

VICTORIAN RAILWAYS.

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Questions

FOR

EMPLOYEES STUDYING THE RULES, REGULATIONS
AND INSTRUCTIONS OF THE

Train Staff

AND

Ticket System

SERIES No. 6

AMENDED 1937.

For Preliminary Questions in respect of Fixed, Hand and
Detonating Signals, see Series No. 1.

For Questions on Fog-signalling, see Series No. 2.

DEFINITIONS.

Unless other systems are mentioned, the Rules referred to in this series are the Rules for Train Signalling on Single Lines of Railway worked on the Train Staff and Ticket System contained in Appendix II, pages 226 to 259, Book of Rules and Regulations.

The Regulations referred to are the Regulations contained in pages 6 to 222, Book of Rules and Regulations.

Where General Appendix is referred to it applies to the page and instruction contained in the "General Appendix to the Book of Rules and Regulations," and Working Time Table.

For general definitions see Regulation 1.

TRAIN STAFF AND TICKET SYSTEM.

Must a Train Staff or Train Staff Ticket be carried with each train, and could a train be permitted to leave any Staff Station with a Train Staff Ticket, unless the Staff for that portion of the line over which it is to travel is then at the station ?

See Rule 1.

Should all points that become facing points to trains running in either direction, unless interlocked or secured by plunger locking be padlocked or held by hand for the safe passage of trains ?

See Rule 2 and page 194, General Appendix.

What is the normal position of Fixed signals at Staff Stations and block posts ?

See clause (a) of Rule 3.

In what circumstances may signals be placed at "Proceed" before going off duty ?

See page 220, General Appendix.

How are signals worked at places which are not Staff Stations or Block posts ?

See clause (b), Rule 3.

What precautions should be taken before lowering any Fixed signal for a train to pass ?

See clause (a), Rule 3.

When a train is approaching a Staff Station and the Staff for the Section in advance is not at that Station, or the Section ahead is occupied, how should all Fixed signals applicable to the line upon which such train has to run be worked ?

When trains which have to cross each other are approaching a Staff Station at the same time, in opposite directions, how should the signals in both directions be worked ?

See clauses (a) and (b) of Rule 4, and clause 5, pages 546-547, General Appendix.

Can a driver foul the single line outside the Home signal for station work without being in possession of the Staff ?

See Rule 5, and pages 548-550, General Appendix.

Can a train be shunted for another to pass at a Non-staff Station ?

See Rule 6.

At Staff Stations where only one Home signal is provided at either end of station, how do you indicate to driver, train is being turned to No. 2 road, and when should signal be placed at " Proceed " ?

See clause (c), Rule 4 and clause 4, page 167, General Appendix.

Could train be turned in the same manner to any running road other than the road for which points normally lie ?

See sub-clause iii of clause 2, page 167, General Appendix.

Where would signal be lowered from under such conditions ?

See clause 2, page 167, General Appendix.

Where points are secured by an Annett lock with a duplicate lock on Home signal levers, should Annett key be left in the lock on signal levers?

See clause 5, page 175, General Appendix.

After train has arrived at station, and Annett key has been used for shunting operations, and no signal governs movements over Annett-locked points, should permission be given for a train to proceed over points until key is in your possession?

See clause 5, page 175, General Appendix.

Should you work signals in any other than the authorised manner?

See clause (d), Regulation 76.

If a signal is out of order, to whom should you report the matter?

See clause (e), Regulation 76, and pages 143-144, General Appendix.

Should Fixed signals be tested?

See clause (a), Regulation 78, and clause 1, page 142, General Appendix.

Should this be entered in T.R. Book?

See clause (d), Regulation 78, and clause 1, page 698, General Appendix.

Should you see that signals obey lever, and how would you know?

See clause (b) of Regulation 78, and pages 142-143, General Appendix.

If a Distant signal worked from the station in advance was fixed near to your station, are you responsible for it in any way?

See clause (c), Regulation 78.

When a signal other than a Distant has been placed to "Proceed" for a train to pass, when should you reverse the lever controlling the signal?

See Regulation 81.

If you had reason to reverse signal before train passed, should you alter points or allow any conflicting movement until you satisfy yourself that the driver of the train for which you gave signal is aware of it having been placed to "Stop"?

See Regulation 84, and page 155, General Appendix.

If two trains were approaching your station at the same time, and you gave signal for one, and afterwards wished to alter the order of trains arriving, how would you act?

See clause (b) of Regulation 84.

When one signal is lit on a post for use during darkness or foggy weather, should all other signals on post be lit?

See clause (a), Regulation 87, and page 161, General Appendix.

Any exceptions to *all* signals on same post being lit?

See clause (a), Regulation 87.

What other exceptions?

See clauses (a) and (c) of Regulation 87.

Should signal wires be adjusted?

See clause 3, page 143, General Appendix, and clause (b), Regulation 78.

When should signals be carefully adjusted?

See last paragraph of clause 3, page 143, General Appendix.

If a signal will not answer to the lever, how would you act?

See pages 151-152, General Appendix.

In the case of a signal out of order, what is done?

See Regulation 95, and clause 2, page 123, General Appendix, and clause 1, pages 143-144, General Appendix, and pages 151-152, General Appendix.

Where a Home signal is out of order, how would you deal with Distant applying to same line?

See Regulation 95.

Who is responsible for the trains to be brought forward by the hand signalman, and who is responsible for informing the signalman the position of points over which the train will pass?

See clause (c), Regulation 95.

When a train has to pass a defective Home signal which ordinarily governs facing points or protects the fouling points of an adjoining road, what is the driver's authority to pass?

See clause (c), Regulation 95, page 152, and clause 8, page 168, General Appendix.

If you could not place the Home signal to the "Stop" position, what action is necessary?

See clause (e), Regulation 95.

Would it be necessary to keep a hand signalman stationed at the Home signal if no train expected and signal could be kept at "Stop"?

See clause (e), Regulation 95.

Who is responsible for hand signalmen being instructed in their duties, and if none available who must act?

See clause (e), Regulation 95.

If a defective Distant signal cannot be maintained at "Danger," what is done?

See clause (f), Regulation 95.

If a defective Distant signal can be kept at "Danger," what is done?

See clause (f), Regulation 95.

If a defective Home or Distant cannot be kept at "Stop" or "Danger," is any action necessary at station or signal-box in rear?

See clause (g), Regulation 95.

If a light in a signal goes out, and cannot immediately be relit, what is done?

See page 142, General Appendix.

When hand signalling for a defective Fixed signal, how would you act, and where stand?

See clause (j), Regulation 95.

In the case of a disc being defective, and no hand signalman is acting at it, what is the duty of a guard or shunter with a train or engine ?

See clause (*k*), Regulation 95.

What should a driver do if a Fixed signal was absent from place ordinarily shown, or an imperfectly displayed or conflicting signal was exhibited ?

See Regulation 96.

What constitutes an imperfect signal ?

See Regulation 96.

When a signal is out of order, but the interlocking of the lever is in order, how should you act ?

See clause (*h*), Regulation 95.

In the event of it being necessary to allow a train to run towards another train at a platform or to a road where other vehicles are standing, on whose authority would you arrange for this to be done ?

See clause (*a*), Regulation 109.

What is the duty of the officer-in-charge who authorises this movement ?

See clause (*a*), Regulation 109.

What must signalman do before allowing train to enter station or road occupied ?

See clause (*a*), Regulation 109.

Where the Home signal is at such a distance from station or signal-box that it would not be possible to verbally communicate with driver at such signal, what should signalman do ?

See clause (*b*) Regulation 109.

The obstruction might be between your Home signal and signal-box or station ; what additional precaution would be necessary ?

See last paragraph of clause (*b*), Regulation 109.

Would it be necessary to verbally caution driver in such circumstances where a calling-on or low speed signal is provided to bring the train on, and when would you exhibit signal ?

See clause (c), Regulation 109.

In a case where the Home signal at a station is electrically controlled by a train or vehicle ahead of such signal, but no calling-on or low speed signal is provided, how would a train or engine be brought past Home signal if necessary to do so when line is obstructed ?

See first paragraph of clause (d), Regulation 109.

What are the duties of the employe appointed to pilot the driver past the signal ?

See last paragraph of clause (d), Regulation 109.

At places where a train is allowed to proceed towards the rear of another train, and after the first train has started ahead it is necessary to again stop it, what should first be done in regard to the second train ?

See Regulation 110.

At places where it is necessary for engines or trains to follow one another from a station or siding, should the driver of the second train follow until the signal has been replaced to " Stop " and again exhibited at " Proceed " ?

See clause (a), Regulation 111.

When a train is stopped at a Home, Starting or Advanced Starting signal—(1) What should driver do ? (2) What should signalman do if he cannot allow the train to proceed ? (3) What is guard's, fireman's or shunter's duty in case red hand signal is not received, or in case of excessive detention ?

See clause (a), Regulation 75, and pages 178-181 and 436-437, General Appendix.

When a train or vehicles have passed Home signal, and are waiting to be shunted—(a) What should guard, fireman, or shunter do ? (b) What should signalman do ?

See clauses (b) to (h), Regulation 75.

Where special telephone communication is provided between Fixed signal and signal-box, where is the telephone fixed, and what are the duties of trainmen and signalmen?

See pages 178-181, General Appendix.

Where do you find list of places where special telephones are provided?

See current Fog-signalling Circular.

What tail signals do trains and engines carry during daylight and during darkness or foggy weather?

See Regulations 150 and 151.

If two or more engines are coupled, which carries the tail signal?

See clause (c), Regulation 150.

Should engines drawing trains carry a tail signal?

See clause (d), Regulation 150.

What are head signals, and when should they be carried?

See Regulation 151, and pages 249-259, General Appendix.

What head signal should an engine carry when assisting a train in the rear?

See clause (a), Regulation 151.

What train signals should engines employed exclusively as shunting engines in yards carry?

See Regulation 152.

What are the train signals to denote a special following—
(a) by day, (b) by night or foggy weather?

See clause (a), Regulation 153.

What are the train signals to denote a special in opposite direction on single lines?

See clause (b), Regulation 153.

Should you at all times be prepared for special trains?
See clause (d), Regulation 153, and clause 20, page 193,
General Appendix.

Where do you find the instructions in respect of notices
to be issued in reference to the running of special trains?
See Regulation 153, and pages 187-193, General
Appendix.

What are the instructions in respect to the issuing of
a warning notice to drivers of special trains?
See clause 16, pages 192-193, General Appendix.

Where there are dead-end lines used for arrival trains,
what light should be exhibited on the buffer-stops during
darkness or foggy weather, and where would light be exhibited
if there was a vehicle near buffer-stops?

See clause (a), Regulation 133, and Note 2, page 402,
General Appendix.

What lights are used on refuge sidings adjoining a running
line?

See clause (b), Regulation 133.

When a staff station is opened without Fixed signals being
provided, and it is necessary to cross trains, what precautions
are necessary—(a) during daylight; (b) at night or foggy
weather; (c) trains turned into staff-locked sidings?

See pages 388-390, General Appendix.

Where permission is granted for one train to be set back
towards another standing at a platform, what precautions must
be taken?

See clause 6, page 390, General Appendix.

Where do you find list of stations where such permission
is given, or for special instruction in regard to crossing trains?

See pages 387-388, General Appendix.

On what road should you run an express passenger train through which is not booked to stop at your station—(a) at interlocked stations, (b) at non-interlocked stations?

See pages 385–386, General Appendix.

Are there any exceptions to this rule?

See page 386, General Appendix, and special instructions for your stations.

When two express or passenger trains not booked to call require to cross at your station, how do you work them through?

See sub-clause (c) of clause 1, page 386, General Appendix.

When an express or passenger not booked to call requires to cross a passenger booked to call, how do you work them?

See sub-clause (d) of clause 1, page 386, General Appendix.

How are Departmental specials running as express trains dealt with—(a) when not crossing a passenger or mixed at your station; (b) when crossing a passenger or mixed?

See sub-clause (e) of clause 1, page 386, General Appendix.

How are passenger or mixed booked to call dealt with?

See clause 2, page 386, General Appendix.

How are passenger or mixed booked to call and goods trains which have to cross at your station dealt with?

See clause 7, page 390, General Appendix.

Where should the guard be when train is backing out to enter another road?

See sub-clause (b) of clause 7, page 390, General Appendix.

When a train in setting back passes over a level crossing not provided with gates, how is crossing protected—(a) during daylight; (b) during darkness or foggy weather; (c) What is the maximum speed allowed when setting back?

See pages 239–240, and clause 10, page 391, General Appendix.

When a train or engine is standing on a running line at your station, and one end is foul of an adjoining road, should the signalman be informed ?

See clause (l) of Regulation 205.

What are the crossing head and tail lights at night or during foggy weather ?

See Regulation 205, clauses (i) and (j).

Should driver or guard arrange crossing lights if train is standing foul of an adjoining road ?

See clauses (i), (j) and (l), Regulation 205.

Would the fact of train crew being responsible for informing the signalman relieve him from assuring himself that trains or vehicles are clear before placing signals at "Proceed" ?

See Rule 3, clause (b), Regulation 82, sub-clause (c), clause 7, page 390, General Appendix.

Should lever sleeves be used, if necessary, when crossing trains ?

See clause 8, page 391, General Appendix.

At stations where disc signals are used for arriving trains what action is taken by the Signalman before turning off the disc—(a) if line is clear ; (b) if line is obstructed ; (c) where there is a signal-box at each end of the station controlling entrance to the road to be used ?

See page 154, General Appendix.

Is No. 2 road at staff stations to be regarded as a running road, and should it be kept clear ?

See page 400, General Appendix.

Are there exceptions where vehicles may be allowed to stand in No. 2 road, and, if so, what precaution must be taken ?

See pages 400-403, General Appendix.

Where do you find the maximum rate of speeds permitted over certain portions of the line and at stations ?

See Working Time Table.

Where do you find the classes of engines permitted to run over the different lines ?

See Working Time Table.

What are the instructions regarding trains on running lines without a brake van in the rear ?

See Regulation 232, and pages 460-470, General Appendix.

Is it permissible to allow trains to be pushed on running lines ?

See Regulation 201, and pages 364-376, General Appendix.

What is a signalman's responsibility in regard to trollies, tricycles or motor vehicles on running lines ?

See Regulations 267 to 271, and pages 272-291, 293-294 and 485-492, General Appendix.

Under what circumstances would you be required to keep your signals to " Stop " to protect Way and Works Branch operations ?

See Regulations 271, 272, 273, 274 and 275.

What are the instructions in regard to "Between Trains" and Absolute Occupation of running lines, and your responsibility ?

See pages 493-494, General Appendix.

What is a staff exchange box, and how is it operated ?

Does authority to use a staff exchange box include permission to use a staff ticket exchange box ?

What is a staff ticket exchange box, and how is it operated ?

When the staff exchange or staff ticket exchange boxes are to be used, should driver and guard be informed by the signalman at the staff station in the rear ?

Should the driver and guard be informed whether the train staff or staff ticket, with or without master key or Notice of Train Ahead has been left at the unattended station, for the train ?

See clause 2, pages 222-228, General Appendix.

When it is necessary that the driver shall travel on a train staff ticket, what should the signalman do before going off duty ?

See clause 3, pages 226-227, General Appendix.

If at a time at which the signalman is due to go off duty, he has not received the regular intimation of the arrival of the preceding train, at the staff station in advance, what should he do ?

Should the signalman make proper inquiries if the preceding train is on the section longer than the ordinary running time of the section, and if he has reason to believe that it has been stopped by accident, etc., should he leave duty until he receives the regular intimation that the section is clear ?

See clause 3, page 226-227, General Appendix.

Should it be necessary for a train to work at an intermediate siding where the points are secured by special locks, should the master key be placed in the staff ticket exchange box ? If so, how should the staff ticket be endorsed ?

See sub-clause (c), clause 3, page 227, General Appendix.

Should a memo. signed by the signalman, containing instructions for the trainmen and setting out that the train is to travel on the train staff ticket, and directions respecting the use and disposal of Notice of Train Ahead or of the master key, be placed in the staff ticket exchange box, and should box be left securely locked, and the key of the padlock placed in its usual position of safety ?

See clause 4, page 227, General Appendix.

What should signalman do on resuming duty ?

See clause 10, page 228, General Appendix.

Where do you find list of stations where authority to use the staff ticket exchange box is authorised, and for what trains is it used ?

See clause 11, page 228, General Appendix.

Where level crossing gates are controlled by a signalman, what is his responsibility in respect of—(a) lighting and extinguishing of lamps ; (b) applying and working of controlling levers ; (c) exhibiting Fixed signals ; (d) heavy or out-of-gauge loads ; (e) droves of animals ; (f) if crossing becomes obstructed ; (g) blocked by shunting ; (h) gate stops at interlocked crossings ; (i) level crossings near platforms ; (j) level crossings where tramway traffic is regulated by Fixed Signals ?

See By-Law 35, Regulations 137 to 148 inclusive, and pages 231–248, General Appendix.

What action should be taken in the event of drivers of vehicles failing to heed warnings displayed for their protection at level crossings, or attempting to cross over line in front of trains ?

See page 231, General Appendix.

In the event of gates being damaged by road motor cars or other vehicles, what action should be taken ?

See clause 3, page 232, General Appendix.

What are the instructions in respect to bell communication between signal-boxes and gatekeepers at level crossings ?

See pages 243–244, General Appendix.

Where do you find list of level crossings where Fixed signals are provided ?

See pages 366–368, Book of Signals.

Where do you find—(a) List of level crossings where Wig-wag or Flashing Light Warning signals are provided ?
(b) List of level crossings where electric bells are provided ?
(c) List of privileged gates ?

See pages 241–246, General Appendix.

What is the object of train staff and ticket working?

See Rule 1.

Does the use of this system modify or dispense with the use of fixed hand or detonating signals whenever it is necessary for them to be used?

See Rule 1.

Could a train or engine be on a section without the staff or a ticket for the section?

See Rules 1 and 10.

How do you know the correct staff for a section.

See clause (b), Rule 10.

If a name-plate become damaged or letters obliterated, what action must be taken?

See clause 2, page 681, General Appendix.

How do you exchange staffs with firemen?

See pages 391-395, General Appendix.

If a signalman receives a wrong staff, what must be done?

See clause (c), Rule 10.

Who is the responsible employe for receiving and delivering the staff or ticket?

See Rule 7, and clause 13, page 556, General Appendix.

When would a train be despatched on (a) Staff; (b) Ticket?

See Rules 8 and 9.

What message is sent on the departure of a train that travels on a staff ticket and what code word is used?

See clause 2, page 541, General Appendix.

What message is sent on the arrival at a staff station of a train travelling on a staff ticket and what code word is used?

See clause 2, page 541, General Appendix.

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Before sending the "Acre" message should the signalman see that the train is complete inside the Home signal?

See clause 2, page 541, General Appendix.

When the last train for the day travels on a staff ticket and overtime would be involved by the signalman remaining on duty to receive "Acre," when could the signalman, provided no other duties require his attention, go off duty?

Should the signalman inform the guard of the train that he is going off duty, and where to find the stationmaster or signalman in the event of an emergency?

At all staff stations should the signalman coming on duty examine the Train Register Book to ascertain whether the "Acre" message has been received for the preceding train if such train travelled on a staff ticket?

If "Acre" has not been received, how act?

See sections (i), (ii) and (iii), clause 2, page 541, General Appendix.

If, after despatching a train on ticket, when could a following train be allowed to depart?

See sub-clause (b), clause 2, page 541, General Appendix.

If, after despatching a train on staff, when could a following train be allowed to depart?

See Rule 9.

Should the train staff or ticket be given to the driver of a train that is preceded by another train on ticket before receiving "Acre" for the preceding train?

See sub-clause (b), clause 2, page 541, General Appendix.

What is the signalman's first duty on arrival of a train, and after the arrival of a train, what precaution should be taken by a signalman prior to handing the staff or ticket to the driver of a train about to depart in the opposite direction?

See clause (b), Rule 9.

Should the driver take the staff or ticket from any person other than the signalman?

After receiving staff or ticket is driver authorised to proceed into section without receiving Fixed signal (where provided) or guard's starting signal? What is done with the staff ticket received from the driver?

See clause (a), Rule 10.

How are the staff boxes for the different sections distinguished?

See Rule 11.

Where should the book of staff tickets be kept?

See clause (a), Rule 12.

Should staff tickets be issued in the order of their progressive numbers?

See clause (b), Rule 12.

Should more than one ticket be taken from the book at the same time?

See clause (b), Rule 12.

When should the book be replaced in the ticket-box?

See clause (c), Rule 12.

Where should all spare tickets be kept?

See Rule 13.

In the event of the train staff being lost how would traffic be worked?

See Rule 14.

Who makes out the pilot-working forms? How many forms are necessary, and who should they be given to?

What should the pilotman do before proceeding to the station at the opposite end of section?

Can an engine be used to convey the pilotman to the opposite end of section?

Should the driver take the staff or ticket from any person other than the signalman ?

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What signatures are necessary on the pilot-working forms ?

See clause (a), Rule 14.

When pilot-working is in force, what instructions does pilotman give driver and guard before allowing trains to depart ?

Is it necessary for the pilotman to accompany every train ?

When accompanying a train where does the pilotman ride ?

(a) With one or two engines in front ?

(b) With an engine assisting in the rear ?

When a special engine has been supplied for the pilotman and it is necessary for the engine to accompany the last train, to what part of the train is it attached, and where does the pilotman ride ?

After starting a train which the pilotman does not accompany, when can a following train be despatched ?

See sub-clause (i), clause (a), Rule 14.

In the event of the telegraph or telephone or (where in operation) the Block Instruments failing ;

(a) When can the pilotman, after despatching a train, allow a following train to depart ?

(b) Where a tunnel intervenes ?

(c) At what rate of speed are trains allowed to travel when running through the tunnel ?

(d) Before allowing a second train to depart, what instructions should pilotman give driver ?

(e) Should a train be required to stop to work at an intermediate place at which there are no Fixed signals, should pilotman accompany such train ?

See sub-clause (ii), Clause (a), Rule 14.

How are staff-locked sidings controlled by means of the staff or key attached to the staff, worked?

- (a) If no master key provided?
- (b) If a master key is provided?
- (c) Should the pilotman accompany such train?
- (d) Who is responsible for the points being properly set and secured after shunting has been completed?
- (e) Who is responsible for the safe custody of the master key?

See sub-clause (iii), clause (a), Rule 14.

How is the pilotman distinguished?

At which end of the section will it be found most expeditious for the stationmaster to undertake the arrangement of pilot-working?

See clause (b), Rule 14.

Could the pilotman be changed and a new pilotman appointed? If so, how is this done, and by whom?

See clause (c), Rule 14.

After a pilotman is relieved, should he get upon engines or in motorman's compartments until again appointed, and why is it necessary that he should not do this?

See clause (d), Rule 14.

When can a signalman be changed during pilot-working?

See clause (e), Rule 14.

If the missing staff be found what is done? Should, however, a relieving staff and boxes have been supplied and brought into use, how should the staff which was found, be dealt with?

See clause (f), Rule 14.

How is pilot-working cancelled, and what is done with all forms and copies of all messages sent in connection with it?

See clause (g), Rule 14.

What does pilotman do when making his last trip under pilot-working conditions ?

See clause (*h*), Rule 14.

If a signalman become aware that live stock are on the line, what action is taken by signalmen at both ends of the section—(*a*) no tunnel in section ? (*b*) tunnel in section ? (*c*) when the animals are removed ?

See Rule 14a.

When a train is assisted by a second engine in the front, which engine should carry the staff or ticket ?

When the assisting engine is attached to the rear of train and going through the section, which engine carries the staff or ticket ?

When the assisting engine is to return to the rear station (when authorised) without going through section, what does—(*a*) train engine carry ? (*b*) rear engine ?

Two engines attached, which engine carries the staff or ticket ?

When a train has more than one engine attached, or when two or more engines are coupled together, should the driver of each engine be shown the staff or ticket ?

See clauses (*a*) and (*b*), Rule 15, as amended on page 10, General Appendix.

What is the maximum rate of speed allowed when passing through a staff station ?

See clause (*c*), Rule 15, and Working Time Table.

In the event of an engine or train carrying the staff breaking down between two staff stations—(*a*) What method is adopted by the train crew to obtain relief ? (*b*) To which end should the staff be taken, and by whom ? (*c*) Under what conditions would a relief engine be allowed into the section to assist the disabled train or engine ? (*d*) When the disabled train has been removed and the running line cleared, what is done with the staff ?

See clause (*a*), Rule 16.

Should the train or engine which fails be in possession of a ticket instead of the staff, what method is adopted to obtain relief—(a) if at a time of failure the train is nearer, or within reasonable distance of the staff station in rear? (b) what is the stationmaster's duty on arrival of the fireman? (c) Whose duty is it to accompany the relief engine to the disabled train?

See sub-clause (i), clause (b), Rule 16.

If assistance can be more readily obtained from the station in advance, or the breakdown be nearer to that station than to the station in the rear—(a) What must the driver do in order to obtain relief? (b) What is the stationmaster's duty on receiving the written order? (c) What would be the authority for the driver of the relief engine to enter the section? (d) Should he be accompanied by the fireman? (e) To which end of the section should the disabled train or engine be taken? (f) When would the driver of the relief engine hand over the written order to the stationmaster?

See sub-clause (ii), clause (b), Rule 16.

Should there be no relief engine or train at the station in advance of the arrival of the fireman with the written order—(a) What should the stationmaster at that station do? (b) What would be the stationmaster's duty at the station in the rear in regard to sending a relief engine into the section? (c) In addition to giving the staff to the driver of the relief engine, would any other instructions be given him? (d) How is the driver's written order dealt with by the stationmaster in advance?

See sub-clause (iii), clause (b), Rule 16.

After the driver of a disabled train or engine has issued a written order asking for assistance, when can he allow train or engine to be moved?

See clause (d), Rule 16.

What precaution must be taken in respect of the first train passing over the section after the line is again clear?

See clause (e), Rule 16.

When a train or portion of a train is left in the section, under what conditions can the driver return for rear of train?—(a) If in possession of staff? (b) If in possession of ticket?

See clause (a), Rule 17.

If an accident or an obstruction should occur and the traffic is likely to be stopped for a considerable time, what arrangements must be made for the working of trains to and from the staff station on either side of the point of obstruction?

See clause (a), Rule 18.

If the obstruction be caused by a land-slip, floods, etc., and—(a) A train, the driver of which is in possession of the staff, is in the section, what is done? (b) If train on ticket?

See clause (b), Rule 18.

Should the obstruction be caused by a disabled train—(a) What arrangements should train crew make? (b) On arrival of guard at station in advance, what arrangements should the stationmaster make? (c) How many Pilot Forms are made out, and who receives them? (d) Who accompanies the relief engine to point of obstruction? (e) What is done with the written order received from the driver of the disabled train before allowing the relief engine to enter the section?

See sub-clause (i) of clause (c), Rule 18.

On arrival at point of obstruction—(a) What does pilotman do? (b) When is pilot-working commenced?

See sub-clause (ii) of clause (c), Rule 18.

How is the pilotman distinguished?

See sub-clause (iii) of clause (c), Rule 18.

How is traffic between point of obstruction and rear station worked?

See sub-clause (iv) of clause (c), Rule 18.

Should the obstruction be caused by a Light Engine, or by a train worked by two men, what is done?

See sub-clause (v) of clause (c), Rule 18.

When proceeding to the point of obstruction with the staff, what instructions should be given to each driver in respect of the location of the obstruction ?

See sub-clause (vi) of clause (c), Rule 18.

Should the driver sign for the order ?

See sub-clause (vi) of clause (c) of Rule 18.

When the line is again clear, when can trains be allowed to pass the point where obstruction existed, and when is pilot-working cancelled ?

See clause (d), Rule 18.

In the event of pilot-working being in operation, and a portion of the train is left on main line through inability of the engine to take the whole of the train through the section, what is the signalman's duty in permitting the engine to return for second portion—(a) if pilotman is accompanying train ? (b) pilotman not accompanying train ?

See clause (c), Rule 19.

Could an assisting engine leave a train in the section ?

See Regulations 173, 204, and pages 702–703, General Appendix.

If the disabled engine was placed in an intermediate siding, how would the signalman know ?

See pages 702–703, General Appendix.

If an engine on a train fail while shunting in an intermediate siding, how is relief obtained ?

See pages 702–703, General Appendix.

If a disabled engine cannot be moved from the siding by the relief engine, what is then done ?

See pages 702–703, General Appendix.

If the signalman was in possession of the staff, and the order, could an important train be worked through the section before removing the engine from the intermediate siding ?

See pages 702–703, General Appendix.

If a signalman observes anything unusual in a train during its passage such as signals of alarm by a passenger, goods falling off, a door open, hot axle box, indications of fire, or other mishap, what should he endeavour to do ?

If he fails to stop train, what is then done ; and what else is necessary ? (b) What does the signalman who receives the intimation do if goods falling off, or vehicles off road, what additional precautions are necessary ?

See Regulation 248, pages 69-72, and 82-84, General Appendix.

Should a train become divided and be running in two or more parts in the same direction, what action should signalman take, and how would he attract the attention of the guard ? What would the signalman, receiving the intimation, do in the following circumstances :—(a) If the section ahead was clear and could be cleared, and the section in the rear on which the divided train was running was on a falling grade to his station, or line was level, or there was an assisting engine in the rear of the divided train ? (b) The same circumstances as above, but a train was approaching from station in advance, or line was not clear ? (c) When the first portion of the train has passed, what action should the employe sending or receiving the Train Divided message take for dealing with the second portion ? (d) If the divided train was running on a rising grade, what should be done ? (e) If rear portion left in a section, how would it be cleared ? (f) When would a train be permitted to run through a section over which a divided train has passed ? (g) If a train divided in starting and rear portion stopped, what is done ? (h) Should vehicles or portion of a train be running away on a single line what action should signalman take, also signalman receiving the message ?

See Regulation 248, pages 305-307, General Appendix.

How would a signalman know if a goods or ballast required to stop in section ?

See Regulations 237, 277, 278 and Rule 20.

Should train carry the staff or ticket ?

See clause (a), Rule 20.

Should driver and guard be instructed as to which end of the section train should proceed after completion of the work ?

See clause (*d*), Rule 20.

When a goods or ballast train working in the section has to return to the staff station in the rear, what precautions should be adopted before permitting shunting operations outside the Home signal at that end of the station ?

See clause (*c*), Rule 20, and sub-clause (*d*), and clause 7, page 549, General Appendix.

Where do you find the list of staff stations ?

See Rule 22.

In the event of a failure of communication between two staff stations, when can a train be allowed to follow another train—(*a*) No tunnel in section ? (*b*) Tunnel in section ?

See Rule 23, and pages 436–437 and 541–542, General Appendix.

When communication has been restored, what should the signalman in possession of the staff do in the event of having despatched a train or trains on staff ticket ?

See page 542, General Appendix.

What must be done with the messages sent and received in this connection ?

See page 542, General Appendix.

If a train on a staff ticket be travelling in the section when communication is restored, when should the “Acre” message which may have been delayed owing to the failure be sent ?

See page 542, General Appendix.

In the event of failure of communication could safe working messages be sent by means of the postal telephone or telegraph lines ?

What messages may be sent over the Postal Department's line ?

See page 542, General Appendix.

Should the arrival and departure times of trains and the time code messages are sent and received in respect to any train that travelled on a staff ticket be recorded in the Train Register Book ?

See page 542, General Appendix.

Where telegraph instruments are in use should the code message be recorded on the tape of the telegraph instrument ?

See page 542, General Appendix.

Should the receiving operator be unable to obtain a record of the message on the tape, what action should he take to have message recorded ?

See page 542, General Appendix.

Where do you find—

- (a) List of lines where the guard or T.S.M. must on arrival at the block post or staff station in advance with a train on a staff ticket send the "Acre" message ?
- (b) Intermediate stations that may be worked as block posts by the Guard or T.S.M. ? Where the guard or T.S.M. acts as signalman at an intermediate station, when should the "Acre" message be sent and if for any reason the train be delayed after the "Acre" message has been sent, how should train be protected ? What is the duty of the guard of the second train on arrival at an intermediate block post ? In the event of a telegraph or telephone failing, when could a following train be allowed to depart ? Should guards on these lines carry a Notice of Train Ahead Book ?

Should the stationmaster in the rear instruct guards and drivers of trains concerned of the arrangements in force at the intermediate block post, and should guards and drivers sign for the instruction on a copy to be held by the stationmaster? Should copy of such instruction be forwarded with the Train Register Book to the Block and Signal Inspector?

See clause 3, pages 543-545, and section (i) of sub-clause (d) of clause 4, page 546, General Appendix.

Under what circumstances may the train staff and ticket system be suspended, and, if done, how would traffic be worked?

See Rule 24.

What should the stationmaster at each end of the staff sections do before applying for authority to issue a Line Clear Report?

See clause (b), Rule 24.

Before sending message "B," what should be done with the train staff?

See clause 7, page 548, General Appendix.

Can any shunting be allowed outside the Home signal, or Facing points where no Home signal is provided, before staff has been released, and when can it be released?

See clause 7, page 548, General Appendix.

After the staff and ticket system has been suspended, which station fills in form "D" in the Line Clear Report Issue Book? And after filling in form what is done?

See clause (a), of Rule 25.

Whose signature should appear on the Line Clear Report authorising driver to proceed? And who should counter-sign it?

See clause (b) of Rule 25.

Can a Line Clear Report be issued by the stationmaster who is not in possession of the staff for the section?

See clause (c) of Rule 25.

Can a Line Clear Report be used for a train other than the train for which it is authorised?

See clause (c) of Rule 25.

Is it necessary to stop a train that is required to travel on a Line Clear Report before it is allowed to enter the section? If so, why?

See Rule 26.

What is done with the Line Clear Report after it has been collected from the driver on arrival of train?

See Rules 27 and 35.

Where the telegraph system is in operation, should the Line Clear Report message be sent by telegraph and recorded on the tape?

How are Line Clear Report messages, which are sent by telephone, dealt with?

See clause (a) of Rule 28.

When a train is assisted by an engine in the front or rear, which engine carries the Line Clear Report?

Should the Line Clear Report be shown to the driver of the leading engine and endorsed by him?

See Rule 29.

When a train which carries the Line Clear Report becomes disabled between two staff stations—(a) What must driver do to obtain relief? (b) On receiving order from driver, what does stationmaster do? (c) Who accompanies the relief engine into the section? (d) What does fireman do with driver's written order after receiving it from the station-

master? (e) To which end of the section must the relief engine take the disabled train? (f) When is the Line Clear Report handed to the stationmaster by the driver of the disabled train?

See clause (a) of Rule 30.

When a train or portion of a train, the driver of which is in possession of a Line Clear Report, is left upon the single line from accident or inability to take the whole train forward, under what conditions would driver be allowed to return for rear portion?

See clause (a) of Rule 31.

Should an accident of such a nature occur as to block the line and traffic is likely to be blocked for a considerable time, what arrangements are made by train crew for working trains to and from the staff station on each side of the obstruction?

What does stationmaster at staff station in rear do on receiving driver's written order from guard? What does stationmaster at station in advance do on receiving the Line Clear Report from fireman? And how is traffic worked between that station and point of obstruction?

See clause (a) of Rule 32.

Should any circumstance occur to prevent the issue of the Line Clear Report, what is done with it? Could it be sent to the station in possession of the staff by a train? When a line Clear Report has to be returned to the issuing station for cancellation, who would cancel it?

See clause (a) of Rule 33.

When should a Line Clear Report (Form "D") be transmitted? What is the object of not transmitting the Line Clear Report (Form "D") until the train at the opposite end of section is almost ready to leave?

See clause (b) of Rule 33.

If a Line Clear Report be lost, what action should be taken by the stationmaster at both ends of the section? And when can the stationmaster in possession of the staff use the staff for the section for which the Line Clear Report applies?

See clause (a) of Rule 34.

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When the Line Clear Report is found, how is it dealt with?

See clause (b) of Rule 34.

Should the stationmaster issuing the Line Clear Report remain on duty until the train in possession of it arrives at his station? Who should cancel the Line Clear Report?

See Rule 35.

Should a record of a train carrying a Line Clear Report be made in the Train Register Book?

See Rule 36.

Where should Line Clear Report Books be kept when not in use?

See Rule 37.

When can the master key be used by a train travelling on the Line Clear Report, and how should the Line Clear Report be endorsed?

See page 550, General Appendix.

On any line where an intermediate block post is opened between staff stations, when could a following train be allowed to leave a staff station or intermediate block post?

See clause 4, page 545, General Appendix.

At an intermediate block post, where Fixed signals are not provided—(a) When should a train be reported as having arrived? (b) Whenever the section in advance is occupied, or it be necessary for a signalman to stop an approaching train, what should the signalman do? (c) How many detonators should be placed on the line, how far apart, and on which side of the signalman should they be placed? (d) What signal is exhibited to the drivers of approaching trains when the line is clear for trains to proceed?

See sub-clause (b), clause 4, page 545, General Appendix.

After stopping at an intermediate block post, would the guard's Starting signal alone be authority for the driver to proceed? If not, what would be the driver's authority to proceed?

See sub-clause (c), page 546, General Appendix.

Would the fact of a driver failing to stop at an intermediate block post in the event of detonators not being on line, and the absence of Red Hand signals, relieve the signal-man of his responsibility?

See sub-clause (c), page 546, General Appendix.

When one or more intermediate block posts are opened between two staff stations, how would drivers and guards of trains be made aware of it? If train be not due to stop, should it be stopped for the purpose of instructing drivers and guards?

See sub-clause (d), page 546, General Appendix.

In the event of the telephone or telegraph instruments failing, when could a following train be allowed to depart?

See sub-clause (e), page 546, General Appendix.

When a train is approaching an intermediate block post and the section ahead is occupied, how should the Fixed signals for the line on which the approaching train is to run be worked?

See clause 5, page 546, General Appendix.

When a train which has to travel on a staff ticket is approaching, how should the Fixed signals for such train be worked?

See clause 5, page 546, General Appendix.

At a temporary staff station where Fixed signals are not provided, and the section ahead is occupied, or the train has to travel on a staff ticket, what is done?

See sub-clause (c), clause 5, page 547, General Appendix.

When a train is to travel on a staff ticket, what is done with the staff after it has been examined by the driver, after receiving the staff ticket?

See sub-clause (d), clause 5, page 547, General Appendix.

When should the staff be released? Under what circumstances could it be released before receiving the "Acre" message? If released, when should it be restored to its place of security?

See sub-clause (d), clause 5, page 547, General Appendix.

How would the guard of a train know whether his train was travelling on staff or ticket ?

See sub-clause (e), clause 5, page 547, General Appendix.

If a train should pass with Tail signal missing or out—

- (a) What action should signalman take ?
- (b) If train be travelling on ticket “ When would ‘ Acre ’ message be sent ” ?
- (c) Should signalman carefully watch each train as it passes to see whether complete ?
- (d) If a signalman receives information from station in rear that train passed without Tail signal, what should be done ?
- (e) If guard is with train and it is complete ?
- (v) If train passed without Tail signal, when would trains be allowed to travel on the single line in either direction between the signal-box which sent the message in regard to the train passing without Tail signal, and the signal-box in the rear ?
- (g) Should the signalman become aware as train passes into the section in advance, or on receipt of information from the signal-box in advance that portion of the train has been left behind, how would section be cleared ?

See Regulation 248, and clause 6, pages 547-548, General Appendix.

When trains or engines stop at staff stations, or before leaving terminal stations, should signalmen see that the Tail signals are in proper order ?

See Regulation 248, and sub-clause (d), clause 6, page 548, General Appendix.

When the staff is at a station, what is the driver's authority to proceed outside the Home signal, or beyond the outer facing points where there is no Home signal, for shunting purposes ?

See clause 7, page 548, General Appendix.

When the train staff is not at the station, and it is necessary to foul the line outside the Home signal, or outer facing points where no Home signal is provided, what must the signalman do before authorising the driver to proceed beyond the Home signal or facing points?

See clause 7, pages 548-550, General Appendix.

Would a signalman at the staff station in advance grant permission to occupy the line outside the Home signal if there be any train travelling towards the station which has applied for permission to shunt outside the Home signal?

See clause 7, pages 548-550, General Appendix.

If, after granting permission to occupy the line outside the Home signal, when could a train be allowed to proceed towards the station which received such permission?

See clause 7, pages 548-550, General Appendix.

When it is necessary in the absence of the train staff to foul the single line beyond the outer facing points at a staff station where there are no Fixed signals, what must the signalman do in addition to obtaining permission from the staff station at the other end? How many detonators would be used, and at what distance from the station should they be placed? When would the detonators be removed?

See sub-clause (c), clause 7, pages 548-549, General Appendix.

If a train be travelling in a section away from a station where shunting operations have to be performed, and it is necessary to foul the single line outside the Home signal or beyond the outer facing points where there is no Home signal, could it be allowed and under what conditions? Before fouling the line what message must be sent to the station in advance?

See sub-clause (d), clause 7, page 549, General Appendix.

If a train in the section ahead is a ballast train or goods train working in the section, and it is intended to return back to the station, what precaution must be taken before permitting shunting operations outside Home signal or outer facing points where no Home signal is provided?

See sub-clause (d), clause 7, page 549, General Appendix.

When permission has been given to obstruct the line outside the Home signal or beyond the outer facing points where no Home signal is provided, what should the signalman who sends the "Audi" message do with the staff? When can staff be released; should particulars respecting the staff being locked away be entered in T.R. Book? If a signalman is relieved before receipt of the code word "Awak" should he give full particulars on this point to the person by whom he is relieved?

See sub-clause (e), page 549, General Appendix.

Is shunting outside the Home signal or beyond the outer facing points where there is no Home signal permitted, in the absence of the train staff during foggy weather, or when from any other cause a good and distinct view cannot be obtained?

Should permission to shunt outside the Home signal, in the absence of the train staff, be applied for during foggy weather?

See sub-clause (g), page 549, General Appendix.

When permission to obstruct the single line outside the Home signal, etc., is applied for and obtained, should the circumstances be recorded in the Train Register Book.

What do the code words "Agne," "Audi" and "Awak" represent?

See page 550, General Appendix.

How is the permission given for a driver to foul a main line either inside or outside the Home signal?

See Regulation 165, pages 166-168 and 666-667, General Appendix.

Should the signalman clearly inform the driver of what he intends him to do?

See clause 2, page 667, General Appendix.

When verbal permission is given to shunt outside a Home signal, and no Fixed signals are applicable to the movements from the yard, should the driver be informed when it is necessary to cancel the permission before the shunting operations are completed?

See clause 3, page 667, General Appendix.

Could you place vehicles outside your Home signal or outer facing points where there is no Home signal, on a falling gradient towards the station in the rear without special authority ?

If authority granted to do so, what precautions must be taken ?

See Regulations 207 and 209, and page 422, and sub-clause (f), clause 7 page 549, General Appendix.

For what purpose is the master key used ?

When handing the master key to the driver of a train, how should the staff ticket be endorsed ?

After the master key has been handed to the driver of a train, what advice is sent to the signalman at the opposite end of the section, also signalman at each intermediate block post ?

If the master key is to be used on two or more sections, should all the staff stations concerned be advised ?

When the master key has been handed to the signalman on arrival at a staff station, what message is sent to the signalman at the staff station in the rear ?

In the event of it being necessary for any one train to use the master key on two or more sections, what is the driver's duty on arrival at each staff station or intermediate block post, and after sighting key what messages should the signalman at the staff station or intermediate block post send ?

What is a signalman's duty after receiving a master key from the driver ?

If, after a train has been despatched with the master key, when can a following train be allowed to depart ?

If the telegraph or telephone fail after a train has been despatched with the master key, what instructions should be given to the driver and guard of a following train ?

Should the driver be unable to produce the master key when his train arrives at a staff station in advance, what is done and what instructions are given to the driver and guard of the following train or a train carrying a Line Clear Report ?

Should driver or guard be requested to make a search for the missing key at each station ?

Until key has been found or special instructions issued, how should all trains be dealt with ?

Should all movements of the master key be recorded in the Train Register Book at each staff station or intermediate block post ?

Should the signalman be relieved from duty before the arrival of a train carrying the master key at his station, what is his duty ?

Should arrangements be made so that the master key will be available at the proper station when required ?

When the master key is not in use, where should it be kept ?

When a master key is required to be transferred from one staff station to another, how is it dealt with ?

What is the signalman's duty at a staff station where the master key is on hand on Saturday nights ?

Where do you find list of sections where the use of the master key is authorised ?

See clause 8, pages 550-554, General Appendix.

Where do you find list of places where trains are not allowed to shunt between sunset and sunrise ?

See page 230, General Appendix.

How many Staff Ticket Books should be on hand at the one staff station ?

When should a new Staff Ticket Book be requisitioned for, and on receipt of same, where should it be kept until it is required ?

What should be done with the blocks of the ticket books ?
 What is the key for the staff ticket box ?

Can access to the staff ticket box be obtained unless the proper staff for the section is at the station ?

Should any article or book other than the Staff Ticket Book be placed in the staff ticket box ?

If, owing to defect, the signalman be unable to open the ticket box when necessary, to obtain a staff ticket, and there be no Ticket Book in stock, what should be done ?

When writing a special order for the driver, should the signalman strictly adhere to the wording of the form as printed in Rule 9, Appendix II ?

Should the signalman stop the train and fully explain the circumstances to the driver and guard and produce the train staff for the driver's inspection ?

Should the signalman issuing the special order also advise the signalman in advance ?

On receiving the special order from the driver, how should signalman in advance dispose of it ?

When a special order is used in place of the staff ticket, will the Rules, Regulations and Instructions applicable to a train travelling on a staff ticket apply to the train carrying the special order ?

Who should any defect in the working of the staff ticket box be reported to ?

See clause 9, pages 554-555, General Appendix.

Should it be necessary to cancel the train staff and ticket system and issue a Line Clear Report, who is responsible for seeing that it is done strictly in accordance with the Rules ?

If the stationmaster be off duty at the time, but within call, should he be called on duty for the purpose ?

In the unavoidable absence of the stationmaster, who may act in his stead ?

Is the use of any telegraph code word or abbreviation in message A.B.C. or D. allowed ?

When a train travels on a Line Clear Report, should the signalman verbally inform the guard of the circumstances ?

See clause 10, page 555, General Appendix.

When sending cancelled Line Clear Reports to the District Superintendents, should all messages in connection therewith be attached ?

See clause 11, page 555, General Appendix.

What should be done with cancelled staff tickets, notice of train ahead tickets, code telegrams sent and received in connection with the arrival and departure of trains, and telegrams in connection with the use of the master key ?

See clause 12, page 555, General Appendix.

Where it is not practicable for the signalman to personally deliver the staff or ticket, and the duty is entrusted to a senior porter when authorised, how is such employe distinguished ?

Who should make out the staff ticket under such circumstances ?

See clause 13, page 556, General Appendix.

Where should particulars regarding delays to trains, interruptions on telegraph or telephone lines, as well as other irregularities be recorded ?

See clause 14, page 556, and page 698, General Appendix.

Where do you find list of lines on which staff tickets are not ordinarily in use ? Under what conditions are staff tickets used on such lines ?

See clause 15, page 556, General Appendix.

Can a new staff station be opened or an existing staff station closed without the authority of the General Superintendent ?

Explain the method of opening a new or temporary staff station, also the closing of an existing or temporary staff station ?

In the case of a permanent staff section being divided, what is the signalman's duty at the staff station in the rear before permitting a train to enter the section? Should there be two temporary staff stations in the section, should the signalman at the first temporary staff station also instruct drivers and guards in respect of the temporary staff station in advance?

If a train be not booked to call, should it be stopped for the purpose of instructing driver and guard?

For what period after the temporary staff station has been opened, should drivers and guards be instructed in respect of the temporary staff stations?

What books and forms are necessary at stations in connection with the working of single line under the train staff and ticket system?

See clause 16, pages 556-557, General Appendix.

See pages 653-657, General Appendix, in respect to the temporary conversion of an electric staff section into two temporary staff sections to be worked under the Rules of the train staff and ticket system by means of a divided staff.

What care must be exercised in dealing with Train Register Book under the following circumstances:—

- (a) If an incorrect or illegible entry is made?
- (b) In recording everything that takes place at your station or in the section?
- (c) Late running or train signals denoting special trains?
- (d) Who is responsible for correct entries where recorders are employed?
- (e) Should a record be kept of time occupied by trains at stations, and, if so, how are entries made?
- (f) When Distant is not lowered, what entry is made? When is arrival and departure to be booked, or if a train does not depart after departure message sent, what is done?

- (g) When a train is detained at a Fixed signal, what entry is made—(1) Train timed to call ; (2) Train timed not to call ?
- (h) What records are to be recorded across figure line of T.R. Book ?
- (i) When pilot-working is brought into force, how would it be shown in T.R. Book ?
- (j) What abbreviations can be used in T.R. Book ?
- (k) How are Train Register Books dealt with, and when are they to be forwarded to Block and Signal Inspector ?

See pages 136 and 698-702, General Appendix.

How are controlled signals tested ?

See Regulation 78, and page 157, General Appendix.

How are telephones to be used, and what care is to be exercised in sending or receiving messages ?

See pages 165-166, General Appendix.

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When taking charge of a non-interlocked station, should a signalman make himself conversant with the roads, the lay of points, the method of adjusting signals at plunger-locked points ; and, if in doubt on these matters, to whom should he apply for information ?

See Regulations 10 and 24.

At all stations, whether provided with interlocking, Fixed signals, plunger-locking or not, what is the duty of the officers-in-charge and signalmen in respect of being prepared for any emergency which might arise ?

See pages 69-72, General Appendix.

NOTES.

