

FORMS OF TRAIN ORDERS

A

FIXING MEETING POINTS FOR OPPOSING TRAINS

- (1) No.1 meet No.2 at B.
No. 3 meet second 4 at B.
No. 5 meet Extra 95 west at B.
Extra 652 west meet Extra 231 east at B.
 - (2) No.2 and second 4 meet Nos.1 and 3 at C and Extra 95 east at D (and so on).
No.1 meet No.2 at B, Second 4 at C, and Extra 95 west at D.
- (Q) Do you understand that trains receiving these orders will run with respect to each other to the designated points and there meet in the manner prescribed by the Rules? (A) _____

B

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN

- (1) No.1 pass No.3 at K (Q) Do you understand that both trains will run according to rules to the designated point and there arrange for the rear train to pass promptly? (A) _____
 - (2) No.6 pass No.4 when overtaken. (Q) Do you understand that both trains will run according to rule until the second-named train is overtaken and there arrange for the rear train to pass promptly? (A) _____
 - (3) Extra 594 west run ahead of No.4 M. to B. (Q) Do you understand that the first-named train will run ahead of the second-named train between the points designated? (A) _____
 - (4) Extra 95 west run ahead of No.4 B until overtaken. (Q) Do you understand the first-named train will run ahead of the second-named train from the designated point until overtaken and then arrange for the rear train to pass promptly? (A) _____
 - (5) No.1 pass No.3 at K and run ahead of No.7 M. to Z. (Q) Do you understand that the first and second-named train will run according to rule to the first designated point and there arrange for the rear train to pass promptly. The first-named train will run ahead of the third-named train between the points designated? (A) _____
- (Q) Do you understand that when an inferior train receives an order to pass a superior train, right is conferred to run ahead of the train passed from the designated point. Unless some form of block signal is used, the following train will run with caution, looking out for the designated train ahead until the order is fulfilled? (A) _____

C

GIVING RIGHT OVER AN OPPOSING TRAIN

- (1) No.1 has right over No.2 G. to X. (Q) Do you understand that if the second-named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the rules. If the first-named train is met between the designated points, the conductor of the second-named train must inform it of his arrival? (A) _____
- (2) Extra 37 east has right over No.4 F. to A. (Q) Do you understand that the regular train must not go beyond the point last named until the extra train has arrived, unless directed by train order to do so? (A) _____

- (Q) Do you understand that these orders give right to the train first named over the other train between the points named, if the trains meet at either of the designated points the first named train must take the siding, unless the order otherwise prescribes? (A) _____
- (3) Extra 37 east has right over Extra 41 west A to F. (Q) Do you understand that the second-named extra must not leave the last named station until the arrival of the first named extra unless directed by train order to do so? (A) _____
- (Q) Do you understand that when the extra train thus made superior is directed by train order to wait at a designated intermediate station until a specified time, in accordance with Example 3 of Form E, the inferior extra must be clear of main track at the specified time? (A) _____

E
TIME ORDERS

- (1) No.1 run 50 fifty minutes late A. to G.
(2) No.1 run 50 fifty minutes late A. to G. and 20 twenty minutes to G to K, etc.
- (Q) Do you understand that this makes the schedule time of the train named, between the stations mentioned, as much later as stated in the order, and other trains receiving the order are required to run with respect to this later time as before required to run with respect to the regular schedule time, and that the time in the order should be such as can be easily added to the schedule time? (A) _____
- (3) No.2 wait at H until 9 59 nine fifty nine A.M. for No.1.
- (Q) Do you understand that the train first named must not pass the designated point before the time given, unless the other train has arrived; that the train last named is required to run with respect to the time specified, at the designated point or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the train first named? (A) _____
- (4) Nos. 1 and 3 wait at N until 9 59 nine fifty nine A.M.
P until 10 30 ten thirty A.M.
R until 10 55 ten fifty five A.M. etc.
- (Q) Do you understand that the train, or trains, named must not pass the designated points before the time given. Other trains receiving the order are required to run with respect to the time specified at the designated points, or any intermediate station where schedule time is earlier than the time specified in the order, as before required to run with respect to the schedule time of the trains named? (A) _____

F
FOR SECTIONS

- (1) Eng 20 display signals and run as first 1 A to Z.
- (Q) Do you understand that this form is to be used when the number of the engine for which signals are displayed is unknown, and is to be followed by (2)? (A) _____
- (2) Eng 25 run as second 1 A to Z.
- (Q) Do you understand that this form is to be used following (1); both being single order examples? (A) _____
- (3) No.1 display signals A to G for Eng 65. Second 1 display signals B to E for Eng 99.
- (Q) Do you understand that this to be used when the number of the engine for which signals are displayed is known? (A) _____

(4) Engs. 20,25 and 99 run as first, second and third 1 A to Z.

(Q) Do you understand that this form to be used when the number of the engine for each section is known? (A) _____

To add an intermediate section (5) will be used.

(5) Eng.85 display signals and run as second 1 A to Z. Following sections change numbers accordingly.

(Q) Do you understand that the engine named will display signals and run as directed, and following sections will take the next higher number? (A) _____

To drop an intermediate section (6) will be used.

(6) Eng. 85 is withdrawn as second 1 at H. Following sections change numbers accordingly.

(Q) Do you understand that the engine named will drop out at H, and following sections will take the next lower number? (A) _____

To substitute one engine for another on a section (7) will be used.

(7) Eng.18 instead of Eng.85 display signals and run as second 1 R to Z.

(Q) Do you understand that the second-named engine will drop out at R and be replaced by the first-named engine, and if the second-named engine is the last section the words "display signals and" will be omitted, and that following sections need not be addressed? (A) _____

To discontinue the display of signals (8) will be used.

(8) Second 1 take down signals at D.

(Q) Do you understand that the train named will take down signals as directed, and following sections must not proceed beyond the designated point? (A) _____

To pass one section by another (9) will be used.

(9) Engs. 99 and 25 reverse positions as second and third 1 H to Z.

(Q) Do you understand that conductors and enginemen of the trains addressed will exchange orders and signals, and following sections if any, need not be addressed? (A) _____

(Q) Do you understand that each section affected by these orders must have copies, and must arrange signals accordingly? (A) _____

(Q) Do you understand that to annul a section for which signals have been displayed over a division, or any part thereof, when no train is to follow the signals, Form K must be used? (A) _____

(Q) Do you understand that when sections are run to an intermediate point of a schedule, the train orders must specify which section or sections shall assume the schedule beyond such point? (A) _____

G

EXTRA TRAINS

(1) Eng.99 run extra A to F.

(Q) Do you understand that this to be used to authorize an engine to run extra from one designated point to another? (A) _____

(2) Eng.99 run extra A to F and return to C.

(Q) Do you understand that the extra must go to F before returning to C? (A) _____

TT (4) After arrival of extra 99 east, which left B at or about 4 55 four fifty five P.M. Eng. 25 run extra A to G.

TT (Q) Do you understand that the second named train must not leave A until the first named train has arrived, unless directed by train order to do so? (A) _____

TT (5) Eng.99 run extra A to G, clears east of B extra 25 west which left D at 12 05 twelve naught five P.M.

TT (Q) Do you understand that the first named train must not leave B until the second named train has arrived, unless otherwise provided? (A) _____

H

WORK EXTRA - SINGLE TRACK

(1) Eng.292 works extra 6 45 six forty-five A.M. until 5 45 five forty-five P.M. between D and E.

(Q) Do you understand that the work extra must, whether standing or moving, protect itself against extras within the working limits in both directions as prescribed by the rules. The time of regular trains must be cleared? (A) _____

This may be modified by adding:

(2) Not protecting against eastward extra trains.

(Q) Do you understand that the work extra will protect only against westward extra trains. The time of regular trains must be cleared? (A) _____

(3) Not protecting against extra trains.

(Q) Do you understand that protection against extra trains is not required. The time of regular trains must be cleared? (A) _____

When a work extra has been instructed by order to not protect against extra trains, and, afterward, it is desired to have it clear the track for, or protect itself after a certain hour against, a designated extra, an order may be given in the following form:

(4) Work extra 292 clears, (or protects against) extra 76 east between D and E after 2 10 two ten P.M.

(Q) Do you understand that extra 76 must not enter the working limits before 2 10 P.M., and will then run expecting to find the work extra clear of the main track, or protecting itself, as the order may require? (A) _____

To enable a work extra to work upon the time of a regular train, the following form will be used:

(5) Work extra 292 protects against No.55, or _____ class trains, between D and E.

(Q) Do you understand that the work extra may work upon the time of the train, or trains mentioned in the order, and must protect itself against such train or trains. The regular train, or trains receiving the order will run expecting to find the work extra protecting itself? (A) _____

When a work extra is to be given exclusive right over all trains the following form will be used:

(6) Work extra 292 has right over all trains between D and E 7 15 seven fifteen P.M. until 1 15 one fifteen A.M.

(Q) Do you understand that this gives the work extra exclusive right between the points designated between the times named? (A) _____

(Q) Do you understand that work extras must give way to all trains as promptly as practicable; and whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself? (A) _____

- (Q) Do you understand that the working limits should be as short as practicable; to be changed as the progress of the work may require? (A) _____

H

WORK EXTRA - DOUBLE TRACK

(1) Eng.292 works extra on eastward track, or both tracks, 6 45 six forty-five A.M. until 5 45 five forty-five P.M. between D and E.

- (Q) Do you understand that the work extra must, whether standing or moving, protect itself within the working limits against extras moving with the current of traffic on the track or tracks named; the time of regular trains must be cleared? (A) _____

This form may be modified by adding:

(2) Not protecting against extra trains.

- (Q) Do you understand that protection against extra trains is not required. The time of regular trains must be cleared? (A) _____

To enable a work extra to work upon the time of a regular train, the following form may be used:

(3) Work extra 292 protects against No.55, or _____ Class trains, between D and E.

- (Q) Do you understand that the work extra may work upon the time of the train or trains mentioned in the order, and must protect against such train or trains; that a regular train or trains receiving the order will run expecting to find the work extra protecting itself, and when it is desired to move a train against the current of traffic over the working limits, provisions must be made for the protection of such movement? (A) _____

When a work extra is to be given exclusive right over all trains, the following form will be used.

(4) Work extra 292 has right over all trains on eastward and westward tracks between G and H 7 01 seven naught one P.M. until 1 01 one naught one A.M.

- (Q) Do you understand that this gives the work extra the exclusive right to the track, or tracks, mentioned between the points designated between the times named? (A) _____
- (Q) Do you understand that work extras must give way to all trains as promptly as practicable; and that the working limits should be as short as practicable, to be changed as the progress of the work may require? (A) _____

J

HOLDING - ORDERS

Hold No.2

Hold all (or eastward), trains.

- (Q) Do you understand that when a train has been so held, it must not proceed until the hold order is annulled, or an order given to the operator in the form " _____ " May go? (A) _____
- (Q) Do you understand that these orders will be addressed to the operator and acknowledged in the usual manner, and will be delivered to the conductors and enginemen of all trains affected, and that form J will be used only when necessary to hold trains until orders can be given, or in case of emergency? (A) _____

K

ANNULLING A SCHEDULE OR A SECTION

No.1 due to leave A Feb.29 is Annulled A to Z.

Second 5 due to leave E Feb.29 is Annulled E to G.

- (Q) Do you understand that the schedule or section annulled becomes void between the points named and cannot be restored? (A) _____

L
ANNULLING AN ORDER

Order No.10 ten is annulled.

- (Q) Do you understand that if an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled except his own, and will write on that; annulled by order No._____, and an order which has been annulled must not be reissued under its original number? (A) _____

M
ANNULLING PART OF AN ORDER

That part of Order No.10 ten reading No.1 meet No.2 at S is annulled.
That part of Order No. 12 twelve reading No.3 pass No.1 at S is annulled.

- (Q) Do you understand that these forms are to be used to annul any part of an order specifying a particular movement? (A) _____

P
SUPERSEDING AN ORDER OR A PART OF AN ORDER

This order will be given by adding to the prescribed forms, the words "instead of _____".

- (1) No.1 meet No.2 at C instead of B.
- (2) No.3 pass No.1 at D instead of C.
- (3) No.1 has right over No.2 G to R instead of X.
- (4) No.1 display signals for Eng.85 A to Z instead of G.
- (5) No.1 run 30 thirty mins late A to Z instead of 50 fifty mins late.

- (Q) Do you understand that an order which has been superseded must not be reissued under its original number, and when a train is directed by train order to take siding for another train, such instructions apply only at the point named in that order, and do not apply to the superseding order unless so specified? (A) _____

R
DOUBLE TRACK PROVIDING FOR A MOVEMENT
AGAINST THE CURRENT OF TRAFFIC

- (1) No.1 has right over opposing trains on westward track C to F.

- (Q) Do you understand that the designated train must use the track specified between the points named and has right over opposing trains on that track between those points, that opposing trains must not leave the point last named until the designated train arrives, and that an inferior train between the points named moving with the current of traffic in the same direction as the designated train must receive a copy of the order, and may then proceed on its schedule or right? (A) _____

This order may be modified as follows:

- (2) After No.4 arrives at C No.1 has right over opposing trains on westward track C To F.

(Q) Do you understand that the train to be moved against the current of traffic must not leave the first-named point until the arrival of the first-named train, and a train must not be moved against the current of traffic until the track on which it is to run has been cleared of opposing trains?
 (A) _____

5
 DOUBLE TRACK PROVIDING FOR THE USE OF A SECTION
 OF DOUBLE TRACK AS SINGLE TRACK

Westward track will be used as single track between F and G.
 If it is desired to limit the time for such use add--From 1 O1 one naught one P.M. to 3 O1 Three naught one P.M.

(Q) Do you understand that all trains must use the track specified between the stations named and will be governed by Rules for single track, and trains running against the current of traffic on the track named must be clear of the track at the expiration of the time named, or be protected as prescribed by Rule 99?
 (A) _____

SUPPLEMENT NO. 2

(Q) Do you understand that General Aspects of Signals, used in connection with Train Order, Automatic Block System, and Interlocking, Switch and Signal Plants, and Rules and Instructions Governing their use and Maintenance, are included in SUPPLEMENT 2, and supersede pages 85 to 114 inclusive of the Rules of the Operating Department, effective March 15, 1924, and Supplement 1 thereto effective October 1, 1927?
 (A) _____

(Q) Do you understand the signal definitions used in connection with General Aspects of Signals?
 (A) _____

(Q) Do you understand that Maximum speed on restricted speed indications is 15 miles per hour?
 (A) _____

(Q) Do you understand the indication of all Semaphore Signals as shown under Aspects of Signals?
 (A) _____

COLOR LIGHT AUTOMATIC SIGNALS

Key (G) Green
 (Y) Yellow
 (R) Red

Do you understand the following indications:

Indication

TT- (G) or (G) Proceed at normal speed. Name-Clear? (A) _____

Indication

TT- (Y) Approach next signal at not exceeding medium speed. Name Approach Medium? (A) _____

Indication

TT- (Y) Approach next signal at not exceeding slow speed. Name-Approach Slow, and that slow speed in accordance with this indication is not exceeding 15 miles per hour? (A) _____

Indication

TT- (Y) or (Y) Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that
(R) speed. Also may indicate approach to unsignalled territory-Name Approach? (A) _____

Indication

TT- (R) Stop: then proceed in accordance with Rule 509 (A) or (B) Name-Stop and Proceed?
(R) or (R) (A) _____

TT- Do you understand that the above Two Light, Color Light Signals are additional indications as
shown under Color Light Automatic Signals in the Time-table? (A) _____

COLOR LIGHT AUTOMATIC SIGNALS
IN APPROACH OF HOME INTERLOCKING SIGNALS

Do you understand the following indications:

Indication

(G) Proceed at normal speed. Name-Clear? (A) _____
(G)

Indication

(Y) Approach next signal at not exceeding medium speed. Name-Approach Medium? (A) _____
(G)

Indication

TT- (Y) Approach next signal at not exceeding slow speed. Name-Approach Slow, and that slow
(Y) speed in accordance with this indication is not exceeding 15 miles per hour? (A) _____

Indication

(Y) Prepare to stop at next signal. Train exceeding medium speed must at once reduce to
(R) that speed. Name-Approach? (A) _____

Indication

(R) Stop. Then proceed in accordance with Rule 509 (A) or (B) Name-Stop and Proceed? (A) _____
(R)

COLOR LIGHT HOME INTERLOCKING SIGNALS

Do you understand the following indications:

Indication

(G) Proceed at normal speed. Name-Clear? (A) _____
(R)
(R)

Indication

(Y) Approach next signal at not exceeding medium speed. Name-Approach Medium? (A) _____
(G)
(R)

Indication

TT- (Y) Approach next signal at not exceeding slow speed. Name-Approach Slow, and that slow
(Y) speed in accordance with this indication is not exceeding 15 miles per hour? (A) _____
(R)

Indication

- (Y) Prepare to stop at next signal. Train exceeding medium speed must at once reduce to
(R) that speed. Also may indicate approach to unsignalled territory, Name-Approach?
(R) (A) _____

Indication

- TT- (R) Proceed through crossovers or turnouts at not exceeding medium speed, then resume normal
(G) speed to next signal. Name-Clear Medium?
(R) (A) _____

Do you understand that Medium Speed in accordance with above, for freight trains through cross-
overs or turnouts only, is 30 instead of 20 mile per hour, and that this indication supersedes
the indication (R) as shown on page 10 in Supplement No.2 to Rules of the Operating Department?

- (G) (A) _____
(R)

Indication

- (R) Proceed at not exceeding medium speed prepared to stop at next signal. Also may indi-
(Y) cate approach to unsignalled territory. Name-Medium Approach?
(R) (A) _____

Indication

- TT- (R) Proceed through crossovers or turnouts at not exceeding slow speed, then resume normal
(R) speed to next signal. Name-Clear Slow, and that slow speed in accordance with this in-
(G) dication is not exceeding 15 miles per hour? (A) _____

Indication

- (R) Proceed at restricted speed. Name-Restricting?
(R) (A) _____
(Y)

Indication

- (R) Stop. Name-Stop? (A) _____
(R)
(R)

COLOR LIGHT DWARF INTERLOCKING SIGNALS

Do you understand the following indications:

Indication

- TT- (G) Proceed through crossovers or turnouts at not exceeding slow speed, then resume normal
speed to next signal. Name-Slow Clear, and that slow speed in accordance with this in-
dication is not exceeding 15 miles per hour? (A) _____

Indication

- (R) Stop? (A) _____

Indication

- (Y) Proceed at restricted speed? (A) _____

- (Q) Do you understand that dwarf signals are located to the right of the track in the direction they
govern? (A) _____

AUTOMATIC BLOCK SIGNAL RULES
HOME AND DISTANT SIGNALS

Rule 501 (Q) Do you understand that for semaphore signals or color light signals, see aspects of signals for indications. Unless otherwise provided the governing signals are placed to the right of, or over the track as seen from an approaching train? (A) _____

Rule 503 TT (Q) Do you understand that trains or engines finding home signal indicating "stop" must stop before reaching the signal and not more than 200 feet from the signal; and trains or engines after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety, and such occurrence must be reported to the Superintendent? (A) _____

GRADE SIGNAL

TT (Q) Do you understand that a Grade Signal consists of a yellow disc with black letter G attached to post of automatic signal, and that trains may pass a Grade Signal when Automatic signal is indicating "Stop and Proceed" without stopping, and proceed to next signal at restricted speed? (A) _____

Rule 504 (Q) Do you understand that immediate telegraph reports must be made to the Superintendent by the conductor of every case of being stopped by signals? (A) _____

Rule 505 (Q) Do you understand that BLOCK SIGNALS govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains, nor dispense with the use or the observance of other signals whenever and wherever they may be required? (A) _____

Rule 509 (Q) Do you understand that when a train is stopped by a Stop signal it must stay until authorized to proceed, or in case of failure of means of communication it may proceed? (A) _____

(A) On single track, preceded by a flagman to the next clear signal. Or, train may wait five minutes after the flagman has started, and then follow the flagman into the block. When it is evident that there is no opposing train approaching in the block, the train may overtake and pick up the flagman and continue at restricted speed to the end of the block, bad weather and track conditions and location of grades and curves must be considered, and that flagman must keep proceeding through the block until overtaken by his train? (A) _____

(B) On two or more tracks, at once at restricted speed, expecting to find a train in the block, broken rail, obstruction, or a switch not properly set? (A) _____

Rule 510 (Q) Do you understand that:

Under this rule when trains are to meet at a siding within the limits of a block, the train which is to take the siding may pass the block signal displaying a stop indication and proceed to the switch at restricted speed? (A) _____

This rule applies when train referred to is going to a meeting point, established by Time-table schedule, Train Order Forms A or E, or to a meeting point in strict compliance with Rules 87, 88 or 89? (A) _____

This rule permits the passing of only one block signal - the one nearest to the siding to be used? (A) _____

It is required under this rule that the speed of the train be down to Restricted Speed when passing the signal, and all the way between signal and siding switch? (A) _____

- Rule 511 (Q) Do you understand that a train stopped by a block signal may proceed at once at restricted speed through the block without being preceded by a flagman, if engineman is advised personally by a flagman from a train ahead, or from an opposing train of conditions existing in the block which held the signal at Stop? (A) _____
- Rule 512 (Q) Do you understand that trains entering the main track between block signals at their initial stations, or a junction point, or when initial point is from a siding between stations, on double track territory, running with the current of traffic must run at restricted speed to the first block signal; in making a reverse movement they will proceed only under flag protection; and that on single track territory they must proceed to the first block signal under flag protection, the same as if stopped by a block signal? (A) _____
- Rule 513 (Q) Do you understand that when a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to the Superintendent? (A) _____
- Rule 514 (Q) Do you understand that both switches of a cross-over must be open before a train starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position? (A) _____
- Rule 515,516(Q) Do you understand that where switch indicators are used, the indications displayed do not relieve enginemen and trainmen from protecting their train as required by the rules, and where an indicator is placed opposite, or near a main track switch and indicates Stop, that switch must not be opened, except that should no train approach after the expiration of five minutes, the switch may be opened and train enter the main track under flag protection? (A) _____
- Rule 517 (Q) Do you understand that trains about to enter a track protected by block signals, after the switch has been opened which will cause the automatic signal to indicate Stop, will not enter the main track until sufficient time has elapsed to allow a train, that may have passed, or be approaching the signal, to come to a stop before reaching the switch? (A) _____
- (Note) (Q) Do you understand that Rule 517 applies to both trains and engines, and for safety reasons alone, a waiting period of three minutes is the minimum for a proper observance of this rule? (A) _____
- (Q) Do you understand that trains and Yard engines standing on sidings, or cars left on sidings, must be inside the fouling point indicated by a small post marked F? (A) _____

INTERLOCKING RULES
HOME, DISTANT AND DWARF SIGNALS

- Rule 601 (Q) Do you understand that for semaphore signals or color light signals, see aspects of signals for indications. Unless otherwise provided the governing signals are placed to the right of or over the track as seen from an approaching train? (A) _____
- Rule 605 (Q) Do you understand that interlocking signals govern the use of the routes of an interlocking plant, and as to movements within Home Signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required? (A) _____
- Rule 605 TT (Q) Do you understand that at interlocking plants where signals are provided for all possible routes, train must not be backed beyond the fouling point until signal that governs reverse movement indicates proceed, or if signal cannot be operated, movement must be governed as provided in Rules 608 and 668? (A) _____

- Rule 606 (Q) Do you understand that if a signal, permitting a train to proceed, after being accepted is changed to a Stop signal before it is reached, the stop must be made as quickly as possible consistent with safety, and that such occurrence must be reported to the Superintendent? (A) _____
- Rule 607 (Q) Do you understand that trains or engines must not pass a signal indicating Stop, except as provided in Rule 608? (A) _____
- Rule 608 (Q) Do you understand that trains or engines must not proceed on hand signals, or in remote control territory on telephone instructions from Operator, as against interlocking signals, until enginemen and trainmen are fully informed of the situation, and only after trains or engines have come to a stop. When proceeding on hand signals or telephone instructions from Operator the movement must be made at restricted speed? (A) _____
- Rule 608 (A)(Q) Do you understand that except where regular interlocking levermen are employed (See Rules 608 and 668), trains or engines when stopped by other positive fixed signals, must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from the flagman? (A) _____
- Rule 609 (Q) Do you understand that trainmen must not give proceed hand signals which conflict with interlocking signals, except as provided in Rules 608 and 608 (A)? (A) _____
- Rule 610,611,612 (Q) Do you understand that the engineman of a train which has parted must sound the whistle signal for train parted on approaching an interlocking plant, and an engineman receiving a train parted signal from a leverman must answer by the whistle signal for train parted; and when a parted train has been re-coupled, the leverman must be notified? (A) _____
- Rule 613 (Q) Do you understand that sand must not be used if possible to avoid it within the home signal limits of an interlocking plant? (A) _____
- Rule 614 (Q) Do you understand that conductors must report to the Superintendent any unusual detention at interlocking plants? (A) _____
- Rule 615 (Q) Do you understand that trains or engines stopped by a leverman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him? (A) _____
- Rule 616 (Q) Do you understand that a reverse movement within the limits of an interlocking plant, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the leverman? (A) _____
- Rule 617 (Q) Do you understand that when a train is to cross over from one main track to another, the conductor must protect his train in accordance with Rule 99 before making the movement, except that where switches are interlocked and protected by home and distant signals, the movement may be made under their protection, and cross over movements against the current of traffic outside of the Home and Dwarf signal limits of an interlocking plant must not be made except under train order or flag protection? (A) _____

LEVERMEN

For Levermen only.

- Rule 651 (Q) Do you understand that signals must be kept in the position displaying the most restrictive indication, except when cleared for an immediate movement? (A) _____

- Rule 652 (Q) Do you understand that levers, or other operating appliances, must be used only by those charged with that duty and as directed by the rules? (A) _____
- Rule 653 (Q) Do you understand that when the route is set the signals must be operated sufficiently in advance of approaching trains to avoid delay? (A) _____
- Rule 654 (Q) Do you understand that signals must be restored so as to display their most restrictive indication as soon as the train or engine for which they were cleared has passed the signal? (A) _____
- Rule 655 (Q) Do you understand that if necessary to change any route for which the signals have been cleared for an approaching train or engine, switches must not be changed, or signals cleared for any conflicting route until the train or engine for which the signals were first cleared, has stopped? (A) _____
- Rule 656 (Q) Do you understand that a switch, or lock, must not be moved when any portion of a train or engine is standing on, or closely approaching the switch, detector bar or circuits? (A) _____
- Rule 657 (Q) Do you understand that levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to display their most restrictive indication and the connections examined? (A) _____
- Rule 658,659 (Q) Do you understand that during cold weather the levers must be moved as often as may be necessary to keep the connections from freezing, and during storms, or while snow or sand is drifting, special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to the Superintendent and Track Supervisor? (A) _____
- Rule 660 (Q) Do you understand that if a signal fails to work properly its operation must be discontinued and, until repaired, the signal secured so as to display its most restrictive indication? (A) _____
- Rule 661 (Q) Do you understand that levermen must observe, as far as practicable; whether the indications of the signals correspond with the positions of the levers? (A) _____
- Rule 662 (Q) Do you understand that levermen must not make nor permit any unauthorized repairs, alterations, or additions to the plant; and any defects in the interlocking plant must be promptly reported to the Superintendent and Signal engineer? (A) _____
- Rule 663 (Q) Do you understand that if there is a derailment, or if a switch is run through, or if any damage occurs to the track, or interlocking plant, the signal must be restored so as to display the most restrictive indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in safe condition? (A) _____
- Rule 664 (Q) Do you understand that if necessary to disconnect a switch, derail, detector bar, or its equivalent, or a lock, all switches or derails affected must be safely secured? (A) _____
- Rule 665 (Q) Do you understand that when switches or signals are undergoing repairs, operating levers must be tagged by a disconnected tag, and signals must not be displayed for any movement which may be affected by such repairs, until it has been ascertained from the repairman that switches are properly set for such movement? (A) _____
- Rule 666 (Q) Do you understand that levermen must observe all passing trains and note whether they are complete and in order; should there be any indication of conditions endangering the train, or any other train, the leverman must take such measures for the protection of trains as may be practicable? (A) _____

- Rule 667 (Q) Do you understand that if a leverman has information that an approaching train has parted he must, if possible, stop trains or engines on conflicting routes, clear the route for the parted train, and give the train-parted signal to the engineman?
(A) _____
- Rule 668 (Q) Do you understand that leverman must have the proper appliances for hand signalling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When the proper indication cannot be displayed, hand signals may be used, or in remote control territory, instructions may be given by telephone. When hand signals are necessary they must be given from such a place, and in such a way that there can be no misunderstanding on the part of the engineman or trainmen, as to the signals, or as to the train or engine for which they are given?
(A) _____
- Rule 669 (Q) Do you understand that if necessary to discontinue the use of any interlocking signal, hand signals must be used, and Superintendent and Signal Engineer notified?
(A) _____
- Rule 670 (Q) Do you understand that levermen will be held responsible for the care of the interlocking station, lamps and supplies; and, unless otherwise provided, of the interlocking plant?
(A) _____
- Rule 671 (Q) Do you understand that lights in interlocking stations must be so placed that they cannot be seen from approaching trains?
(A) _____
- Rule 673,674 (Q) Do you understand that if a train or engine overruns a Stop signal, the fact must be reported to the Superintendent: and that levermen must not permit unauthorized persons to enter the interlocking station?
(A) _____

BALL SIGNALS

- (Q) Do you understand the use and observance of Ball Signals as prescribed by Rules 695, 696, 697 and 698?
(A) _____

GENERAL SPECIAL INSTRUCTIONS IN THE TIME-TABLE

Referring to Rules of the Operating Department, Nos. 666, 737, 864, 897, 1005 and 1089.

Do you understand that the following code of signals, which are to be used to make known, "conditions observed" in accordance with these rules:

- For - "Hot Journals" (by day) - Hold nose with first finger and thumb of right hand and point down toward track with left hand?
(A) _____
- (By night) - swing lantern in small vertical circle, when running lantern to be held in hand by the guard wires around the globe?
(A) _____
- For - "Connection Dragging (By day or by night) - Stop Signal must be given?
(A) _____
- For - "Car Door Swinging or about to fall off" (By day) - Raise and lower right hand full length of body slowly and give stop signal?
(A) _____
- (By night) - Same signal with lantern. In addition give stop signal?
(A) _____
- For - "Brakes Sticking" (By day) - Palms of hands rubbed together in front of body?
(A) _____
- (By night) - Lantern swung horizontally in front of body in circle. (Commonly known as kick motion)?
(A) _____

- For - "All Clear" (By day) - Raise hand and hold it stationary? (A) _____
- (By Night) - Quick sharp proceed signal? (A) _____
- (Q) Do you understand that so far as practicable, the rear trainmen (from the rear platform) must closely observe the general conditions the entire length of passing trains, if any indications of conditions endangering the train, or any other train, "stop" signal must be given; if no apparent defects, "proceed" signal must be given. Rear trainmen of freight trains after passing another train and exchanging signal must look over each side of their train? (A) _____
- (Q) Do you understand that when trains are standing and when other duties do not interfere, trainmen must place themselves in the best possible position on the ground to observe the running gear of trains passing in either direction? (A) _____
- (Q) Do you understand that the engineman and forward trainman of freight trains must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations, towers, and trackmen. The rear trainman of all trains must frequently look over each side of their train for hot journals and other defects. Rear trainmen of freight trains must also perform this duty approaching stations? (A) _____
- (Q) Do you understand that when other duties will permit, operators (except in towers) and from the station platform when possible, must observe all passing trains that do not stop, and exchange signals with the rear trainmen; if any indication of conditions endangering the train, or other trains, "stop" signal must be given; if no apparent defects, "proceed" signal must be given. Towermen will be governed in like manner, except that they will make such observation of passing trains as is possible from the tower? (A) _____
- (Q) Do you understand that Trackmen, Bridgemen, Signal Maintainers and other employes must observe passing trains, and signal them to stop if any indications of conditions endangering the train, or other trains is noted? (A) _____

GENERAL REGULATIONS

- Rule 700 (Q) Do you understand the several Federal and State Hours of service Laws for Employes connected with train operation; and the Application of Hours of Service Law for Trainmen and Engineman in General Special Instructions? (A) _____
- (Q) Do you as a Telegraph Operator understand the Application of Hours of Service Law in General Special Instructions? (A) _____
- Rules 701 to 706 inclusive (Q) Do you understand instructions in Rules 701 to 706 inclusive? (A) _____
- Rule 707 (Q) Do you understand that a yellow flag by day and in addition a yellow light by night must be displayed at each end of boarding cars when occupied standing on sidings? (A) _____
- (Q) Do you understand that where cars are placed ahead of boarding cars, the yellow signal must be placed to afford protection, and whenever such cars are removed the yellow signal must immediately be displayed at the end of boarding cars? (A) _____
- (Q) Do you understand that when cars are placed ahead of boarding cars, or are removed, the conductor must arrange the signal to afford protection; and that whoever removes such signals while their use is required will be held responsible for their proper re-
placement? (A) _____

REPORTING OF ACCIDENTS

Rule 711,711a (Q) Do you understand the requirements of Rules 711 and 711a on reporting of accidents, of injury to persons, or property other than Railroad property, freight or baggage?

(A) _____

(Q) Do you as a Chief Train Dispatcher and Train Dispatcher, understand the rules in General Regulations pertaining to Chief Train Dispatchers, and Train Dispatchers (Rules 715 to 730 inclusive)?

(A) _____

(Q) Do you as a Telegraph Operator understand the rules in General Regulations pertaining to Operators, Rules (735 to 749 inclusive)?

(A) _____

(Q) Do you as a Passenger Conductor, understand the rules in General Regulations pertaining to Conductors and Passenger Conductor (Rules 790 to 808 inclusive and 810 to 825 inclusive)?

(A) _____

(Q) Do you as a Freight Conductor, understand the rules in General Regulations pertaining to Conductors and Freight Conductors, (Rules 790 to 808 inclusive and 860 to 886 inclusive)?

(A) _____

(Q) Do you as an Engineman and Fireman, understand the rules in General Regulations relating to Enginemen and Firemen, (Rules 900 to 947 inclusive)?

(A) _____

(Q) Do you as a Train Baggage man or Passenger Trainman understand the rules in General Regulations pertaining to Train Baggage men, Passenger Trainmen and Flagmen (Rules 830 to 854a inclusive and 888 to 894 inclusive)?

(A) _____

(Q) Do you as a Freight Brakeman, understand the rules in General Regulations pertaining to Freight Brakemen and Flagmen (Rules 888 to 897 inclusive)?

(A) _____