

CATECHISM

TEACHING CHILDREN AND YOUTH

ON THE

UNIFORM CODE

OF

OPERATING RULES

ORIGINALLY PUBLISHED MAY 1, 1950

NO 15391

EMPLOYING RAILROAD

CATECHISM

(Containing questions and answers thereto)

ON THE UNIFORM CODE OF OPERATING RULES

Effective May 1, 1950

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

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Vice President and Asst. Gen. Mgr.
General Manager

Who agree to return a check called for, to the payee, and the source of calling to the payee, and the amount of \$300 from the payee.

The regulations of the rules and the instructions contained herein are for the education of employees concerned, but do not intend to supersede any rule in the Uniform Code of Operating Rules.

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

- 14 A. Yes.
Q. What is required for proper functioning under the rules and instructions?
- 14(a) A. Courteous co-operation between employees.
Q. In case a fire may be communicated to a bridge or other structure, what must be done?
- 14(b) A. Stop must be made and must assist in extinguishing the fire.
Q. Must conductor call attention of his engine men promptly to fires started by his engine and request inspection of fire prevention appliances?
- 15 (F) A. Yes.
Q. Must you report promptly by wire to the proper authority accidents, failure of motive power, failure in the supply of water or fuel, defects in the track, bridges, signals or any unusual conditions which may affect the movement of trains and follow promptly by report on proper form?
- 16 (G) A. Yes.
Q. Is the use of intoxicants or narcotics prohibited and is their possession while on duty prohibited?
- 17 (H) A. Yes.
Q. What is prohibited with respect to the use of tobacco?
A. Its use by employes on duty while serving patrons at passenger stations or on passenger cars.
- 18 (J) Q. Must employes on duty wear the prescribed badge and uniform, and be neat in appearance?
A. Yes.
- 19 (K) Q. What is required of employes in the case of danger of, loss of, or damage to railroad property by fire, theft or other causes?
A. They must unite to protect it.
- 20 Q. Must they exercise care in the use of railroad property, and when leaving the service return property entrusted to their care?
A. Yes.
- 21 Q. How must you care for property of the railroad, including freight and articles of value, found in or on cars, or on the right of way?
A. Must be cared for, properly reported, and not in any way disposed of, or removed from Company premises or right of way without first securing proper authority.
- 21(a) Q. Are employes forbidden to make charge for services performed in line of duty, or to permit discrimination?
A. Yes.
- 22 Q. Unless specifically authorized, may employes use the credit of the railroad, receive or pay out money on the railroad's account?
A. They must not.
- 23 Q. What is required of employes with reference to switch keys?
A. Employes whose duties require their use must use switch keys only with lawful intent by such employes in the performance of their duties.
- 24 (L) Q. What is the primary duty of all employes?
A. Constant presence of mind to insure safety to themselves and others.
- 25 Q. Must they exercise care to avoid injury to themselves and others?
A. Yes.
- 26 Q. Must they observe condition of equipment and the tools which they use in performing their duties?
A. Yes.
- 27 Q. When found defective, what must be done?
A. If practicable, employes must put them in safe condition and report defects to the proper authority.
- 28 Q. What must employes do with reference to structures or obstructions where clearances are close?
A. They must inform themselves as to the location.
- 29 Q. When employes are on or near the track, what must they expect?
A. The movement of trains, engines or cars at any time, on any track, in either direction.
- 30 (M) Q. How are employes admonished to use their time off duty?
A. Primarily for obtaining ample rest in furtherance of the Hours of Service Laws.
- 31 (N) Q. How must employes be governed in dealing with the public, their subordinates and each other?
A. Courteous deportment is required.
- 32 Q. May employes enter into altercations, play practical jokes, scuffle, or wrestle on Company property, or become habitually careless or negligent in their duties?
A. They must not.
- 33 Q. Will those who are careless of the safety

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

- 34 A. They will not.
Q. What must employes show on time-slips, time-books, or payrolls?
A. The required information as to work actually performed. 44
- 35 Q. How may employes whose duties are pre- (T)
(O) scribed by these rules, if discharged, be re-employed?
A. Only with the approval of the proper officer.
- 36 Q. Under whose jurisdiction are employes?
(P) A. That of the officers of the division on which the service is performed. 45
- 37 Q. Must employes report at the appointed
(Q) time, and devote themselves exclusively to their duties?
A. Yes.
- 38 Q. May they absent themselves, or exchange
duties with or substitute others in their place without proper authority? 46
A. They must not. 47
- 39 Q. How long must passenger trainmen in uni-
form remain in proper attendance to their trains at terminals? 48
A. Until passengers are on and off, unless relieved by connecting crew.
- 40 Q. While on duty, may train, engine and yard
men read magazines, newspapers or other literature not concerning their work? 49
A. No.
- 41 Q. What is required with reference to em-
(R) ployes entrusted with the books, way-bills, statistics or records of the railroad?
A. They must not permit unauthorized persons to have access thereto, nor in any manner divulge the affairs of the railroad or its patrons, to unauthorized persons. 50
- 42 Q. May any information contained in the files
of the railroad or other privileged or confidential reports be disclosed?
A. Not without authority from the proper officer of the railroad. 51
- 43 Q. In order to avoid error and misunder-
(S) standing and to prevent fraud and imposition upon employes by persons who 53

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

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

- 54 A. A train authorized by a timetable schedule.
 Q. What is a Section?
 A. One of two or more trains running on the same schedule displaying signals or for which signals are displayed.
- 55 Q. What is an Extra Train?
 A. A train not authorized by a timetable schedule.
- 56 Q. For what may the designation "Extra" be used?
 A. For any extra train except passenger extra or work extra.
- 57 Q. For what may the designation "Passenger Extra" be used?
 A. For passenger train extra.
- 58 Q. For what may the designation "Work Extra" be used?
 A. For work train extra.
- 59 Q. What is a Superior Train?
 A. A train having precedence over another train.
- 60 Q. What is a Train of Superior Right?
 A. A train given precedence by train order.
- 61 Q. What is a Train of Superior Class?
 A. A train given precedence by timetable.
- 62 Q. What is a Train of Superior Direction?
 A. A train given precedence in the direction specified by timetable as between opposing trains of the same class.
- 63 Q. What is a Timetable?
 A. The authority for the movement of regular trains subject to the rules and special instructions.
- 64 Q. What is a Schedule?
 A. That part of a timetable which prescribes class, direction, number and movement for a regular train.
- 65 Q. What is a Division?
 A. That portion of a railroad assigned to the supervision of a superintendent.
- 66 Q. What is a Subdivision?
 A. A portion of a division designated by timetable.
- 67 Q. What is a Main Track?
 A. A track extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by block signals.
- 68 Q. What is a Single Track?
 A. A main track upon which trains are operated in both directions.
- 69 Q. What are Two or More Tracks?
 A. Two or more main tracks.
- 70 Q. On two main tracks in territory where "Rules Governing Opposing and Following Movements by Block Signals" apply, how will such tracks be designated?
 A. As "South Track" and "North Track" where timetable directions are eastward and westward, respectively, and as "East Track" and "West Track" where timetable directions are northward and southward, respectively.
- (Note)
- 71 Q. Where there are more than two tracks, how will they be designated?
 A. By numbers, for example: "Track No. 1," "Track No. 2," etc.
- 72 Q. What is Current of Traffic?
 (Def.) A. The movement of trains on a main track, in one direction, specified by the rules.
- 73 Q. What is a Station?
 A. A place designated on the timetable by name.
- 74 Q. What is a Siding?
 A. A track auxiliary to the main track for meeting or passing trains.
- 75 Q. What is a Fixed Signal?
 A. A signal of fixed location indicating a condition affecting the movement of a train or engine.
- 76 Q. Name examples of Fixed Signals?
 (Note) A. Switch, train order, block, interlocking, semaphore, stop signs, yard limit signs, restricted speed signs, resume speed signs, or other means for displaying indications that govern the movement of a train or engine.
- 77 Q. What is a Yard?
 (Def.) A. A system of tracks within defined limits over which movements may be made, subject to prescribed signals and rules, or special instructions.
- 78 Q. What is a Yard Engine?
 A. An engine assigned to yard service.
- 79 Q. What is a Pilot?
 A. An employe assigned to a train when the engineer or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railroad, or portion of the railroad, over which the train is to be moved.
- 80 Q. What is a Train Register?
 A. A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure of trains, and such other information as may be prescribed.

- 81 Q. *What is a Register Station?*
 A. A station at which a train register is located.
- 82 Q. *What is Medium Speed?*
 A. A speed not exceeding 30 miles per hour.
- 83 Q. *What is Restricted Speed?*
 A. Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.
- 84 Q. *What is Low Speed?*
 A. A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 miles per hour.
- 85 Q. *What is an Automatic Block System?*
 A. A series of consecutive blocks governed by block signals, cab signals, or both, actuated by a train, engine, or by certain conditions affecting the use of a block.
- 86 Q. *What is the abbreviation for Automatic Block System?*
 A. ABS.
- 87 Q. *What is Remote Control?*
 A. A term applied to a system of operating outlying switches or signal appliances from a designated point.
- 88 Q. *What is a Dual Control switch?*
 A. A power operated switch which is also equipped for hand operation.
- 89 Q. *What is a Spring Switch?*
 A. A switch equipped with a spring, so that when run through in trailing movements, the switch points return to their original position.
- 90 Q. *What is an arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect, and may be operated manually or automatically?*
 A. Interlocking.
- 91 Q. *What are Interlocking Limits?*
 A. The tracks between the absolute signals of an interlocking.
- 92 Q. *What is an Interlocking Station?*
 A. A place from which an interlocking is operated.
- 93 Q. *What is a Block?*
 A. A length of track of defined limits, the use of which by trains and engines is governed by block signals, cab signals or both.
- 94 Q. *What is a Block Signal?*
 A. A Fixed signal at the entrance of a block to govern trains or engines entering and using that block.
- 95 Q. *What are Interlocking Signals?*
 A. The fixed signals of an interlocking.
- 96 Q. *What is a Cab Signal?*
 A. A signal located in engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with or in lieu of block signals.
- 97 Q. *What is an Absolute Signal?*
 A. A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.
- 98 Q. *What is an Approach Signal?*
 A. A fixed signal used in connection with one or more signals to govern the approach thereto.
- 99 Q. *What is an Absolute Block?*
 A. A block in which but one train or engine at a time is permitted.
- 100 Q. *What is a Control Station?*
 A. A place from which remote control switches or signal appliances are operated.
- 101 Q. *What is a Control Operator?*
 A. An employe in charge of a control station.
- 102 Q. *When so prescribed, will the Train Dispatcher perform the duties of control operator?*
 A. Yes.
- 103 Q. *How are the rules for Single Track identified?*
 A. By the prefix "S".
- (Note)
- 104 Q. *How are the rules for Two or More Tracks identified?*
 A. By the prefix "D".
- 105 Q. *To what do rules without a prefix apply?*
 A. To single and two or more tracks.
- 106 Q. *When will Standard Time be transmitted to all points from designated offices?*
 A. 11:00 A. M., Central Time; or 10:00 A. M., Mountain Time, daily.
- 107 Q. *What will govern time service?*
 A. Instructions issued by proper officer.
- (2)
- 108 Q. *By whom must watches that have been examined and certified to by a designated inspector be used?*
 A. By such officers and employes as are designated by instructions governing time service.
- 109 Q. *When must officers and employes required to use standard watches submit their*

- watches for inspection, unless excepted by special instructions?
- 110 A. Once in each calendar month, but not less than 20, nor more than 40 days shall elapse between each inspection.
- 111 Q. Must they sign inspection record?
A. Yes.
- 112 Q. When watches of employes subject to standard time rules are found at any time to be 30 seconds or more from standard time, what must be done?
A. Must be set to correct time.
- (3) 122 Q. How will it be known where standard clocks are located?
A. They will bear the sign "Standard Clock" and their locations will be shown by special instructions.
- 113 Q. Where Standard Clocks are available, when must the watches of train dispatchers, conductors, engineers, hostlers and engine foremen be compared with a Standard Clock?
A. Before commencing each day's work or trip.
- 114 Q. Must the time when watches are compared be registered on a prescribed form?
A. Yes.
- 115 Q. How must conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a Standard Clock, obtain time or compare and regulate their watches?
A. They must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.
- 116 Q. When must conductors, or engine foremen, and engineers also compare time with each other, and with trainmen, or yardmen, and firemen?
A. Before commencing each day's work or trip, when practicable.
- (4) 117 Q. When does each timetable supersede the preceding timetable?
A. From the moment it takes effect.
- 118 Q. When and where do schedules of the new timetable take effect on any subdivision?
A. At the leaving time at their initial station on such subdivision.
- 119 Q. When may a train authorized by a schedule of the old timetable assume a corresponding schedule of the new timetable?
A. When the schedules correspond in number,

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

RULE 4

Example No. 1

New Timetable effective 12:01 A. M., Sunday.		A. M., Sunday.	
OLD TABLE		NEW TABLE	
65		65	
Second Class		Second Class	
Daily		Daily	
Southward		Southward	
Leave A	9 30 PM	Leave A	10 30 PM
D	10 01	D	11 01
H	10 30	H	11 30
M	11 01	M	12 01 AM
R	11 30	R	12 30
W	12 01 AM	W	1 00
Arrive Z	12 30 AM	Arrive Z	1 30 AM

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

RULE 4

Example No. 2

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

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

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

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

RULE 4

Example No. 3

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

OLD TABLE

67

Second Class

Daily

Southward

Leave A 9 30 PM
D 10 01
H 10 30
M 11 01
R 11 30
W 12 01 AM
Arrive Z 12 30 AM

NEW TABLE

67

Second Class

Daily

Southward

Leave A 8 30 PM
D 9 00
H 9 30
M 10 00
R 10 30
W 11 00
Arrive Z 11 30 PM

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

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

RULE 4

Example No. 4

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

OLD TABLE

1

First Class

Daily

Southward

Leave A 10 30 PM
D 11 00
H 11 30
M 12 01 AM
R 12 30
W 1 00
Arrive Z 1 30 AM

NEW TABLE

1

First Class

Daily

Southward

Leave A 1 30 AM
D 2 00
H 2 30
M 3 00
R 3 30
W 4 00
Arrive Z 4 30 AM

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

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

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

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

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

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

RULE 4

Example No. 5

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

OLD TABLE NEW TABLE 162

5
First Class

Daily

Southward

Leave A 12 01 AM 163

D 12 45

H 1 30

M 2 15

R 3 00

W 3 45

Arrive Z 4 30 AM

158 Q. Since No. 5 was not scheduled on the Old Table, when can the first train leave Initial Station A and fulfill the schedule of No. 5? 164

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

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

A. No.

160 Q. If a train order was issued and made complete at 11:30 P. M., Saturday, prescribing that No. 5 would meet Extra 775 North at station D, would such meet order be in effect and have to be fulfilled on Sunday, after the New Table became effective? 165

A. Yes.

RULE 4

Example No. 6

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

OLD TABLE

NEW TABLE

69

69

Second Class

Second Class

Daily

Daily

Southward

Southward

Leave A 5 30 PM

Leave A 10 30 AM

D 6 30

D 11 30

H 7 30

H 12 30 PM

M 8 30

M 1 30

R 9 30

R 2 30

W 10 30

W 3 30

Arrive Z 11 30 PM

Arrive Z 4 30 PM

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

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

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

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

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

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

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

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

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

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

A. M., Sunday.

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

RULE 4

Example No. 7

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

OLD TABLE

NEW TABLE

77

77

Second Class

Second Class

Daily

Daily

Southward

Southward

Leave A 9 01 AM

Leave A 5 01 PM

D 10 01

D 6 01

H 11 01

H 7 01

M 12 01 PM

M 8 01

R 1 01

R 9 01

W 2 01

W 10 01

Arrive Z 3 00 PM

Arrive Z 11 00 PM

10:01 A. M., Sunday.

- Q. When must notice of new timetable be issued?

A. At least 24 hours prior to its taking effect, by general order.

- Q. When and for what period must train order, Form Q, be issued to conductors, engineers, yardmasters, and, when required, to yard engines?

A. For 24 hours prior to and for 6 days after it takes effect.

- Q. Who must know that hostlers, engine foremen and yard engineers are in possession of a new timetable before it takes effect?

A. Yardmasters.

- Q. By their acceptance of this train order, do employes acknowledge receipt of a new timetable?

A. Yes.

- Q. Must employes whose duties are in any way affected by the timetable have a copy of the current timetable (and special instructions supplementary to the Uniform Code, when issued in pamphlet form) with them while on duty?

A. Yes.

- Q. What must train and engine men know before starting on any subdivision upon which they have not been running, or when absent for 6 days or longer?

A. That they have the current timetable.

- Q. When may trains and engines occupy the main track after effective time and date of new timetable?

A. Not until the crews have received copies of the new timetable.

- Q. How many times are given for a train at any station?

A. Not more than two.

- Q. Where one is given, what is it, except at terminating stations?

A. Leaving time.

- Q. Where two, what are they?

A. The arriving and the leaving time.

- Q. May a train leave a station in advance of its schedule leaving time?

A. No.

- Q. May a train leave a station in territory where rules governing movement of trains and engines by block signals apply, in advance of its schedule leaving

- 167 Q. Do the schedules of No. 77 correspond in the six requirements?

A. Yes.

- 168 Q. If No. 77 had fulfilled its Saturday's schedule of the Old Table, could another No. 77 fulfill the Saturday's Schedule of the New Table?

A. No, as there had been one Saturday's schedule in effect and fulfilled on the subdivision.

- 169 Q. In event No. 77 had not departed from Initial Station A while the Old Table was in effect, could a No. 77 fulfill the Saturday's schedule of the New Table, after such New Table took effect?

A. No, since there had been one Saturday's schedule in effect, and such Saturday's schedule was 12 hours late at the Initial Station when the New Table took effect.

- 170 Q. In event No. 77 was at station R when the New Table became effective, how would No. 77 be governed?

A. Retain its train orders and assume the corresponding, or Saturday's, schedule on the New Table and leave R 3 hours late on the Saturday's schedule of the New Table.

- 171 Q. If a train order had been issued and made Complete at 11:30 P. M., Saturday, prescribing that No. 77 would meet Extra 760 North at station W, would such order remain in effect after the New Table took effect?

A. Yes, unless No. 77 fails to arrive W by

- time?
- 184 A. No. 33
 Q. May trains scheduled to receive or discharge passengers or traffic at a station leave the point where such traffic is received or discharged before time shown in schedule? 34
- 185 A. No.
 Q. How are schedule meeting or passing stations indicated on timetable?
- 186 A. By figures in full-faced type.
 Q. How may the numbers of trains to be met or passed be indicated?
- A. In smaller figures adjacent to the full-faced type. 95
- 187 Q. Where will you find the meaning of letters placed before the figures of the timetable?
 A. In timetable or special instructions. 96
- 188 Q. Do you understand that any train fulfilling a timetable schedule must observe all regular and flag stops, and comply with all other requirements of the schedule, unless otherwise instructed?
 A. Yes.
- 189 Q. How will sidings and their capacity be designated?
 A. By timetable, general order, or special instructions.
- 190 Q. Unless otherwise specified (in train order or special instructions), where does schedule and train order time apply on single track?
 A. At the siding switch where an opposing train clears main track.
- 191 Q. Where there is no siding, where do the times apply on single track? 199
 A. At the station.
- 191(a) Q. What is the exception to this rule on single track with reference to where time applies at initial and terminating stations?
 A. The time of first-class trains at the initial and terminating stations of schedule, applies at the station. The time of second and inferior class trains at initial station of schedule applies at the leaving switch of siding (or of yard if no designated siding) (or of yard if no designated siding). 200
- 192 Q. Where does the time apply on two or more tracks, unless otherwise specified in train order or special instructions?
 A. At the station.
 Q. If time is shown in timetable or train order at a designated junction, or crossover, where does such time apply?
 A. At such junction, or crossover.
 Q. How will general orders be numbered, by whom will they be issued or cancelled and when will they expire?
 A. They will be numbered consecutively beginning with January 1st of each year, will be issued and cancelled by the superintendent or other designated officer, and will expire with the calendar year.
 Q. Do general orders supersede any rule or special instructions with which they conflict?
 A. Yes.
 Q. May the requirements of a general order be superseded by timetable or special instructions?
 A. No, the general order must be cancelled.
 Q. When must train, engine and yard employees, train dispatchers and other employees, whose duties require, familiarize themselves with general orders and other notices?
 A. Before commencement of each trip or day's work.
 Q. When conductors, engineers and engine foremen record information with respect to general orders on prescribed form, what does it indicate?
 A. That they have read and understand general orders, and that they are responsible for compliance therewith.
 Q. How will employees know where general orders are located?
 A. Their location will be designated by special instructions.
 Q. Do special instructions in the timetable, or in pamphlet form, supersede any rules in the Uniform Code with which they conflict?
 A. Yes.
 Q. Must employees whose duties require them to give signals provide themselves with proper signal appliances, keep them in good order and ready for immediate use?
 A. Yes.
 Q. When must signals of the prescribed color and type (flags or lights when so prescribed) be used?
 A. By day.

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

- ing wheels pass the burning fusee.
- 221 Q. When will fusees NOT be extinguished?
A. When burning between two main tracks or when beyond first rail of adjoining main track. 233
- 222 Q. When will the requirements of the first two paragraphs of this rule (stopping and extinguishing fusee) not apply to an unattended burning fusee? 234
A. Will not apply: (1) when displayed beyond both rails of an adjoining main track; (2) when train or engine is moving on other than a main track, except when found between the rails of such track. 235
- 223 Q. On single track, where will fusee be placed or dropped? 236
A. On the shoulder of track on the engineer's side. (12)
- 224 Q. On two main tracks, where must fusees be placed or dropped?
A. On the outside, or field side.
- 225 Q. May burning fusees be placed on road crossings or bridges, or where fire can be communicated to structures or cars, when left unattended?
A. No.
- 226 Q. After giving hand signals with a green fusee, what should be done?
A. The green fusee should be extinguished, when practicable.
- 227 Q. If a train or engine finds a green fusee burning on or near its track, and rule permits, what must be done?
A. The first paragraph of Rule 11 governs; train or engine must stop and extinguish such fusee.
- 228 Q. Is it good practice to drop burning fusees from cupola of a caboose?
A. No, for the reason that the fusee cannot be properly placed in this manner, and there is liability of dropping fusee on a bridge.
- 229 Q. If a burning fusee is found on or near the track in the vicinity of a Proceed indication of a block or interlocking signal, must stop be made at the fusee?
A. Yes.
- 230 Q. Must fusees be respected within yard limits?
A. Yes.
- 231 Q. How must torpedoes be placed on the rail?
(11(a)) A. Two rail lengths apart on engineer's side.
- 232 Q. May torpedoes be placed on public crossings, or at places where they may cause injury?
A. No.
- Q. What must train or engine do when two torpedoes are exploded?
A. Immediately reduce speed, and proceed for a safe flagging distance at restricted speed.
- Q. What will the explosion of one torpedo indicate?
A. The same as two, but the use of two is required.
- Q. Does the Proceed indication of a block or interlocking signal supersede the signal conveyed by the explosion of torpedoes?
A. No.
- Q. What is the indication of hand, flag and lamp signals when used in the following manner:
(a) Q. Swung at right angle to track?
A. Stop.
(b) Q. Slight horizontal movement at arm's length at right angle to track?
A. Reduce speed.
(c) Q. Raised and lowered vertically?
A. Proceed.
(d) Q. Swung vertically in a circle at right angle to the track?
A. Back.
(f) Q. Swung horizontally above the head, when standing?
A. Apply air brakes.
(g) Q. Held at arm's length above the head, when standing?
A. Release air brakes.
(h) Q. What signal is any object waved violently by anyone on or near the track?
A. Stop.
(i) Q. Must hand, flag or lamp signals be used in accordance with the rules?
A. Yes.
Q. Must trainmen, yardmen, engine men, and all concerned keep a constant lookout for signals?
A. Yes.
Q. How must those giving signals locate themselves?
A. So as to be plainly seen.
Q. How must those giving signals give them?
A. So as to be plainly understood.
Q. Do you understand that the utmost care must be exercised by trainmen, yardmen, and engine men to avoid taking signals that may be intended for other trains

- or engines?
- A. Yes.
- Q. Unless positive that signals are for you what is required?
- A. Train or engine must not be moved until communication is made by words. 240
- Q. When backing or shoving a train, engine, or cars, how must the disappearance from view of employe or light by which signals are given be construed?
- A. As a stop signal. 241
- (j) Q. May fuseses burning red be used for hand signals, other than stop signals?
- A. No.
- Q. Under the provisions of Rule 10 (d), may 5-minute green fuseses be used for giving hand or lamp signals?
- A. Yes, when hand or lamp signals cannot be plainly seen, due to the distance the signal is to be conveyed at night, or during adverse weather conditions.
- (k) Q. Unless otherwise provided, does a hand, flag or lamp signal to proceed modify compliance with other rules or signals which restrict the movement of a train or engine?
- A. No.
- Q. Does this rule prohibit accepting a signal given with a yellow flag or light by operators at interlockings?
- A. No. (See Rules 340 and 375 (7).)
- Q. Does it prohibit accepting a hand or lamp signal given by a member of the crew at automatic interlockings?
- A. No. (See Rule 344.)
- Q. Does this rule prohibit accepting a hand or lamp signal in making moves against Stop-indications of block signals at a remote control switch set for hand operation?
- A. No. (See Rule 104 (b).)
- Q. Do you understand that trainmen of a train standing clear of main track must not give a Proceed signal to an approaching train?
- A. Yes.
- 237 (14) Q. Must the horn or whistle be sounded as prescribed by rule or law?
- A. Yes.
- 238 Q. Do you understand that horn or whistle must not be used unnecessarily?
- A. Yes.
- 239 Q. In case of horn or whistle failure, what must be done?
- A. Speed must be reduced, and bell rung continuously when approaching and passing through stations and yards, over public crossings at grade, and around curves.
- Q. Do you understand engine horn or whistle signals must be distinct, with intensity and duration proportionate to the distance signal is to be conveyed?
- A. Yes.
- Q. What is the indication of engine horn or whistle signal when sounded as follows:
- (a) Q. One short?
- A. Apply brakes. Stop.
- (b) Q. Two long, when standing?
- A. Release brakes. Proceed.
- Q. Two long, when running?
- A. Acknowledgment of "calling-on" indication of train order signal.
- (c) Q. One long, three short?
- A. Flagman go back and protect rear of train.
- (d) Q. Four long?
- A. Flagman may return from south or west, as prescribed by Rule 99.
- (e) Q. Five long?
- A. Flagman may return from north or east, as prescribed by Rule 99.
- (g) Q. Two short?
- A. (1) Answer to 14 (k) or any signal not otherwise provided for.
(2) Answer to a burning fusee or any other signal indicating stop except a fixed signal or Signal 16 (d).
- Q. Should explosion of torpedoes be answered by engine horn or whistle signal?
- A. No, it is not a stop signal.
- (h) Q. Three short, when standing?
- A. Back. Answer to 12 (d) (except in continuous switching movements), and 16 (c).
- Q. Three short, when running?
- A. Answer to 16 (d).
- (j) Q. Four short?
- A. Call for signals.
- (k) Q. One long, two short; ON SINGLE TRACK?
- A. To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section.
- Q. If not answered by a train, what action must be taken by the train displaying signals?

- A. Stop and notify them and ascertain the cause, except where rules governing the movement of trains and engines by block signals are in effect.
- Q. *One long, two short; ON TWO OR MORE TRACKS?*
- A. To call attention of engine and train crews of trains moving in the same direction and to yard engines, to signals displayed for a following section.
- Q. *When necessary, must Signal 14 (k) be repeated, so as to notify both engine and train crews?*
- A. Yes. 242
- Q. *On two or more tracks, are trains required to answer Signal 14 (k)?* (16)
- A. Yes.
- Q. *On two or more tracks, will train sounding Signal 14 (k), stop if no answer is given?* 243
- A. No.
- Q. *How will train crews answer Signal 14 (k) from the rear of a train?*
- A. By hand or lamp proceed signal.
- Q. *If not answered by a yard engine, on either single or on two or more tracks, will it be necessary for a train displaying signals to stop?* 244
- A. No.
- (1) Q. *Two long, one short, one extra long?*
- A. Approaching public crossings at grade.
- Q. *What will designate point at which signal must begin?* 245
- A. Standard sign. (a)
- Q. *Must it be prolonged or repeated until crossing is occupied by engine or car?* (b)
- A. Yes. (c)
- Q. *Must this signal also be sounded frequently to warn trackmen and other employes when view is restricted by weather, obscure curves, or other unusual conditions, and when approaching tunnels and snow sheds?* (d)
- A. Yes. (e)
- (m) Q. *One long?* (f)
- A. Approaching stations, junctions, railroad crossings at grade, drawbridges and mail cranes between stations, as may be required. (g)
- (n) Q. *Two long, one short?* (h)
- A. After passing last station, approaching meeting or waiting points, and as an answer to 16 (1). (i)
- Q. *Is Signal 14 (n) required to be sounded approaching a point where time is shown*

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

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

- Q. By whom must this signal be sounded? 55
 A. Conductor.
- Q. How must this signal be answered by the engineer?
 A. By Signal 14 (n).
- (m) Q. When running, to look back for hand signals, or to notify engineer train has cleared restricted track, or to notify engineer air brakes have applied and released on rear end in running test? 17(a) 56 17
- A. One short.
- 246 Q. What will be displayed to the front of every train by day and night? 58
 (17)
- A. The standard white headlight.
- 247 Q. When a train turns out to meet another train, how must standard white headlight be displayed until entire train is clear of main track? 59
 17(b)
- A. Must be kept burning brightly.
- 248 Q. How must it be displayed while train is moving in siding entirely clear of main track? 60
- A. It must be dimmed.
- 249 Q. When must it be extinguished?
 A. When train has stopped entirely clear of main track.
- 250 Q. Must engineer know positively that his entire train is in the clear before he extinguishes the headlight?
 A. Yes.
- 251 Q. Does an extinguished headlight relieve train on main track from stopping at least 300 feet from clearance point of the switch to be used by train to be met, unless such train is in the clear and switch properly lined per Rule S-89 (a)? 63
 17(c)
- A. No.
- 252 Q. May headlight be dimmed when approaching public crossings at grade?
 A. No. 64
 17(d)
- 253 Q. When must it be dimmed, except when approaching public crossings at grade?
 A. (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks;
 (2) Approaching signals indicating train orders;
 (3) When standing on main track awaiting arrival of an opposing train;
 (4) When moving on sidings and other than main tracks, in clear of main tracks. 65
 17(f)
- 254 Q. Does Rule 17 (4) apply to both trains and engines (yard and road)? 67
 (17 Note)
- A. Yes.
- Q. Outside of ABS territory, when headlight is displayed by train in siding at meeting point, what must opposing train do?
 A. Proceed at restricted speed until main track is seen to be clear.
- Q. Is the "winking" or "blinking" of headlights for any purpose prohibited?
 A. Yes.
- Q. When must white oscillating headlights be displayed?
 A. At night, and during the day when weather conditions impair visibility.
- Q. When must the white oscillating headlight be extinguished?
 A. When the standard white headlight is dimmed or extinguished.
- Q. When must the red oscillating headlight be displayed?
 A. By day, or by night, when train is stopped suddenly, under circumstances in which adjacent tracks may be fouled, or when head end protection is required.
- Q. After red oscillating headlight is displayed, when must it be extinguished?
 A. When necessity for red oscillating headlight no longer exists.
- Q. What signal is conveyed to an approaching train on the same or adjacent track by a headlight burning red?
 A. To stop before passing such headlight, and be governed by conditions.
- Q. Does the display of headlights relieve engine men or trainmen from protecting train in accordance with Rule 99?
 A. No.
- Q. When an engine is running backward by night, what must be displayed on the leading end?
 A. A white light.
- Q. When at night the standard white headlight fails enroute, what must be done?
 A. A white light must be used in its place, speed reduced, the bell rung continuously, the horn or whistle sounded frequently and train dispatcher notified.
- Q. What must be displayed by yard engines to the front and rear by night?
 A. Standard white headlight.
- Q. When not provided with a headlight at the rear, what must be displayed?
 A. A white light.
- Q. May the headlight be extinguished on the end coupled to cars?
 A. Yes.

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