displayed for reverse movement.
- 1214 Q. If any part of a train or engine passes an absolute signal, what must be done?  
A. Authority must be obtained from control operator before making reverse movement, except as provided by Rule 402.
- 1215 Q. Should a train or engine overrun an absolute signal displaying Stop-indication, what must be done?  
A. (a) Protect ahead immediately as prescribed by Rule 99.  
(b) Communicate with control operator before movement is made in either direction.
- 1216 Q. When signal governing movement from main track to a siding or non-signalized track displays indication "Stop, Open the Switch" per Rule 292-A, what must train do?  
A. Enter siding or non-signalized track, after switch is open.
- 1217 Q. When a train or engine man of a train or engine which is switching or standing, finds call light burning on relay house or telephone booth, what must he do?  
A. Communicate immediately with control operator.

**MOVEMENT BY SIGNAL INDICATION, AT  
REMOTE CONTROL SIDINGS IN  
TIMETABLE AND TRAIN  
ORDER TERRITORY.**

- 1218 Q. *How will movement on main track between switches of sidings, equipped with remote control switches and signals within timetable and train order territory, as well as movement into such sidings, be governed?*  
A. By signal indications, which will supersede superiority of trains.
- 1219 Q. *How will such locations be designated?*  
A. By special instructions.

**RULES GOVERNING THE MOVEMENT OF  
TRAINS AND ENGINES IN THE SAME  
DIRECTION BY BLOCK SIGNALS.**

- 1220 Q. *Within defined limits on designated tracks, so specified on timetable, or by special instructions, how will the movement of trains and engines with reference to other trains and engines in the same direction, be governed?*  
A. By block signals whose indications will supersede the superiority of trains, but do not supersede train orders.
- 1221 Q. *Are train orders, except Form X orders, required for the movement of trains and engines in specified direction by indication of block signals in this territory?*  
A. No.
- 1222 Q. *Who will supervise the movement of trains and engines in this territory?*  
A. The train dispatcher.
- 1223 Q. *How may trains or engines enter the main track in this territory?*  
A. On authority of train dispatcher before entering the main track (except in yard limits where special instructions will govern).
- 1224 Q. *Must such trains or engines comply with requirements of Rules 99 and 104 (15) before entering main track?*  
A. Yes.
- 1225 Q. *What is required before a train or engine crosses over to, or obstructs another main track?*  
A. Permission of train dispatcher and protection as prescribed by Rule D-99.

- 1226 Q. *Who must be advised in advance of any known condition that will delay the train or engine, or prevent it making usual speed?*  
A. Train dispatcher.
- 1227 Q. *When work is to be done which may delay the train or engine, what is required?*  
A. Permission must be obtained from the train dispatcher before entering the block in which the work is to be done.
- 1228 Q. *What will trains or engines instructed by train dispatcher to clear main track for following trains, do?*  
A. Keep closely advised of trains to be cleared to avoid delay.
- 1229 Q. *When clear of main track, if following train does not pass promptly, what must be done?*  
A. Communicate with train dispatcher.

- 1230 Q. *May clearances be used to designate a train or engine?*  
A. Yes.
- 1231 Q. *How must clearances designating sections or extra trains read?*  
A. For example: "First 1, Green Signals," "Second 1, No Signals," etc., "Extra 798 South," etc.
- 1232 Q. *Are classification signals required except when trains are designated by clearance as an extra train or as a section?*  
A. No, but they may be displayed to avoid stops to place or remove them.

**OTHER GENERAL RULES.**

- 1233 Q. *To whom will employes whose duties are prescribed by these rules report and comply with instructions from?*  
A. Superintendent and such others as may have the proper jurisdiction.
- 1234 Q. *Will they comply with instructions issued by officers of the various branches of the service when applicable to their duties?*  
A. Yes.
- 1235 Q. *Must train dispatchers comply with special instructions, including "Rules and Instructions for Train Dispatchers?"*  
A. Yes.
- 1236 Q. *Must operators comply with special instructions, including "Rules and Instructions for Operators?"*  
A. Yes.
- 1237 Q. *At stations where yard force is employed, under whose control will trains or engines be?*

- A. Yardmaster, or agent in absence of a yardmaster.
- 1238 Q. Will all employes in train, engine and yard service be subject to his direction, at stations where yard force is employed?
- A. Yes.
- 1238 Q. With whose instructions will station agents (501(5)) comply?
- A. Instructions issued by division officers and by officers of other branches of the service.
- 1240 Q. Must agents be familiar with and be responsible for observance of the following: Rules and Instructions Governing Station Agents and their Employes, including Car Service Rules, Instructions Governing the Transportation of Explosives and other Dangerous Articles, Instructions Governing the Handling of U. S. Mail, and A. of A. R. Rules and Instructions Governing the Loading and Inspection and interchange of Cars?
- A. Yes.
- 1241 Q. Must train and engine men comply with (501(6)) rules and instructions issued by proper authority covering maintenance and operation of air brake, air signal, steam heat, air conditioning equipment, water cooling systems, train handling instructions and instructions governing operation of Diesel engines?
- A. Yes.
- 1242 Q. What is required of such employes in this respect?
- A. They must pass the required examinations thereon, and attend instruction classes, where available.
- 1243 Q. Must employes whose duties require, familiarize themselves with and observe (501(7)) Federal Laws relating to Hours of Service, Safety Appliances, time livestock may be held in cars, Safe Transportation of Explosives and Other Dangerous Articles, and other Federal Laws pertaining to their duties, and make proper reports thereunder?
- A. Yes.
- 1244 Q. When on duty, to whom are brakemen and (501(8)) porters subordinate?
- A. Conductors.
- 1245 Q. When on duty, to whom are firemen and switchmen subordinate?
- A. Firemen subordinate to engineers, switchmen to engine foremen.
- 1246 Q. What is required of conductors with (502) reference to supplies?
- A. They must see that their trains are provided with proper and sufficient supplies of all kinds and will allow only such material in their cabooses or equipment boxes as is necessary.
- 1247 Q. Are train and engine men prohibited from (503) delaying trains by leaving them for meals, or for any other purpose, without permission?
- A. Yes.
- 1248 Q. When required, must employes in train and engine service register at the ends of their runs, information on prescribed forms?
- A. Yes.
- 1249 Q. May employes subject to call leave their (504) usual stopping places without giving notice where they can be found, or leave the vicinity without permission from the proper officer?
- A. No.
- 1250 Q. Will any person be allowed to ride trains (505(1)) without proper transportation, or without collection of proper fare, except such persons employed on trains, or such officers as may be excepted, unless properly authorized?
- A. No.
- 1251 Q. Unless freight trains are regularly (505(2)) designated to carry passengers, may any person be permitted to ride thereon, except by proper authority?
- A. No.
- 1252 Q. Will any person, except employes in the (505(3)) discharge of their duties, be permitted to ride on an engine, or in a baggage, mail or express car, without a written order from the proper authority?
- A. No.
- 1253 Q. Will engineers allow any person to ride on the engine, except designated officers or employes in the discharge of their duties, without written order from the proper authority?
- A. No.

### SPECIAL RULES FOR PASSENGER SERVICE.

- 1254 Q. Will train crews supervise the stowing of

(506(1)) *baggage and see that it is accomplished in such a manner as to minimize hazard of accident to passengers?*

A. Yes.

1255 (506(2)) Q. *What is required of conductors with respect to disorderly persons, damage to property, misconduct, or persons unable to care for themselves?*

A. They must not permit disorderly persons to get on trains, must not permit damage to property, or misconduct on trains, and persons who are unable to care for themselves must not be permitted to get on trains unless accompanied by an attendant.

1256 (506(3)) Q. *What is required of conductors with respect to ejecting a passenger from the train?*

A. Must use discretion and will be governed by local rules, state laws and the proprieties. Ejection must be made at a station where shelter and food are available. Names and addresses of witnesses, in addition to name and address of person ejected must be obtained, together with statements of witnesses in writing, if possible.

1257 (506(4)) Q. *What is required with reference to side and trap doors?*

A. They must be kept closed while train is in motion, except when attended by a member of the crew, and when in use at stations opened only on the side where passengers are received and discharged.

1258 Q. *Must an end gate be placed at the rear of the last car in a train when such car is vestibuled, and when not vestibuled, must a chain or crossbar be used?*

A. Yes.

1259 Q. *When cuts are to be made between occupied passenger cars while switching, what must trainmen know?*

A. That end gates or chains are in proper position at the end of each car where cut is to be made.

1260 Q. *Must the doors of all passenger cars in passenger trains be kept unlocked while train is in motion?*

A. Yes.

1261 (506(5)) Q. *Where must the proper announcement necessary for the information and guidance of passengers be made by trainmen?*

A. Approaching stations and junctions, and

at terminals and junctions before the departure of trains.

1262 Q. *Must conductors see that employes of sleeping or parlor cars advise passengers therein when they are to leave train?*

A. Yes.

1263 (506(6)) Q. *What is the duty of passenger conductors with respect to collection of fares, comfort of passengers and supervision of trainmen?*

A. They must pass through trains for collection of tickets and fares, and in addition, especially where stops are far apart, must frequently pass through the train to look after comfort of passengers and to see that trainmen are performing their duties.

1263(a) Q. *Must they be on station platform at stops to receive or discharge passengers?*

A. Yes.

1264 Q. *What is required of passenger conductors with respect to condition of coaches?*

A. They must require coaches to be kept in a clean condition, iced, watered and kept at proper temperature.

1265 (506(7)) Q. *What is required of passenger train employes with reference to uniforms and appearance?*

A. They must wear the prescribed uniform while on duty and maintain them at a proper standard of condition and appearance, and when passing through dining and parlor cars must remove their caps, except conductors may wear caps when handling transportation.

## SPECIAL RULES FOR FREIGHT SERVICE.

1266 (507(1)) Q. *What is responsibility of freight conductors with respect to freight in their charge?*

A. They are responsible for the security of all freight carried by trains in their charge and its delivery with the necessary waybills or manifests, at its destination or terminals.

1267 (507(2)) Q. *Must they keep the required seal and other records?*

A. Yes.

1268 (507(3)) Q. *Must they comply with instructions of agents in placing cars and doing other station work?*

A. Yes.

1269 Q. *Must they give proper attention to the*

*handling of livestock, perishable freight and its attendants, complying with special instructions governing?*

- A. Yes.
- 1270 Q. *Unless otherwise instructed, what is required of conductors in taking freight, either in carload or less than carload lots from a station where there is an agent?*
- A. They must not take freight either in carload or less than carload lots, from a station where there is an agent, without the regular waybills, or card bills, nor if, in their opinion, the cars are not safely loaded, and in each case report must be made promptly to the train dispatcher.
- 1271 Q. *Where repairs are made to foreign cars, what must be done?*
- A. A report must be made on the prescribed form.

### **SPECIAL RULES FOR ENGINE SERVICE.**

- 1272 Q. *Whose duty is it to handle the engine at all times?*
- A. The engineer, but the fireman may do so for short periods with permission of and in presence of the engineer, who will be responsible for the proper handling of the engine.
- 1273 Q. *Does this rule confer authority to exchange duties, which is prohibited by Rule Q?*
- A. No.
- 1274 Q. *May the fireman handle the engine in the absence of the engineer?*
- A. No, unless authorized by the proper officer, or in some emergency is requested to do so by the conductor.
- 1275 Q. *Before accepting steam engines for service, what must engineers do?*
- A. Must test gauge cocks, blow out water glasses and water column, and know that all water level devices are functioning properly.
- 1276 Q. *Must engineers know that a proper water level is maintained in the boiler?*
- A. Yes.
- 1277 Q. *What is further required of engine men with reference to water level?*
- A. Water glasses and water column blowout cocks and gauge cocks must be tested

at frequent intervals to know that proper water level in boiler is maintained at all times.

- 1278 Q. *What is required of engine men with respect to supplies on engines?*
- A. They must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment.
- 1279 Q. *What is required with respect to blowing of locomotive boilers?*
- A. They must not be blown at locations where it may cause damage to property or injury to persons.
- 1280 Q. *What is required of engine men with respect to dropping sand, cleaning ash pans and front ends?*
- A. It must not be done on switches, frogs or interlockings.
- 1281 Q. *Where is the opening of ash pans and shaking of grates prohibited?*
- A. Passing over bridges and trestles.
- 1282 Q. *Where may ash pans and front ends be cleaned?*
- A. Only at cinder pits and designated locations.
- 1283 Q. *May ash pans and front ends be cleaned on ballasted track?*
- A. Must never be cleaned on ballasted track, except in emergency.
- 1284 Q. *When a train has more than one engine, to whom do the requirements of the rules apply alike?*
- A. To the engine men of each engine, except as otherwise provided.
- 1285 Q. *May engines be left standing in such positions as to block movements on connecting or adjoining tracks?*
- A. No.
- 1286 Q. *May engines coupled to occupied passenger trains be left without a qualified employe in charge?*
- A. No.
- 1287 Q. *When steam engines are left unattended, what must be done?*
- A. Reverse lever must be placed on center, throttle closed, cylinder cocks opened, independent brake applied, and there must be enough water in boiler to prevent damage.
- 1288 Q. *When steam engines with air pumps shut off, are left unattended what must be done?*
- A. Wheels must be blocked.
- 1289 Q. *When Diesel engines are left unattended*



with motors running, what must be done?

- A. Throttle must be left in idle position, transition lever in "Off" position, all switches, except those for fuel pump and control in "Off" position, reverser lever removed, and independent brake applied.
- 1290 Q. When Diesel engines with motors shut off are left unattended, what must be done?
- A. Hand brakes must be set, and, if necessary, wheels blocked.
- 1291 Q. When may engineers move engines from (508(9)) fueling stations?
- A. Not until they are certain that employe operating delivery apron or crane, has fully completed the operation.
- 1292 Q. May water spouts, water or oil cranes, coal chutes, hose or pipe be moved to or from the tender while the engine is in motion?
- A. No, and must be empty before they are moved.
- 1293 Q. After being used, must such appliances be placed and secured in proper position?
- A. Yes.
- 1294 Q. Where Diesel engines are being serviced, when may they be moved?
- A. Not until hose connections are removed.
- 1295 Q. When trains are detoured over another (508(10)) railroad, who will operate the engine?
- A. The engineer who is an employe of the railroad's train being detoured, unless otherwise instructed by officers of the railroad over which detour movement is being made.
- 1296 Q. What will pilot do?
- A. Keep engineer informed as to opposing trains, speed restrictions, signals, sidings, water stations and other physical characteristics of the road necessary for safe and prompt operation.

### SPECIAL RULES FOR STATION SERVICE.

- 1297 Q. What are some of the duties of agents? (509)
- A. (1) Exercise general supervision over all employes at their stations;
- (2) Maintain supervision over station buildings and grounds;
- (3) Keep premises in clean condition;
- (4) See that there is no misuse of company property or premises;
- (5) See that train bulletin boards bear current date and necessary train infor-

mation;

- (6) Report promptly any action by state, county, township, municipal or other authority, corporation or individual, coming to their notice which will in any way affect the railroad;
- (7) Place skids, trucks and scales when not in use, in baggage room, or warehouse, but if necessary to leave on platform, place them at the end or rear of station building, when practicable.

### SPECIAL SAFETY RULES TRAIN, ENGINE AND YARD SERVICE.

- 1298 Q. Must employes provide themselves with a (510) copy, be conversant therewith and comply with Safety Rules issued in separate book or other form?
- A. Yes.
- 1299 Q. From or to what position are employes prohibited from stepping upon or alighting from the leading footboard of a moving engine or tender?
- A. From or to a position between the rails.
- 1300 Q. May employes go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of or to operate other appliances?
- A. No.
- 1301 Q. If lever is inoperative and it is necessary to adjust knuckles by other means, what must be done?
- A. Proper understanding must be had and full protection afforded before doing so.
- 1302 Q. May employes step in front of moving cars or engines to adjust knuckles?
- A. No.
- 1303 Q. May they go between cars for any purpose without protection or knowing that cars are not coming in from either end of track?
- A. No.
- 1304 Q. Is the use of feet to change the alignment of drawbars prohibited?
- A. Yes.
- 1305 Q. May employes remove any of the appliances of an engine or car for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices?
- A. No.
- 1306 Q. May employes ride upon coupler, end sills,

*end sill handholds or pilot beams of locomotives?*

- A. No.
- 1307 Q. *May employes permit more than one man to ride on each side of the footboard on forward end in direction engine is moving?*
- A. No.
- 1308 Q. *Where should employes stand in riding footboard?*
- A. *Each of the two employes permitted to ride the leading footboard should stand as near outer end of footboard as proper footing will permit.*
- 1309 Q. *May employes ride on engine footboard between engine and cars that are being pushed, except when necessary to make cut between engine and first car?*
- A. No.
- 1310 Q. *May employes ride on leading footboard while coupling engine to cars?*
- A. No.
- 1311 Q. *May employes ride on engine pilots?*
- A. No.
- 1312 Q. *May employes ride on buffer plates, draw-bars, brake beams, brake wheels, end ladders and on end of car containing load that may shift?*
- A. No.
- 1313 Q. *May employes stand near the end of freight cars except when operating hand brakes or backup hose?*
- A. No.
- 1314 Q. *May employes sit on footboard or pilot of engine when engine is standing still?*
- A. No.
-