

- 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? 00 30
- A. Yes. 01
- 289(a) Q. If leading engine displaying signals as prescribed by Rules 20, 20 (a) or 20 (c) 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? 02 34
- A. A crew member must be left to stop and notify trains affected.
- 290 (26) Q. What does a blue signal displayed at or both ends of an engine, car or train indicate? 03
- A. That workmen are under or about it.
- 291 Q. When thus protected may it be coupled to or moved? 04
- A. No.
- 292 Q. Who will display the blue signals? 05
- A. Each class of workmen.
- 293 Q. Who is authorized to remove them? 05
- 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? 06
- 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? 07
- 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? 08 308
- A. As the most restrictive indication that can be given by that signal. (34(a))
- 297 Q. What is the exception to this requirement? 09
- 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? 10
- A. If practicable, correct or replace the light.
- 299 Q. When and to whom must a signal imperfectly displayed or the absence of signal at a place where a signal is usually shown, be reported? 10 310
- 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.
- Q. What is the exception to the rule?
- A. Except where the momentary stop and start, forward or backward, are a continuous switching movement.
- 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.
- Q. Must signal indication (except audible signals) be seen before being communicated to each other?
- A. They must.
- Q. Must the indication of all signals be called, or only the restrictive indications?
- A. The indications of all signals must be called.
- Q. Must the indication of yard limit signs be called?
- A. Yes, for example "yard limit sign."
- 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.
- 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.
- 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.
- Q. Must train and engine men observe position of train order signals?
- A. Yes.
- Q. After observing clear signals ahead, may lookout be relaxed?

- 311 (35) A. No, a constant and vigilant lookout must be maintained. Signal indications 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.
- 313 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.

- 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.)
- Q. Do work extras have any specified direction?
- A. No; they move in both directions within their working limits.
- 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.
- Q. Will he repeat back the instructions received to the person who gives such instructions?
- A. Yes.
- Q. Where two main tracks are in service, must trains and engines keep to the right, unless otherwise provided?
- A. Yes.
- Q. Where three or more tracks are in service, how will trains and engines be governed in their use?
- A. By special instructions.
- 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.
- 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.
- 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.
- 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 Q. How are stations at which train registers
(83) 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 engine operator, 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 Q. Except as provided in rules governing
(83(a)) movement of trains and engines by block signals, what must a train do before it can leave its initial station of 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?

A. 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 do before leaving its initial station on any subdivision?

A. A clearance.

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."

Q. How can you ascertain where time in timetable or train order applies?

A. By understanding the requirements of Rule 5.

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.

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	8 Daily		4 Daily	66 Daily
65 Daily	9:15PM	9:40PM	2 Daily	12:50PM	4:30AM
	8:00AM	8:40AM	Daily	2:50PM	8:30AM
	8:00AM	8:45PM	Daily	2:20PM	3:30AM
	10:20AM	9:55PM	Daily	1:30PM	2:30AM
	10:45AM	10:30PM	Daily	1:00PM	1:30AM
Daily			Daily	11:10AM	10:50AM
				12:50PM	2:30PM
				12:10PM	3:30AM
				11:25AM	2:30AM
				11:10AM	1:30AM

TIMETABLE
No. 24
Effective
12:01 AM
Nov. 3, 1949

STATIONS

42

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 P. 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 a 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 (clear) 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 movement of a passenger train is started?
- A. Yes.
- 364 Q. Where backup movement of passenger train does not exceed two car lengths, what may function for the conductor?
- A. The flagman, if available.
- 365 Q. Unless otherwise provided, may trains of one schedule pass trains of another schedule of the same class?
- (85) A. Yes.
- 366 Q. Unless otherwise provided, may extra trains pass and run ahead of second and inferior class trains and extra trains?
- (87) A. Yes.
- 367 Q. Unless otherwise provided, may third and fourth class trains pass and run ahead of second and inferior class trains?
- 375 A. Yes.
- 368 Q. May a section pass and run ahead of another section of the same schedule?
- 376 A. Yes.
- 369 Q. What must first be exchanged with the section to be passed?
- A. Train orders, signals and section numbers.
- 370 Q. Will change of sections be reported to train dispatcher from the next available point
- (88) of communication?
- 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?
- 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?
- A. Rests with the superior train as well as the inferior train.
- 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.
- Q. With what exceptions?
- 373 (a) 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.
- Q. When an inferior train fails to clear a superior train by the time required by rule, what must be done?
- A. The inferior train must be protected at that time as prescribed by Rule 99, unless otherwise provided.
- Q. Must trains pull into siding when practicable?
- A. Yes.
- 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.
- Q. How will extra trains be governed with respect to other extra trains, unless

- otherwise provided?
- 378 A. By train orders.
(S-88) 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 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.?
(D-88) 387
- 380 A. Yes.
(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. 390
- 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. 391
- 383 Q. How must an inferior train clear the time (in timetable or train order) of an opposing superior train?
(S-89) A. Not less than 5 minutes before the leaving time of the superior train. 392
- 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. 393
- 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?
(93) 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. 394
- 386 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?
(S-89(a)) 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.
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.
Q. Must identification of trains be made at meeting points and passing points?
A. Yes, when required.
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.
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.
Q. What rules should be read and understood in connection with Rule S-90?
A. Rules 14 (n) and 16 (l).
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.
Q. Must the operator at a station at the end of ABS territory block trains 10 minutes apart leaving that territory?
A. Yes.
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.
Q. How are yard limits designated?
A. By yard limit signs.
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? 5)
- A. Train or engine must be protected at the time the first-class train is due out at the next station in the direction of the approaching first-class train. 3
- 397(a) Q. With what exceptions? 3
- 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 the 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? 1
- A. Without protecting against such trains. 5(a)
- 399 Q. Within yard limits, how must second and inferior class trains, extra trains and engines move? 2
- A. At restricted speed, namely: Proceed prepared to stop short of train, engine, obstruction or switch not properly lined. -95(a)
- 400 Q. Within yard limits, in the absence of train order authority, if the yardmaster tells an engine foreman verbally that No. 38 a first-class train, is 1 hour late, under what condition can the yard engine enter the main track? 38)
- A. Only under protection prescribed by Rule 99.
- 401 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? 4
- A. No. 15
- 402 Q. Within yard limits, when moving against the current of traffic, how must all trains and engines move? 16
- A. At restricted speed.
- 403 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? (Note)
- A. No.
- 404 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? 17
- A. Yes.
- 405 Q. Under what conditions may No. 77 then use the main track?
- A. Under the provisions of Rule 93.
- Q. May two or more sections be run on the same schedule?
- A. Yes.
- Q. Has each section equal timetable authority?
- A. Yes.
- Q. May a train display signals for a following section, except as prescribed by Rules 85, 401 or 453, without train orders?
- A. No.
- 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.
- Q. Why is this necessary?
- A. To confer authority to assume schedule at intermediate station. (See Rule 82(a).)
- Q. May signals be ordered displayed to, or taken down at, other than a register station for the train displaying signals?
- A. No.
- 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.
- 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.
- Q. When junction switches are normally lined against them, what must trains and engines do?
- A. They must stop clear of junction switches.
- Q. May they foul the other main track without proper protection?
- A. No.
- 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.
- 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 junction.

- tion until the gate is changed to its 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 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 sufficient distance?
- A. By taking into consideration curves, grade and other physical characteristics, weather conditions, maximum speed of trains and any other factors which may affect safety, bearing in mind that 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.
- 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.
- Q. Must conductors see that flagman has night flagging signals with him at night or when day signals cannot be plainly seen?
- A. Yes.
- Q. When rear end protection is required, what must engineer IMMEDIATELY do?
- A. Sound Signal 14 (c), and if necessary, repeat the signal.
- Q. When will he recall the flagman?
- A. When safety to the train will permit.
- 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.
- Q. Will the engineer require such protection ahead to be afforded immediately?
- A. Yes.
- 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.
- Q. What must they require the flagman to do?
- A. To act promptly and in accordance with the rules.
- Q. What is the first duty of a flagman?
- A. To protect the rear of the train in accordance with Rule 99.
- 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.
- Q. Under such circumstances, where will he get off?
- A. At the nearest opening.
- Q. When returning, may he board the rear of train, if practicable?
- A. Yes.
- 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 starting in sidings equipped with remote control switches, is he required to take such position in rear of train?
- A. Yes.
- 441 Q. Within ABS territory, what is required before a train or engine enters or for a main track at a non-electrically lock hand operated or a spring switch? 9(i)
- 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 Rule 93.
 (2) When movement is governed by 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.) 4
- 443 Q. Outside of ABS territory, before a train engine fouls the main track in moving out of a siding or other track, what must be done? 5
- 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. 56 99(j)
- 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. 57
- 449 Q. When such flagging permits movement against an opposing train, what train must the flagman stop?
- A. He must stop all opposing trains. 58
- 450 Q. After getting off at the first switch, if flagman 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.
- Q. When flagged, must the engineer answer stop signals promptly?
- A. Yes.
- Q. How long must flagman continue to give stop signals?
- A. Until such signals are answered and acted upon.
- 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.
- Q. What must engineer do before proceeding?
- A. He must obtain a thorough explanation from the flagman.
- 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.
- 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).
- 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.
- 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 providing full protection against following trains making a backup movement?
- A. No.
- 460 (D-99) Q. Unless otherwise provided, when a train 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 otherwise provided, such as block indicator signals governing movement to such main track, protection prescribed by Rule 93, protection afforded by train order, etc.
- 462 (100) Q. When an engine leaves a portion of a train on a main track under conditions which may make it difficult for the turning 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 warning.
- 463 Q. When conditions require, what additional precautions must be taken?
- A. A trainman must protect returning portion of train.
- 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 a main track or a siding, when cutting engine off a train or cars at stations 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 air must be released.
- 466 (101) Q. Must trains be fully protected against a 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.
- 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.
- 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.
- Q. Must this be done regardless of loss of time?
- A. Yes.
- Q. What must trainmen know to be sure their 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.
- Q. When necessary, what action must they take?
- A. Immediate action to get train under safe control.
- 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.
- Q. Whenever a part of any bridge has been 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.
- Q. Must messages or orders affecting the movement of trains or condition of track, bridges or structures be in writing?
- A. Yes.
- Q. With certain exceptions prescribed by Rule 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.
- 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 watchman, gates or manually controlled crossing signals and they are known to be functioning? 8
- A. No. 9
- 478 Q. What are manually controlled crossing signals? 9
- A. They are crossing signals controlled by employe. 10
- 479 Q. Is protection by member of crew on crossing required when cars are shoved or crossing and facing end of leading car equipped with a backup hose or pipe and air whistle handled by trainman? 11
- A. No.
- 480 Q. Is protection by member of crew on crossing required when yard to yard, or local switch or transfer movements shown? 12
- A. Cars are protected by a member of crew on leading car?
- A. No.
- 481 Q. Must movement of such long switch shown over the crossing be made only on signal of member of crew on leading car? 13
- A. Yes.
- 482 Q. When a train or cut of cars is parted clear a public crossing at grade, what must a trainman do, when practicable? 14
- A. Protect the crossing against trains or engines approaching on adjacent tracks unless crossing is protected by a watchman or gates. 15
- 483 Q. May trains, engines or cars block a public crossing longer than 5 minutes, when it can be avoided? 16
- A. No.
- 484 Q. Should unnecessary operation of automatic public crossing signals, due to engines or cars standing in circuit, be avoided? 17
- A. Yes.
- 485 Q. When cars are shoved by an engine under conditions require, what position must a trainman take? 18
- (103(a))
- 486 Q. A conspicuous position on the leading car. Must cars left on tracks be properly secured, clear other tracks, and, when practicable, clear public crossings at least 75 feet? 19
- A. Yes.
- 487 Q. When coupling or shoving cars, what action must employes take? 20
- A. Proper precaution to prevent damage to

- fouling of other tracks by stretching coupling and setting sufficient hand brakes.
- Q. At what speed must couplings be made?
- A. Not more than 4 miles per hour.
- Q. Before shoving yard tracks, what must be known?
- A. That there is sufficient room to hold the cars.
- 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.
- 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.
- Q. When may running switches be made?
- A. Only when they can be made without danger to employes, equipment or contents of cars.
- Q. What must be known before making the running switch?
- A. That the track is sufficiently clear, switches and brakes in working order.
- Q. Must engine be run on straight track, when practicable?
- A. Yes. (An extra move may be necessary to keep engine on straight track.)
- Q. May running switches be made with cars containing inflammables, explosives or other dangerous articles?
- A. No.
- Q. May running switches be made through spring or remote control switches?
- A. No.
- 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.
- 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.
- Q. May passenger cars or occupied outfit cars be kicked or dropped?

- 500 A. No.
Q. May other cars be kicked or dropped in a track on which passenger or occupant cars are standing?
- 501 A. No.
Q. Before switching passenger equipment occupied outfit cars, what precautions must be taken?
- A. Brake pipe connections must be made and 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, derails, public crossings, cars in process of loading or unloading, what must be done?
- A. A test of hand brakes must be made as a fact known that car or cars are secured and coupled, and will not roll away and cause damage in event coupling missed.
- 505 Q. Must conductors and engine foremen and 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 the hand operated switches, and do rule 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.
- 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.
- 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.
- 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.
- Q. Must the engineer see that switches near the engine are properly lined?
- A. Yes, when practicable.
- Q. Must he require other members of the crew on engine to observe position of such switches?
- A. Yes.
- 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.
- Q. Does this rule require that both switches of a crossover be properly lined before starting movement into the crossover?
- A. Yes.
- 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.
- 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.
- 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.
- Q. Should trainmen give stop signal to stop train or engine in the clear before the

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

- 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.
- 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.
- Q. When operating lever is equipped with latch, what precaution must be taken?
- A. They must not step on latch, except when throwing switch.
- Q. May hand operated switches be run through?
- A. No.
Q. What is a hand operated switch?
A. Switch operated by hand. (See note to Rule 104.)
- Q. When a hand operated switch is run through, is it unsafe?
- A. Yes.
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.
- Q. If an engine or car partially runs through such a switch, what must be done?
- A. The entire movement must be continued.
- Q. How must scale track switches be lined when scales are not in use?
- A. For dead rails.
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.
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.
- 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, 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 operated before the train has passed 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 employ from protecting the movement?
- A. No.
- 543 Q. What color will main track switch target show when switch is lined for movement to or from main track?
- A. Red.
- 544 Q. Are spring switches properly designated and facing point movement over the protected by signals?
- (104(a)) 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 the 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.
- Q. What is first required before operating a 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.
- 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.
- 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.
- Q. When dual control selector lever is placed in "Hand" position, what will all signals governing movements over the switch indicate?
- A. STOP.
- Q. May the engineer then be governed by hand signals during the time the selector lever is in hand position?
- A. Yes.
- 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.
- 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.
- 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 stored 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 a switch, will they govern?
A. Yes.
- 563 (104(c)) Q. Before proceeding from a Stop-indicator over a remote control switch under provisions of Rule 350, what must trainman do?
A. Examine switch and see that switch point 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 electrical locked hand operated switches be governed?
A. By general order, special instructions, 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 springs, 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?
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.
Q. May cars be left on siding when possible to avoid it?
A. No.
Q. When a siding is obstructed, what must be done?
A. The train dispatcher must be notified at once.
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.
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.
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.
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.
Q. Who are responsible for the safety of the train and the observance of the rules?
A. Both the conductor and the engineer.
Q. Under conditions not provided for by the rules, what must both engineer and conductor do?
A. They must take every precaution for protection.
Q. In whom is the general direction and government of a train vested?
A. In the conductor.
Q. Must all persons on the train obey his instructions?
A. Yes.
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 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 for the proper and safe performance of the work.
- 586 Q. When the conductor is not present, what instructions must the trainmen obey?
A. Trainmen must promptly obey the instructions of the engineer relating to safety and protection of the train.
- 587 Q. What must brakemen and firemen do, when carefully reading train orders?
A. They must keep them in mind and act in their observance.
- 588 Q. If there is any apparent failure to observe train orders, failure to clear the track for superior trains, or failure to comply with rules and instructions, what must brakemen and firemen do?
A. They must immediately call attention to 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.
- 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.
- Q. In case of doubt or uncertainty, what course must be taken?
A. The safe course.
- Q. Who must observe passing trains for defects?
A. All employes, as far as practicable.
- Q. Must trainmen of freight and passenger trains, yardmen and operators observe passing trains for defects?
A. Yes.
- Q. Where will operators at intermediate stations stand when trains are passing, unless excused by train dispatcher?
A. On station platform.
- 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.
- Q. What signals must employes noting such defects give?
A. Stop signals.
- Q. What further action must be taken when communication with the train dispatcher is possible?
A. Train dispatcher must be notified of such defects.
- 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.
- 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.
- 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 train 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 signal and to note condition of train?
- A. Engineers, firemen and forward trainmen must frequently look back and trainmen must frequently look ahead especially when rounding curves approaching and passing stations.
- 605 Q. When approaching and passing through stations or yards, or passing over road crossings, drawbridges, track restricted by speed restricting orders, or 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 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 practical?
- A. On the rear platform, to observe the 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 then lading, clear other tracks?
- A. Yes.

RULES FOR MOVEMENT BY TRAIN ORDERS.

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

- Q. Must train orders contain only information or instructions essential to such movements?
- A. Yes.
- Q. Must they be brief and clear, in the prescribed forms, when applicable; and without erasure, alteration or interlineation?
- A. Yes.
- Q. May words or figures in train orders be surrounded by brackets, circles or other characters?
- A. No.
- Q. Must train orders be issued so they will be clear and have but one meaning?
- A. Yes.
- Q. Must each train order be given to all employes or trains addressed in the same words?
- A. Yes.
- Q. Must train orders, except restricted speed orders, be numbered consecutively each day beginning at midnight?
- A. Yes.
- 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.).
- 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.
- Q. How must those for a train be addressed?
- A. "C&E" and when a pilot is provided, to "C&E and Pilot."
- Q. Must a copy for each employe addressed be supplied by the operator?
- A. Yes.
- 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.
- Q. When a train has more than one engine in service, must two copies be furnished engineer on each engine?
- A. Yes.
- 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 order?
 A. Written in full in a book provided that purpose at the office of train dispatcher.
- 623 Q. What must be recorded with it?
 A. The names of those who have signed 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 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," adding engine numbers.
- 627 Q. How will extra trains, except work extras, be designated?
 A. By engine numbers, and the direction "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?

- 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.
 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.
 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.
 Q. Will the letters duplicating names of stations and numerals be written in the train order book, or upon train orders?
 A. No.
 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.
 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.
 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."
 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.
 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