

VICTORIAN RAILWAYS.

Norman W. De Pomeroy

20 KENT ST.
BRAYBROOK, W. 19.

QUESTIONS

FOR EMPLOYEES STUDYING THE REGULATIONS AND INSTRUCTIONS PERTAINING TO

Fog-Signalling

SERIES No. 2
(Amended 1937)

For questions on Fixed, Hand and Detonating Signals necessary for Employes studying Fog-Signalling, see Series No. 1.

Where the term Fog-Signalling Circular is referred to in these Questions, it refers to "Instructions for the Guidance of Employes concerned in Fog-Signalling" issued each year as a "C" circular.

QUESTIONS ON FOG-SIGNALLING.

Have you been examined, and passed as up to standard in vision, and hearing test ?

See clause 2, page 17 of Fog-Signalling Circular.

Have you been supplied with a Book of Rules and Regulations, General Appendix, and Fog-Signalling Instructions ?

See clause 2, page 17, and clause 15, page 25 of Fog-Signalling Circular.

What station and post have you been allotted to ?

See sub-clause (b), clause 4, page 3 of Fog-Signalling Circular.

If you are ill or unable to attend duty should you, when reporting the fact to your superior officer, mention your post as Fog-Signalman ?

See clause (c), Regulation 100, and sub-clause (c), clause 4, page 3 of Fog-Signalling Circular.

How dense would a Fog be to require your services at your post ?

See clause (a), Regulation 100, and clause 5, page 22 of Fog-Signalling Circular.

What is your responsibility in regard to reporting for duty ?

See clauses (a) and (b) of Regulation 101, and clause 5, page 3 of Fog-Signalling Circular.

To whom do you report, and where ?

See clause (a), Regulation 101, and clause 5, page 3, and clause 11, pages 24 and 25 of Fog-Signalling Circular.

How do you become familiar with your post so that you could find it by night or day ?

See sub-clause (k), clause 2, page 21, of Fog-Signalling Circular.

When called for duty is it important that you lose no time in reporting ?

See sub-clause (d), clause 8, page 24 of Fog-Signalling Circular.

If, when proceeding to report for duty, you pass the Signal to which you are appointed, and it is at Danger, what is your duty if you are in possession of detonators ?

See clause (a), Regulation 102, and clause 7, page 4 of Fog-Signalling Circular.

What are the duties of a supervisor of Fog-Signalmen, and when is one appointed ?

See clause (a), Regulation 100, Regulation 107, and clause 13, page 25 of Fog-Signalling Circular.

Should you sign on duty, and, if so, where ?

See clause 11, pages 24 and 25 of Fog-Signalling Circular.

Where do you get your kit ?

See Regulation 106, and clause 9, page 7 of Fog-Signalling Circular.

Any exception to getting your kit at the Signal-box or Station from which your Signal is worked ?

See sub-clause (c), clause 11, pages 24 and 25 of Fog-Signalling Circular.

What does a Fog-Signalman's kit consist of ?

See clause (a), Regulation 103, and sub-clause (a), clause 8, page 4 of Fog-Signalling Circular.

Should you examine your kit to see that it is complete and in good order, hand lamp filled with oil, and glasses intact, detonator tins filled ?

See clause (a), Regulation 103, and sub-clause (a), clause 8, page 4 of Fog-Signalling Circular.

When are you usually supplied with refreshments, and when must you bring your own ?

See Regulation 100, and clause 9, page 24 of Fog-Signalling Circular.

What are the duties of a Groundman ?

See clause 17, page 26 of Fog-Signalling Circular.

Do the Regulations and Instructions applying to a Fog-Signalman also apply to a Groundman ?

See sub-clause (a), clause 17, page 26 of Fog-Signalling Circular.

Could a Groundman or Fog-Signalman use an available telephone to communicate with the Signalman, and, if so, how would you use it ?

See clause 18, page 27 of Fog-Signalling Circular.

If you could not raise the Signalman on telephone, or none available, how would you communicate with the Signalman—(1) If at Distant or Home. (2) If at Starting ?

See clause 18, page 27 of Fog-Signalling Circular.

Where do you find a list of places where telephones are fixed at or near Signal posts ?

See pages 33 and 34 of Fog-Signalling Circular.

Are Fog-Signalmen also used as Groundmen at certain locations ?

See special instructions, pages 12 to 16 of Fog-Signalling Circular.

If you are appointed as a Fog-Signalman or as a Groundman, could Signalman instruct you to act for a different post, or instruct a Groundman to act as a Fog-Signalman ?

See clause 12, page 25, and sub-clause (e), clause 17, page 26 of Fog-Signalling Circular.

When you arrive at your post and the Signal is not at Danger, what are you to assure yourself of ?

See clause (a), Regulation 103.

Which Signal is the most important and should be manned first ?

See clause 12, page 25 of Fog-Signalling Circular.

Should Signal Lamps and Train Signals be alight in daylight during a Fog ?

See Regulation 87, 103, 150 and 205.

Where is a Distant Signal fixed in relation to the Home Signal ?

See clause (a), Regulation 49.

Can a Driver pass a Distant Signal at Danger during foggy weather ?

See clause (d), Regulation 49, clause (b) of Regulation 103, and sub-clause (b) of clause 8, page 4 of Fog-Signalling Circular.

When acting as Fog-Signalman at a Distant Signal, how would you act under the following circumstances :—
 (1) When Signal is at Danger? (2) Signal at "All Right"? (3) If placed at "All Right" after your detonators were placed? (4) If a reasonable time elapses after train passes and Signal not put to Danger? (5) If Signal light goes out and you cannot immediately relight it? (6) If you see an obstruction such as a train not gone on or obstruction in your immediate vicinity or between Distant and Home? (7) If you are running short of detonators and have no other means of communicating with Signalman?

See clauses (b), (c), (d) and (i) of Regulation 103, and clause 8, pages 4-7 of Fog-Signalling Circular.

If you are appointed to act at a post having a Starting Signal, Advanced Starting or Home Signal on same post as Distant, would you be signalling for both Signals?

See clause (d), Regulation 103, and sub-clause (d), clause 8, page 5 of Fog-Signalling Circular.

If by some irregular working Distant was at "All Right," but Home Starting or Advanced Starting at "Stop," how would you act?

See clauses (f) and (g) of Regulation 103.

If the Home or Starting Signal on post is placed at "Proceed" and Distant remain at Danger, how would you act?

See clause (d), Regulation 103, and sub-clause (d), clause 8, page 5 of Fog-Signalling Circular.

If signalling for a Repeating Signal, how would you act—(1) If Signal at Warning? (2) If at "Clear"? (3) If Signal does not go to Warning after a train passes? (4) If any obstruction in vicinity of Signal?

See clause (e) and (i) of Regulation 103, and sub-clause (e), clause 8, page 5 of Fog-Signalling Circular.

If Signalling for a Home, Starting or Advanced Starting Signal, how would you act in the following circumstances :—(1) If Signal at stop? (2) If Signal at pro-

ceed? (3) If Signal placed at "Proceed" after your detonators are fixed? (4) If Signal is a Three-position one and indicates warning? (5) If Signal does not go to "stop" after the passing of a train? (6) If any obstruction exists near Signal? (7) If light goes out and you cannot relight?

See clauses (g), (h) and (i) of Regulation 103, and sub-clauses (f), (g) and (h) of clause 8, pages 5 and 6 of Fog-Signalling Circular.

When Fog-Signalling at a Signal on Single Lines, and you are quite satisfied a train is approaching from the opposite direction to that for which the Signal applies, how would you act?

See clause (n) of Regulation 103, and sub-clause (n) of clause 8 of Fog-Signalling Circular.

Is there any case where, in the event of a Signal failing to go to "Stop" you must communicate with the Signaller personally if no telephone available?

See sub-clauses (g) and (h) of clause 8, page 6 of Fog-Signalling Circular.

When should you go to Signal-box?

See sub-clauses (g) and (h) of clause 8, page 6 of Fog-Signalling Circular.

If a signal to proceed is exhibited by a Calling-on, Low Speed, or Disc Signal, how would you act?

See clause (b), Regulation 73, clause (f), Regulation 103, and sub-clause (f) of clause 8, pages 5 and 6 of Fog-Signalling Circular.

If the Calling-on, Low Speed, or Disc does not go to "Stop" in a reasonable time after passage of train, how would you act?

See clause (g) of Regulation 103, and sub-clauses (g) and (h) of clause 8, page 6 of Fog-Signalling Circular.

After fixing the detonators, where should you stand in relation to detonators and for your own safety?

See clauses (j) and (k) of Regulation 103, and sub-clauses (j) and (k) of clause 8, page 7 of Fog-Signalling Circular.

If at any time the Signal is placed to "Proceed," and you remove detonators, but before train reaches Signal it is again placed to "Stop" or "Warning," how would you act?

See clauses (b), (m) and (n), Regulation 103, and sub-clause (m) of clause 8, page 7 of Fog-Signalling Circular.

Should you take any personal risk in attempting to remove detonators when a train is close up and Signal is placed to "Proceed"?

See Regulation 24, clause (n), Regulation 103, and sub-clause (l) of clause 8, page 7 of Fog-Signalling Circular.

If Signalling at an Automatic Signal, how would you act under the following circumstances:—(1) If Signal at Stop? (2) If at Warning? (3) If at Clear normal, Clear medium, or Reduce to medium? (4) If Signal does not go to "Stop" after passage of train? (5) If Signal defective?

See clauses (f) and (g), Regulation 103, and clause 1, page 17 of Fog-Signalling Circular.

If the light in a Signal displayed half red and half green, or any mixed light, or an arm was not off at the proper angle, or a white light was exhibited where a red, green, yellow, or purple should be showing, or a Calling-on or Low Speed was showing Warning or Proceed in addition to Home, or a Co-acting Signal showing conflicting signals, how would you treat Signal?

See clause (c), Regulation 48, and Regulation 96.

If your supply of detonators were becoming exhausted, or your hand lamp goes out and you cannot relight, how would you act?

See clause (c), Regulation 106, and sub-clause (a), clause 9, page 7 of Fog-Signalling Circular.

If you have to leave your post for any reason, how would you act?

See Regulation 106, and sub-clause (a), clause 9, page 7 of Fog-Signalling Circular.

If a Fog is so dense you cannot see the Signal, how would you act—(1) At Home? (2) At Starting or Advanced Starting? (3) Distant?

At Home, Stop Driver and inform him, then protect train; at Starting, do the same; at Distant, act as for Distant at Danger.

When you consider Fog has cleared sufficiently to see 400 yards, how would you act?

See clause (b) of Regulation 102, and clause 7, page 4 of Fog-Signalling Circular.

Should you extinguish the light in oil-burning Signal lamp when ceasing Fog-Signalling—(1) During daylight? (2) During dusk or darkness?

See clause (c) of Regulation 102, and clause 7, page 4 of Fog-Signalling Circular.

Where no Fog-Signalmen are appointed, or if appointed they have failed to report, what should the Signalman do in the following cases:—(1) When an approaching train requires to be stopped? (2) When crossing trains—(a) Electric Staff System: (b) Train Staff and Ticket System. (3) When Line is fouled inside the Home Signal?

See Regulation 104, and clause 11, page 8 of Fog-Signalling Circular.

Are there any Lines where Fog-Signalman need not be appointed at certain stations for the Fixed Signals; and, if so, what are the duties of the Signalmen at Crossing Stations?

See pages 18 and 19 of Fog-Signalling Circular.

Do you return your kit and sign off duty when finished Fog-Signalling?

See clause 11, pages 24 and 25 of Fog-Signalling Circular.

Describe a Fog-Signalling machine?

See pages 8-11 of Fog-Signalling Circular.

Should the detonators on rail fail to explode, what would you do?

See clause 3, pages 9 and 10 of Fog-Signalling Circular.

Should you have hand detonators with you when using a Fog-Signalling machine?

See clause 3, page 10 of Fog-Signalling Circular.

THE END.

1870
LAWRENCE
N. H.