

- 18 Q. Must Form X orders be annulled and re-  
issued each day and consolidated so far  
as practicable?
- A. Yes.
- 19 Q. Will locations be designated consecutively  
over each subdivision?
- A. Yes.
- 20 Q. For what purpose will form shown by  
Order No. 501 be used?
- A. For all speed restrictions.
- 21 Q. For what purpose will form shown by  
Order No. 502 be used?
- A. For all other unusual conditions.
- 22 Q. Must Form X orders, unless annulled, be  
retained and observed during a continu-  
ous 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.

- 3 Q. Under Order No. 75, is No. 47 relieved  
orm Y) from protecting its rear against south-  
ward trains until the time specified in  
the order?
- A. Yes.
- 4 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.
- 5 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 ex-  
pected 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 move-  
ments in the opposite direction?
- A. No.
- 1042 Q. Will special instructions indicate the sub-  
divisions on which Form Y orders are  
authorized?
- A. Yes.
- 1043 Q. Will the train dispatcher authorize move-  
ment 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 gov-  
erned 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.

- 145 Q. When will Order No. 79 be used?  
 A. When discontinuing both ABS and operation by block signals.
- 146 Q. When will Orders Nos. 80 and 81 be used?  
 A. When restoration is made.
- 147 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.

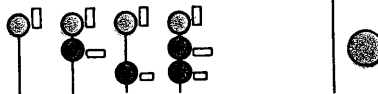
- 048 Q. How are block signal and interlocking signal aspects shown?  
 A. By the position of the semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position and flashing of lights.
- 049 Q. Does the shape of the semaphore arms have any significance?  
 A. No.
- 050 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.
- 051 Q. How do block and interlocking signals display their indication?  
 A. As viewed from an approaching train or engine.
- 052 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.
- 053 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.
- 054 Q. Will low signals, commonly called dwarf signals, be used to display the same aspects and indications as signals on masts?  
 A. Yes.
- 055 Q. Do the signal aspects illustrated by the figures shown in these rules, for convenience, show both color light and semaphore aspects?

- 1056 A. Yes.  
 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

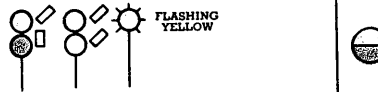


A. Proceed.

- 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)

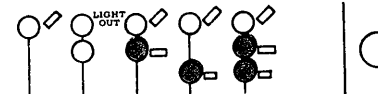


A. Proceed via diverging route not exceeding 30 MPH until entire train is through turnout.

- 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.

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

A. Yes.

066(a) Q. *What is its name?*

A. Diverging Approach.

367 Q. *What is this signal indication?*

288)



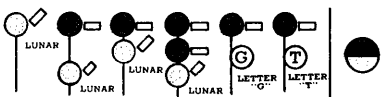
A. Proceed, not exceeding 15 MPH through turnout, prepared to stop at next signal, except when entering siding be governed by Rule 105.

368 Q. *What is its name?*

A. Low Approach.

369 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.

370 Q. *What is its name?*

A. Low.

371 Q. *What is this signal indication?*

291)



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

1072 Q. *What is its name?*

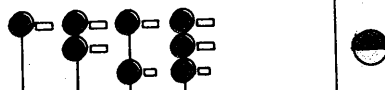
A. Stop and Proceed.

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?*

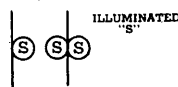
A. Yes.

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?*

(325) 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?
- 3 A. As the most restrictive indication that can be given by such signal.
- 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.
- 4 Q. When block signal rules have been suspended per Rule 356, will the provisions of such rule govern?
- A. Yes.
- 5 Q. In making stop for a Stop, or Stop, Then Proceed at Low Speed, indication, where must train or engine stop?
- 7) A. Before the leading wheels pass the signal.
- 3 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.
- 7 Q. After passing a signal displaying a Proceed indication, what may happen?
- 8) 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.
- 3 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?
- 9) A. Stop must be made at once and the train dispatcher notified.
- 9 Q. Having entered a block or route on a Proceed indication, and is delayed, what must a train or engine do?
- 0) 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.
- 0 Q. Must trains, engines or cars standing on other than main tracks or signaled tracks, be clear of track circuit?
- 1) A. Yes.
- 1 Q. If necessary to use sand to stop an engine moving light, how must sand be used?
- 2) A. Only sufficient sand to insure safe operation.
- 2 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 Q. May trains or engines pass an interlocking signal indicating Stop, without receiving hand signals, or verbal permission from the operator?
- (340) 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.
- Q. How will hand signals be given?
- A. With a yellow flag or a yellow light.
- 1098 Q. What must not be done by trains or engines stopped by the operator in making a movement through an interlocking?
- (341) A. Must not move in either direction until they have received the proper signal from the operator.
- 1099 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?
- (342) A. Proper interlocking signal, indication, or permission from the operator.
- 1100 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?
- (343) 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.

103. Q. To whom, and from where must the facts be reported?  
 A. To the train dispatcher from the first available point of communication.
- 104 344) 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.
105. 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.
106. 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.
107. 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.
108. 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.
- 109 345) 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.

- 10 350) 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.
- 10(a) Q. How may train or engine then proceed?  
 A. Upon verbal advice from train dispatcher

- 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.

- 116 351) 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.
- 117 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.
- 118 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.
- 119 352) 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.
- 120 353) 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.
- 121 354) 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.
- 22 355) 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?

- A. Selector lever must be set in "Hand" position, switch operated once by hand and left lined for the main track.
- 134 Q. *At remote control switches, other than dual control, must the switch points be spiked for main track movement?*
- A. Yes.
- 135 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.
- 136 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.
- 137 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.**

- 138 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.
- 139 Q. *What is an "Equipped Engine or Train?"*
- A. An engine or train equipped with cab signal apparatus, including whistle and acknowledgment in operative condition, for the direction in which it is to move.
- 140 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?

- 152 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.
- 153 Q. When repairs are completed, what must be done?  
A. Equipment must be tested.
- 154 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.
- 156 Q. May operators at interlockings give hand signals when the proper indication can be displayed by the interlocking signals?  
A. No.  
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.
- 158 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.
- 159 Q. With what will hand signals be given?  
A. A yellow flag or a yellow light.
- 160 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.
- 161 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

passes over the switch.

- 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?

- A. Yes.
- 170 Q. Will control operator at the time track and time limits are granted, make record of the information given in prescribed form?
- A. Yes.
- 171 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.
- 172 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."
- 173 Q. Must control operator require track and time limits to be repeated, and if correct will he respond "OK"?
- A. Yes.
- 174 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."
- 175 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.
- 176 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.
- 177 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 (400) 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?*
- 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 (401) Q. *May a clearance be used to designate a train or engine?*
- 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 (402) 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?*
- 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)?*

- 203 Q. *Must trains and engines be clear, and reported clear, before expiration of the time granted?*  
A. Yes.
- 204 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.
- 205 Q. *If additional time is required, from whom must authority be obtained before authorized time limit has expired?*  
A. From control operator.
- 206 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.
- 207 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.
- 208 Q. *May any movement be made under this rule until engine men have received and understand the track and time limits granted?*  
A. No.
- 209 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 comply?
- (501(5)) 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 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?
- (501(6)) 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 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?
- (501(7)) A. Yes.
- 1244 Q. When on duty, to whom are brakemen and porters subordinate?
- (501(8)) 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 reference to supplies?
- (502) 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 delaying trains by leaving them for meals, or for any other purpose, without permission?
- (503) 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 usual stopping places without giving notice where they can be found, or leave the vicinity without permission from the proper officer?
- (504) A. No.
- 1250 Q. Will any person be allowed to ride trains 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?
- (505(1)) A. No.
- 1251 Q. Unless freight trains are regularly designated to carry passengers, may any person be permitted to ride thereon, except by proper authority?
- (505(2)) A. No.
- 1252 Q. Will any person, except employes in the 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?
- (505(3)) 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 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 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 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.

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

A. Yes.

261 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 Q. *What is the duty of passenger conductors with respect to collection of fares, comfort of passengers and supervision of trainmen?*

(506(6)) 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 Q. *What is required of passenger train employes with reference to uniforms and appearance?*

(506(7)) 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 Q. *What is responsibility of freight conductors with respect to freight in their charge?*

(507(1)) 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 Q. *Must they keep the required seal and other records?*

(507(2)) A. Yes.

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

(507(3)) 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 engines 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.
-