

VICTORIAN RAILWAYS.

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SERIES No. 5

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QUESTIONS

FOR

Employes Studying the Rules,

Regulations, and Instructions

For

Position of Guard.

DEFINITIONS.

Where the term Regulation is used, it refers to the Regulations contained in pages 6 to 222 of the Book of Rules and Regulations.

Where the term Rule of Appendix is used it refers to the Rules in the Appendices numbered 1 to 9, pages 223 to 445, Book of Rules and Regulations.

Where the term "General Appendix" is used it refers to the "General Appendix to the Book of Rules and Regulations and the Working Time-table and amendments thereto."

For general terms see Regulation 1.

FIXED SIGNALS (Two-position Area).

How many types of Fixed Signals are in use?

See Regulation 45.

How are the Indications displayed on Semaphore Signals by day, and during darkness or foggy weather?

See Clause (b), Regulation 45.

In the case of Light Signals, how are the Indications displayed?

See Clause (c), Regulation 45.

How are Fixed Signals classified?

See Clause (a), Regulation 46.

What is the normal position of Fixed Signals?

See Clause (b), Regulation 46; see also Clause (b), Rule 3, Appendix II, and Clause (b) of Rule 1, Appendix IV, V, VI and Clause "D" of Rule 1, Appendix VII.

For what Signals may a Light Signal be used ?

See Clause (c), Regulation 46.

What are the Indications displayed by a Two-position Signal ?

See Clause (a), Regulation 47.

How are the Indications displayed if a Semaphore Arm be provided ? (a) By Day ? (b) By Night or during Foggy Weather ?

See Clause (c), Regulation 47.

What Indications are displayed by Light Signals ?

See Clause (a), Regulation 47, and Clause (c), Regulation 45.

Where Two-position Automatic Signals are erected, how are they distinguished ?

See Clause (d), Regulation 47.

Where two or more arms are fixed on the same side of a Semaphore post, how do they apply ?

See Clause (a), Regulation 48.

Are there exceptions to the above Regulation ?

See footnote to Regulation 48 ; see also Clauses (b) and

(c), Regulation 48 ; also Clause (b), Regulation 49.

How is a Signal out of use distinguished ?

See Regulation 91.

CALLING-ON SIGNAL.

What is the object of a Calling-on Signal ?

See Clause (b), Regulation 48 ; see also Regulation 109, and Clause (a), Regulation 95.

To what line does it apply ?

Clause (b), Regulation 48.

What lights are shown at night? (a) In normal position? (b) When at Proceed?

Clause (b), Regulation 48.

Could a Proceed Indication be accepted on both the Home and Calling-on at the same time?

See Clause (b), Regulations 48 and 96.

What does a Calling-on at "Proceed" indicate?

See Clause (a), Regulation 64, and Clause (b), Regulation 73.

If a train is to be brought on by a Calling-on, when should such Signal be placed at "Proceed"?

See Clause (b), Regulation 64.

Are there any exceptions to the above Regulation?

See pages 153-154 of General Appendix.

When a Proceed Indication is displayed by a Calling-on, what are the duties of the Fog-signalman?

See Clause (f), Regulation 103.

DISTANT SIGNAL.

How is a Distant Signal distinguished?

See Clause (a), Regulation 49.

If a Distant Signal is placed on the same post as a Home Starting or Advanced Starting Signal, what will be their relative positions?

See Clause (b), Regulation 49.

How would a Fog-signalman act if the Distant were at stop and the Home at Proceed?

See Clause (d), Regulation 103.

When must the Distant Signal be put to the Stop position?

See Clause (c), Regulation 49.

On approaching, a Driver finds a Distant Signal at Stop, what must he do ?

See Clause (d), Regulation 49, and page 7, General Appendix.

Where a Distant Signal cannot be seen owing to an intervening obstruction, how will the difficulty be overcome ?

See Clause (c), Regulation 48.

What are the duties of a Fog-signalman at a Distant Signal ?

See Clauses (b) and (c), Regulation 103.

HOME SIGNAL.

Where are Home Signals placed ?

See Clause (a), Regulation 60.

Can a Home Signal be passed at Danger ?

See Clause (b), Regulation 60.

Are there any exceptions to the above Regulation ?

See Regulations 95, 109 and 254.

If a Home Signal governs Facing Points or protects a fouling point, what will be the Driver's authority for passing such Signal when defective ?

See Clause (c), Regulation 95.

If the Line be clear to the Starting Signal, and such Signal is at Stop, how will your train be signalled if it be necessary to bring the train within the Home Signal ?

See Clauses (a), (b) and (c), Regulation 61, and Clause (b), Regulations 67 and 125.

If a Starting Signal be not provided and the Section ahead is not clear, how would your train be brought within the Home Signal, and what precautions would be taken ?

See Regulations 62 and 125.

What is the Driver's authority for proceeding when the line is clear ?

See Clauses (b) and (c), Regulation 62.

When the Distant Signal is at Danger, what Signal should be displayed at the Home Signal, and when would the Home be placed at " Proceed " ?

See Regulation 63.

When a Home Signal cannot be seen owing to an intervening obstruction, how will the difficulty be overcome ?

See Clause (c), Regulation 48.

When your train arrives at a Station, are you responsible for seeing that it is protected by the Fixed Signals ?

See Regulation 205 and Clause 8, page 391, General Appendix.

When should a Home Signal be again placed to " Stop " after being placed at " Proceed " for a train to pass ?

See Regulation 81.

What are the duties of a Fog-signalman at a Home Signal ?

See Regulation 103.

What are the duties of a train crew when detained at a Home Signal ?

See Regulation 75 ; see also pages 178-181, General Appendix.

Should Guards on Lines where a second train is permitted to follow another train through a Section after an interval of time has elapsed, and prior to the preceding train being reported as having arrived at a Station in advance due to failure of communication, or in accordance with the special instructions issued regarding the Time Interval System on certain Lines, be on the alert to comply with the Regulations and Instructions for the protection of trains ?

What action should Guards, when instructed that another train will follow their train on a notice of Train Ahead, take in the event of their train stopping outside the protection of Fixed Signals?

Should the train be detained at the Home Signal where no Distant Signal is provided, after an interval of three minutes has elapsed, what should Guard do?

Where Distant Signal is provided, what is Guard's duty?

See pages 436-437, General Appendix.

STARTING AND ADVANCED STARTING SIGNAL.

What is the object of a Starting Signal (where Advanced Starting Signals are not provided) and Advanced Starting Signals?

See Clause (a), Regulation 66.

Are there any exceptions when the Starting or Advanced Starting Signal can be passed at Danger?

See Regulations 66, 95 and 254.

Should the Starting Signal be passed at Danger for Station work where an Advanced Starting Signal is provided?

See Clause (a), Regulation 67.

When a Starting or Advanced Starting Signal has been placed at "Proceed" for the passage of a train, when should it be put to the Stop position?

See Clause (b) and (e), Regulation 67.

In foggy weather, or when a distinct view cannot be obtained, should your train be signalled towards the Starting or advanced Starting Signal to await "Line Clear."

See Clause (d), Regulation 67.

What are the duties of a train crew when detained at a Starting or Advanced Starting Signal?

See Regulation 75; see also pages 178-181, General Appendix.

What are the duties of a Fog-signalman at the Starting or Advanced Starting Signal?

See Clause (f), Regulation 103.

DISC SIGNAL.

Describe a Disc Signal and its Indications by day and night.

See Clause (a), Regulation 50, as amended on pages 8-9, General Appendix.

Where two (or more) Disc Signals are fixed on the same post, how would you read them?

See Clause (c), Regulation 50, as amended on pages 8-9, General Appendix; also Clause (a), Regulation 48.

Are they to be read separately from Semaphore Signals if fixed on the same post?

See Clause C, Regulation 50, as amended on pages 8-9, General Appendix.

What does a Disc Signal at "Proceed" indicate?

See Clause (b), Regulation 73, and Clause (b), Regulation 206.

If a Disc Signal be used for an arriving train, what precautions are necessary?

See page 154, General Appendix.

Can a Disc Signal be passed at Danger?

See Regulations 95 and 254.

If a Disc controls the exit from more than one Siding, and more than one train is in the Siding, when may the Driver who is first out accept the Disc Signal?

See Clause (c), Regulation 69.

If practicable, must a Driver keep his train clear of all other Lines whilst waiting for a Disc Signal ?

See Clause (b), Regulation 69.

If a Disc Signal applies to more than one route, what Indication is provided to show which route has been set up ?

See Clause (d), Regulation 69.

DWARF SIGNALS.

Describe a Two-position Dwarf Signal and the Indications displayed by such Signal ?

See Regulation 51.

What does a Two-position Dwarf Signal at "Proceed" indicate ?

See Clause (b), Regulation 73.

POINT INDICATORS.

Note.—For particulars regarding Point Indicators, see pages 130–132, General Appendix ; see also Clause (d), Regulation 69.

HAND SIGNALS.

(a) How are Hand Signals given ? (i) By day ? (ii) By night or in Foggy Weather ?

(b) What does a violently-waved Light of any sort mean ?

(c) Should a Hand Signal be accepted where the proper Fixed Signal can be given ?

(d) What care should be exercised when giving a Hand Signal ?

See Clause (a), Regulation 70.

Describe how a White or Green Light is given for the following movements—(a) Move forward in shunting ; (b) Move back in shunting ; (c) Move forward slowly ; (d) Move slowly backwards ; (e) Guard's signal to start.

See Clause (b), Regulation 70, and Clause (e), Regulation 71 ; also page 200, General Appendix.

Describe how the "To Hit Up" Signal is given?

See Regulation 71, and page 200, General Appendix.

How would you indicate by night to Driver after starting that his train is complete?

See Sub-clause 6 of Clause (b), Regulation 70, with amendment thereto, on page 323, General Appendix.

How would the Driver gain your attention for the above purpose?

Clause (f), Regulation 194.

On boarding your train after starting, what precautions is necessary until train is clear of platform?

See Clause 2, page 323, General Appendix.

Where on the platform should the Guard's Hand Signal for Driver to start be given?

See Regulation 194 and pages 320-321, General Appendix.

What would a Green Light or Flag waved from side to side indicate?

See Regulations 98, 179, 265 and 274.

How would you indicate to Signaller at night that the last vehicle is clear of the points?

See Regulation 82.

What would a Green Hand Signal moved in a vertical circle mean?

See Regulations 70 and 248.

Providing all Fixed Signals were at "Proceed," and on approaching a Station or Siding, a Green Hand Signal was waved slowly up and down, how would the Driver act?

See Regulation 196.

In the absence of Flags, and during Shunting operations by day, how will certain signals be given?

See Clauses (a), (b), (c), (d), Regulation 71.

Should Hand Lamp or Flags be held in the hand when used as Signals?

See Clause (a), Regulation 72.

Should Guards' Hand Signal Lamps be lighted when train in certain tunnels?

See page 323, General Appendix.

DETONATING SIGNALS.

Note.—For particulars regarding Detonating Signals, see Regulations 97, 98 and 99.

THREE-POSITION SIGNALLING.

How many Indications may be displayed by a Three-position Signal?

See Clause (a), Regulation 52.

Where a Semaphore Arm is provided in which Quadrant will it work?

See Clause (b), Regulation 52.

How many lights should each Three-position Signal display (Dwarf Signals excepted)?

See Regulation 45 (c), 46 (c), and Regulation 53.

In the case of Semaphore Signals having only one Arm, what will the second light be termed?

See Clause (b), Regulation 53.

What is the object of the Market Light?

See Regulation 54, and Regulation 45 (c).

How would you know whether a Signal is an Automatic or an Interlocked? (a) By day? (b) By night?

See Regulations 45, 46 and 54.

In the case of a Three-position Light Signal, with a Normal Speed Indication only, what will the second Light be termed ?

See Clause (b), Regulation 53 ; and Clause (c), Regulation 45.

Except in the case of a Repeating Signal, what will be the colour of the Market Light ?

See Clause (b), Regulation 53.

How distinguish a Repeating Signal ? (a) If a Semaphore Arm be provided ; (b) if it be a Light Signal ?

See Clause (b), Regulation 53 ; Clause (c), Regulation 45 ; and Regulation 57.

What are the maximum number of arms that may be provided on the one post ?

See Clause (d), Regulation 53.

Describe the following Indications—(i) by day ; (ii) by night. (a) Clear Normal Speed ; (b) Normal Speed Warning ; (c) Clear Medium Speed ; (d) Medium Speed Warning ; (e) Reduce to Medium Speed ; (f) Clear Low Speed ; (g) Low Speed Caution ?

See Regulation 45 (c) and Regulation 56.

If it be necessary to reduce the speed below Medium, what Signal is provided ?

See Clause (d), Regulation 53 ; see also Regulation 56, pages 153–154, General Appendix.

When a Home Signal is acting as an Automatic, how distinguish ?

See Clause (b), Regulation 54, and Regulation 55, and page 136, General Appendix.

What does the Repeating Signal Indicate ? (a) When in the Warning position ; (b) when in the Clear position ?

See Clause (f), Regulation 59.

When the following Signals are displayed, what will they indicate, and in each case what Indication will the Signal next in advance be displaying? (a) Clear Normal Speed; (b) Normal Speed Warning; (c) Clear Medium Speed; (d) Medium Speed Warning; (e) Reduce to Medium Speed; (f) Clear Low Speed; (g) Low Speed Caution!

See Regulation 59.

If a Medium Speed or Low Speed Indication be displayed, will the speed restriction apply to the whole Section towards the next Fixed Signal?

See Clause (d) and (e), Regulation 59, and page 153, General Appendix.

If a train is to be brought on by a Low Speed Signal, when should such signal be placed to "Proceed?"

See Clause (d), Regulation 59.

Are there any exceptions to the above Regulation?

See pages 153-154, General Appendix.

(a) What arrangements are made to conduct traffic past a Defective Home Signal?

(b) If a Home Signal governs Facing Points or protects a Fouling Point, what extra precaution is necessary?

See Regulation 95, and page 152, General Appendix.

What precautions are to be taken on passing an Automatic at the "Stop" position?

See Regulations 74, 214, 216, and page 123, General Appendix.

How should an imperfectly displayed Signal be treated?
(a) Home Signal; (b) Automatic Signal; (c) Repeating Signal?

See Regulations 96 and 74.

What are the duties of a Fog-signalman—(a) At a Home Signal; (b) at an Automatic Signal; (c) at a Repeating Signal; (d) when a Low Speed Indication is displayed?

See Clause (f), Regulation 103.

THREE-POSITION DWARF SIGNALS.

Describe the Three-position Dwarf Signal and the indications displayed by such Signal?

See Regulation 58.

AUTOMATIC TRAIN-STOP.

Note.—For particulars regarding the Automatic Train Stop, see Regulation 68.

PERMANENT-WAY WARNING AND CAUTION SIGNALS.

When the Way and Works authorities require trains to run at reduced speed for a lengthened period, what Special Signals are used—(a) During daylight on Single lines; (b) night on Single lines; (c) Double Line and only one Line affected; (1) during daylight; (2) at night; (d) Double Line, with both Lines affected; (1) during daylight; (2) at night?

See Regulation 274, and pages 124–126, General Appendix.

If after receiving a Hand Signal indicating a reduction of Speed, as laid down in Regulation 274, when can normal speed be resumed?

See page 124, General Appendix.

TRAIN SIGNALS.

What is the object of Distinguishing Head Signals?

See Regulation 149, and pages 249–254, General Appendix.

What Head Signals should all Steam Trains, Electric Locomotives and Light Engines carry?

See page 254, General Appendix.

How are Suburban Passenger Trains distinguished—(a) During daylight; (b) by night or during foggy weather?

See Regulation 151, and pages 253–259, General Appendix.

What Head Lights will be carried by Engines employed exclusively in Station Yards for Shunting purposes ?

See Regulation 152, and pages 252-254, General Appendix.

- (a) How many lamps are Electric Trains fitted with ?
- (b) What is done with the distinguishing disc, when Head Lamps are lighted ?
- (c) What may the lower Centre Light on an Electric Train be used for ?
- (d) How are the Lamps on Electric Trains lighted ?
- (e) Who is responsible for Train Signals on arrival at a Terminal Station ?

See page 254, General Appendix.

What indication is provided whereby the Signalmen will know that train is complete—(a) During daylight ; (b) during darkness or foggy weather ?

See Regulations 150, and 198.

If the train be assisted by an Engine in the rear, where will the Tail Signal be placed ?

See Clause (a), Regulation 150, and Clause (b), Regulation 173.

When the following is attached to the rear of the last vehicle of a train, what do they indicate—(a) Red Disc or Red Flag ; (b) an additional Red Tail Light ?

See Clause (a), Regulation 153, and page 190, General Appendix.

What additional Signals are required on Single Lines to indicate that Special is to run in the contrary direction ?

See Clause (b), Regulation 153.

If a printed notice has been given for the running of a Special train, is the extra Signal attached ?

See Clause (c), Regulation 153.

What precautions are taken when the preceding train does not carry the extra Signals ?

See Clause 16, page 192, General Appendix.

If the rear of a train does not reach the Signalman, so that he may see the Tail Signal, what would Guard's duty be ?

See Regulation 198.

In addition to the Tail Signal, what other Signals are carried on the rear of the last vehicle ?

See Regulation 151.

If Side Lamps are provided at both the front and rear end of the trailing van, which Lamps must be lighted ?

See page 249, General Appendix.

ELECTRICAL OVERHEAD EQUIPMENT AND ELECTRIC TRAIN DEFECTS.

Give a general description of the Overhead Wiring ?

See pages 37-39, General Appendix.

What is a Tensioning Point ?

See page 38, General Appendix.

(a) Describe the Sectioning of the Overhead.

(b) How distinguish Sectioning Points ?

(c) For what purposes are Switches installed ?

(d) If Section Switch were opened, how would your train be dealt with to avoid fouling the " Dead " Section—

(i) Where Fixed Signals are provided ?

(ii) Where Fixed Signals are not provided ?

(e) If Section Switch were opened, what effect would Pantograph have on " Dead " Section ?

See pages 39-49 and 64-67, General Appendix.

What is the height of the Contact Wire above rail level—
 (a) Normal ; (b) Highest ; (c) Lowest ; (d) Over Level
 Crossings ; (e) Siding ; (f) Platform Terminal ?

See Sub-Clause (b), Clause 2, page 38, General Appendix.

What Faults and Irregularities in connection with Overhead should be reported ?

See pages 45-47, General Appendix.

What should be done if aware of the following :—(a) Overhead disarranged or down ; (b) Foul of your Line ; or (c) Foul of adjoining Line ?

See page 46, General Appendix.

If an Employe has to go on the roof of a train or for any reason was close to Live Wire, what precautions ?

See pages 47-48, General Appendix.

Describe the Special Overhead-repair Signals ?

See pages 127-130, General Appendix.

What are the Instructions relating to Level Crossings re overhead conductors ?

See pages 234-238, General Appendix.

If you have to go under an Electric train, what precautions are necessary before doing so ?

See Regulation 24.

What precautions are necessary when coupling or uncoupling an Electric train ?

See Clause 2, page 405, and Clause (c), pages 423-424, General Appendix.

What are the Special Instructions relating to Emergency Controller Keys ?

See pages 472-473, General Appendix.

In the event of any failure or accident to the train, what precautions when bringing to a stand ?

See Regulation 247.

Circumstances may arise when it is not practicable to drive and brake train from same compartment, what precautions are taken ?

See page 479, General Appendix.

Rear portion of train disabled, front portion in order, or *vice versa*, what is done ?

See Regulations 244 and 247, also page 479, General Appendix.

(a) Train cannot be driven from front cab, but can be braked from there, what is done ? (i) Single unit ; (ii) Four Car train ; and (iii) Six Car Train ?

(b) When would it be necessary for employe to hold over Control Governor Switch ?

(c) If no employe available to hold over Control Governor Switch, what is done ?

(d) If train could not be braked from leading Cab, what would be done ?

(e) What is done if there are passengers on the train ?

(f) In any case of train failure, what is best to be done ?

(g) If assisted by another train, what is done ?

(h) How many motors would be working on combined trains ?

(i) What motors would be cut out, and from which cab would combined trains be driven ?

(j) If combined trains cannot be driven from the leading cab, but can be braked from such cab, what is done ?

(k) If combined train cannot be braked from leading cab, what is done ?

(l) Under what circumstances would Motorman request Guard to ride in front compartment of train ?

See pages 479-484, General Appendix.

Leading Motor defective—when does the instructions regarding pushing trains come into force?

See Clause (5), page 482, General Appendix.

If you are driving train from rear cab, when would you give it power after stopping at Station or Signal?

Sub-clause (c), page 482, General Appendix.

In the event of the Engine Driver or Electric Train Driver of a train becoming incapacitated, what are the Guards duties?

See Regulation 158, and pages 294-296, General Appendix.

If at any time the wheels become locked or jammed, what procedure is to be adopted—(a) Locked wheels are trailing; (b) Locked Wheels are leading; (c) if the wheels locked be other than leading or trailing; (d) if the Ganger is not present, what should be done before any following train is allowed over the Line; (e) what is the maximum permissible speed of following trains?

See page 483, General Appendix.

When marshalling the cars of Electric trains, may the Pantograph end of Motor Cars be placed together?

See page 384, General Appendix.

If an Electric Train be assisting another Electric Train, what precaution regarding the Pantographs if two came together?

See Clause (d), page 481, General Appendix.

SPECIAL RATES OF SPEED.

- (a) What is meant by the term maximum rate of speed?
- (b) May the maximum speed at any time be exceeded?
- (c) What will the maximum rate of speed be subject to?
- (d) If a Train runs in excess of the rate of speed allowed, should the fact be reported?

See Clauses 1, 2, 3, 9 and 10 of the Instructions in respect of the speed of Engines or Trains in the Working Time-table.

Where do you find the maximum rates of speeds for the various classes of engines ?

See Working Time-table.

What is provided to indicate the rate of speed allowed around curves ?

See Working Time-table.

What is the maximum rate of speed allowed—(a) Over Facing Point worked from a locking frame or otherwise securely fastened ; (b) over Facing Points held by hand ; (c) over Trailing Points.

(d) Terminal Stations—When train is passing the near end of platform ?

(e) Suburban Stations—Entering and passing through in foggy weather ?

(g) Single Lines—When entering a Crossing Station at which the train has to stop ?

(g) Tablet or Staff Stations—When staffs are exchanged by means of Automatic Staff Exchange apparatus ?

When exchanging tablet, or miniature staff by hand—
(i) When cane carrier is used ; (ii) When automatic staff exchange carrier is used ; when exchanging staff (ordinary type) or delivering ticket ; Rail Motor Trains ?

See Working Time-table.

(h) Crossing Stations—When backing a train over Level Crossing not provided with gates ?

(i) Examining Station — When approaching platform ?

(j) Single Line Working—When passing over Facing Points ?

(k) When Air Brake is wholly inoperative on a long falling gradient, or when approaching any station or Junction ?

See Working Time-table.

Special Trains not timed—At what rate of speed will they be run ?

See Regulation 169.

In clear weather, what rate of speed must not be exceeded when a Green Hand Signal waved slowly from side to side is observed ?

See Regulations 98-179, 265-274, and Working Time-table.

What rate of speed must not be exceeded when pushing trains—(a) On Running Lines ; (b) Around curves of less than 8 chain radius ; (c) Empty Trains when Guard leaves the leading vehicle to move the Points ?

See page 364, General Appendix and Working Time-table.

PUSHING TRAINS.

When is it permissible to push a train or portion of a train on a Running Line ?

See Regulation 201.

Where will Guard ride when vehicles are being pushed ? What are his duties ?

See Clause 4, page 364, General Appendix.

What precaution where pushing is authorised during darkness ?

See Clause 4, page 364, General Appendix.

What are your responsibilities respecting Fixed Signals when vehicles are being pushed ?

See Clause (5), page 364, General Appendix, and Clause (b), page 204, General Appendix.

If a Fixed Signal is controlled by Track Circuits, when would it assume the " Stop " position ?

See Clause (5), page 364, General Appendix, and

Clause (c), page 204, General Appendix.

What precaution when a Public Crossing (where gates are not provided) is to be fouled ?

See Clause (6), page 365, General Appendix ; also pages 239-240, General Appendix.

When may a Ballast Train be pushed ?

See Sub-sections (ii) and (viii), Clause (a), Regulation 201.

What are the Instructions governing the pushing of Ballast Trains, and how is the van to be weighted ?

See pages 364, 365 and 375, General Appendix.

SHUNTING IN STATION YARDS.

Before commencing Shunting operations who should be informed of what is about to be done ?

See Clause (1), page 201, General Appendix.

If the Station Yard be Interlocked, what is necessary when the Points (which the last vehicle has to clear) are not close to the Signal-box, and what is the Signaller's authority for altering the Points ?

See Regulation 82, and pages 201-202, General Appendix.

If two Engines are standing in such a position that the Driver of one might mistake the " Hand Signal " intended for the other—How would you act ?

See Clause (3), page 202, General Appendix.

May vehicles be shunted past a Fixed Signal in the " Stop " position ?

See Clause (d), page 203, General Appendix.

Where a Signal applies from more than one Siding—See question under the heading of Disc Signals.

When a Passenger train is to be taken out of running, from whom do you receive authority to shift the train ?

See Clause (9), pages 203-204, General Appendix.

If you were in charge of a train engaged in shunting at a Suburban Station by night, what are your duties ?

See page 207, General Appendix.

Define what is meant by the following :—(a) Loose Shunting ; (b) Double Shunting ; (c) Fly or Slip Shunting ?

See Regulation 71, and page 421, General Appendix.

(a) Can vehicles be Loose Shunted against Passenger or Mixed Trains, or against any vehicle containing passengers ?

(b) If you had several shunts to make, what precaution would be taken with first vehicle or set of vehicles ?

See Regulations 132 and 210 ; see also page 421, General Appendix.

What precautions before vehicles are moved or shunted into a Sub-station or Siding or Goods Sheds used for loading or unloading traffic ?

See Regulation 131, and page 422, General Appendix.

What is done regarding truck doors before Shunting operations are commenced ?

See Regulation 207, and Clause 3, page 435, General Appendix.

If a shunting movement is controlled by a " Fixed Signal," and such Signal is at " Proceed," when would the Driver be justified in moving ?

See Regulation 206.

If you were putting away loose carriages in a Depot or Siding, what precautions are necessary ?

See Clause (c), Regulation 206, and page 421, General Appendix.

What is your duty regarding vehicles which you leave standing in Sidings ?

See Clause (c), Regulations 207–208, and Clause " C," page 174, General Appendix.

What precautions are necessary when shunting at Incline Stations ?

See Clause (e), Regulation 207, and page 422, General Appendix.

When your train arrives at a Station or Siding, what precaution regarding Brakes before uncoupling the engine ?

See Regulations 203 and 204, and Rule 31, Appendix

(III) ; see also pages 318-319, General Appendix.

Who is responsible for security of Scotch Blocks, Points, and for the working of Signals at a Caretaker or No-one-in-Charge Stations ?

See Regulation 230, and pages 214-220, General Appendix ; see also page 221, General Appendix.

Note.—For Instructions respecting the use of Tail Ropes, see pages 426-428, General Appendix.

(a) If a Level Crossing is blocked by shunting, when would you cease shunting for the purpose of clearing the Crossing to permit of vehicular traffic being passed through ?

(b) If a man has not been placed at the Crossing to warn pedestrians, what are your duties ?

See pages 239-240, General Appendix.

Where do you find list of Level Crossings where Wig-Wag or Flashing Light Warning Signals are provided ?

If you observe any irregularity in the working of these Signals, to whom should you report the matter ?

See pages 241-242, General Appendix.

If you observe Drivers of vehicles failing to heed warnings displayed for their protection at level crossings, what action should you take ?

See page 231, General Appendix.

Where Fixed Signals are not provided to control the following movements over Interlocked Points, what will be the authority for the movement ?

(a) Where the Points lead from one Siding to another, or from a Running Line to a Siding ?

(b) Where the Points lead from a Siding to a Running Line ?

See Regulation 165, and pages 202-203, General Appendix.

When engaged in shunting at a Station, what is your authority for fouling the Running Line, either Inside or Outside the Home Signals ?

- (a) Where Fixed Signals are provided ?
- (b) Where Fixed Signals are not provided ?

See pages 666-667, General Appendix.

From whom will you obtain authority to leave vehicles stand on a Running Line, and what extra precautions at night ?

See Regulation 209, and Clause (h), Regulation 205.

At Stations where Passenger trains are permitted to stand overnight on a Running Line, what precautions are necessary ?

See page 319, General Appendix.

On certain trucks, light side chains are affixed for Shunters hand-hold whilst getting under buffers. Should such chains be left free ?

See pages 447 and 470, General Appendix.

If you had shunting to perform on Coal Gears or Elevated Roads—

- (a) May the engine run tender first ?
- (b) Must the vehicles be pushed up the grade ?
- (c) Is the Air Brake to be connected throughout ?
- (d) May vehicles be loose Shunted ?
- (e) Before placing the loaded vehicles, must the Gears be first cleared of empties ?
- (f) If your engine is unable to take the full compliment of vehicles, how act ?

(g) If when computing the tonnage you find that the load laid down for the engine is in excess to the extent of a portion of a truck, what is done ?

- (h) May a Tail Rope be used on Coal Gears ?

See pages 425-426, General Appendix.

WORKING OF TRAINS.

What does a Guard's Kit consist of, and what articles are to be carried in the vans of the various trains ?

See Regulations 186-187, and pages 72-78, 105 and 312-317, General Appendix.

Should the van on each train be equipped with a Drag Chain ?

In which portion of van should the Drag Chain be carried ?

See page 315, General Appendix.

What is the signal to start a train—(a) Passenger or Mixed, (1) by day, (2) by night ; (b) Goods train, (1) by day ; (2) by night ?

See Regulation 194, (b) and (h).

Two Guards with a train, who starts train ?

Regulation 194 (c).

What would be your duty in regard to Special trains on line, or Notices of special working, before starting your train, and at Changing Stations or Depots *en route*.

See Regulation 185.

If a vehicle be attached to, or detached from, your train, what is your duty respecting the Air Brake and Train Signals ?

See Regulation 187, (b) and (c), and Rule 23, Appendix (III).

When within Station Limits, from whom will you receive your orders ?

See Regulation 191, and Clause (e), Regulation 1.

What are your duties when your train is starting from or approaching Stations, or when approaching Fixed Signals, or other places where extra vigilance is required ?

See Clause (b), Regulation 199.

If it be necessary for you to stop the train, how would such be done ?

See Clause (c), Regulation 199 and page 605, General Appendix.

If the driver require the assistance of your Hand Brake, how will he make the request ?

See Clause (d), Regulation 199, Clause (b), Regulation 247.

What are your duties respecting the Train Signals after sunset or in foggy weather ?

(a) When your train is shunted into a Siding ?

(b) Immediately a train has been shunted from one Running Line to another ?

(c) Before the train recrosses to its proper Running Line ?

(d) Should it be necessary for the Engine or Motor Car to be detached ?

(e) What precaution if a portion of the train is removed ?

(f) If vehicles are shunted from a Siding to a Running Line or from one Running Line to another, and having to stand there ?

See Regulation 205, Clauses (a) to (h).

Before a train is shunted from one Running Line to another, what should the Driver do ?

See Clause (c), Regulation 205.

Single Lines—What are your duties respecting Train Signals—(a) If your train be waiting on a Running Line for a following train to pass ; (b) when, owing to short roads, your train has to be divided, what is done ; (c) what is the Driver's duty if your train be shunted for another train to cross ?

See Clause (i) to (k), Regulation 205.

A Goods Train is to be shunted to give another precedence on a Double Line, where should it be put ?

See Regulation 197.

(a) Unless special permission is given, by what trains are Travelling Cranes forwarded ?

(b) What are your duties before the Crane is attached to your train ?

(c) Should the Driver be informed that the Crane is being forwarded by the train ?

(d) What precaution at each stopping place on the journey ?

See Regulation 211.

What are your responsibilities respecting loading of exceptional character as regards dimensions or weight ?

See Regulation 213, and pages 449-451, General Appendix.

What is the maximum load gauge for Broad Gauge Lines ?

See pages 447-449, General Appendix.

What are the instructions regarding the conveyance of Loading exceeding the Gauge dimensions ?

See page 447, General Appendix.

If you observe or become aware of any irregularity in the working of Signals, or see cattle or other obstruction on the Line, what should you do at the first stopping place ?

See Regulations 68, 214 and 216.

When an unusual circumstance of any kind has occurred on the journey, what should you do before going off duty ?

See Regulation 216.

When you are riding in a train other than the train you are appointed to work, should you assist if instructed to do so ?

See Regulation 217.

If a complaint is made regarding the running of any carriage—(a) If it be a serious defect ; (b) if you have no reason to apprehend danger. How would you act ?

See Regulation 218, also Regulation 190.

If not otherwise instructed, where on a Goods train, would you attach passenger carriages ?

See Regulation 219.

When authority is given for Newspaper Parcels to be thrown from trains whilst passing through stations—(a) What is the maximum number of parcels ; (b) the maximum weight of any parcel ; (c) the rate of speed whilst parcels are being discharged ; (d) how would the Driver be aware of what is to be done ?

See Regulation 224, and pages 471–472, General Appendix.

May a train be run on any Running line outside Station limits without a Brake-van in the rear ?

See Regulation 232.

Are there any exceptions to the above Regulation—(a) In the case of a Goods train ; whenever practicable, what class of vehicle should be attached in the rear ; (b) what kit will you carry ; (c) what rate of speed must not be exceeded ; (d) in the case of all trains, what precaution regarding the Air and Hand-brake on rear vehicle, and what must be carried on the rear of such vehicle ?

See pages 460–470, General Appendix.

See also Clause 12, pages 281–286 General Appendix.

(a) May a disabled vehicle be hauled behind a train without authority ?

(b) If such authority is granted, what precautions are necessary ?

See Clauses 5 and 6, pages 465–466, General Appendix.

If trucks of Live Stock are attached to your train, what are your duties ?

What is necessary when Loads of Live Stock are received from other States ?

See Regulation 234.

When Rolling Stock, in a damaged condition, is received from another Railway, what would you do ?

See Regulation 235.

What precautions when trucks loaded with goods liable to be set on fire are not properly covered ?

See Regulation 236, and pages 442-446, General Appendix.

Should your train have to discharge or take up material in a Section, who should be informed before entering ?

See Regulation 237.

For Instructions respecting—(a) Classes of engines allowed to run over the various lines ; (b) Engine axle loads ; (c) Engine with only one Cow-catcher, running Tender first.

See Working Time-table.

For Instructions regarding engines assisting in front of trains, see Regulation 174 and Working Time-table.

For Instructions regarding engines assisting in rear of trains, see Regulation 173, and Working Time-table.

(a) If your train stop short or overrun a platform, when can it be moved forward or set back ?

(b) If the whole of the train overrun, when could you order Driver back ?

(c) If the rear of your train has passed a Fixed Signal in advance of a Station, where Three-position Signals are in use, what will be your authority for setting train back ?

See Regulation 176 and 244.

What whistles would the Driver give under the following circumstances :—(a) To recall the Guard when Driver is prepared to proceed, and Guard is protecting ; (b) Driver of Bank engine intimating to Train Driver that he has possession of Bank Engine Key ; (c) to gain the Guard's attention ; (d) Ballast trains before reducing speed when men are in the trucks ; (e) when train is divided ; (f) When Driver requires assistance of your Brake ; (g) when he requires to stop a train approaching on an opposite or parallel Line ; (h) to Indicate that train is out of control ?

See pages 304–307, General Appendix.

Note.—For Instructions respecting Sprags, Hand Scotches and the Lines on which they are used, and the Stations where kept, see pages 313–315, General Appendix.

Note.—For Instructions respecting Portable Telephones in Brake-vans, see pages 317–318, General Appendix.

At Single Line Crossing Stations, what is the correct method of crossing trains—(a) When two Express trains or two Passenger trains not booked to call, require to cross each other ; (b) when an Express or a Passenger train not booked to call require to cross a train which is booked to call, and which is running in opposite direction ; (c) when two Passenger trains (Express or otherwise) booked to call or two Mixed trains, or a Passenger (Express or otherwise) booked to call, and a Mixed train have to cross each other, state how such will be done ?

See pages 385–386, General Appendix.

Are there any exceptions to the above Instruction ?

See pages 387–388, General Appendix.

How would your Driver know that he was being turned direct into No. 2—(a) by day, (b) by night ?

See Clause 4, page 167, General Appendix.

What Road should an Express or Passenger train not booked to call be run through on ?—(a) Interlocked Stations ; (b) Non-interlocked Stations ?

See Clause 1, page 385, and page 386, General Appendix.

If trains are to be crossed at a Temporary Staff Station, not provided with Fixed Signals, what precaution will be taken—(a) Trains crossing during Daylight ; (b) Trains crossing at Night Time or in Foggy Weather ; (c) how will Up trains be signalled forward to the Station ; (d) Down trains?

See pages 388–390, General Appendix.

At Stations where your train is permitted to run through and set back towards a standing train, what are your duties ?

See Clause 5, page 390, General Appendix.

For instructions respecting the coupling of vehicles and Automatic Couplers and Ratchet geared hand brakes, see pages 403–420, General Appendix.

When vehicles are to be attached to a Passenger train, what are your duties ?

See Clause (c), pages 423–424, General Appendix.

What are your duties respecting the fastening of carriage and truck doors ?

See pages 432–435, General Appendix.

When a Mixed or Goods train is standing at a Station on a Running Line, and it is necessary to open swing side doors to load or unload goods, must you first obtain authority ?

See Regulation 128 ; see also page 435, General Appendix.

Can trains be started before time-table time ?—(a) Passenger train ; (b) Goods train ?

See Clauses (a) and (g), Regulation 194.

(a) What precaution will be taken by the Train-examiner if a vehicle be unfit to travel ?

(b) If a Red Card be attached to a vehicle on your train, what is done ?

See Clause (a), Regulation 233, and pages 452–454, General Appendix.

If a Red Card with a Black Cross thereon be attached, what would it mean?

See page 452, General Appendix.

When a Green Card is attached to a vehicle, what does it mean?

See Regulation 233 (b), and page 453, General Appendix.

When vehicles are Red or Green carded, should a Card be placed on each side?

See page 453, General Appendix.

If a truck be marked as follows, may it be attached to your train—(a) Cross in circle; (b) Number and class shown in spaces of a cross?

See page 454, General Appendix.

What is the standard Buffer height of trucks?

See pages 455–456, General Appendix.

If a vehicle has been derailed, when may it be put into traffic?

See Regulation 233 (d), and Clause 5, page 83, General Appendix.

If a vehicle on your train has a hot axle box, what is done?

See Clause 5, pages 458–460, General Appendix.

See also Instructions on pages 456–460, General Appendix, respecting damaged and derailed vehicles, hot axle boxes, etc.

What trains must be composed of Bogie vehicles only?

See Clause 1, page 297, General Appendix.

What trains must be composed of Bogie or both Bogie and six-wheeled vehicles?

See Clause 2, page 298, General Appendix.

On Lines where the maximum permissible rate of speed exceeds 45 miles per hour, what conditions apply to the use of "X.Y.Z.," "YZ" and "Z" Vans on Passenger trains?

See Sub-clause (b), Clause 2, page 298, General Appendix; Sub-clause (c), Clause 5, pages 381-382, General Appendix; and Clause 2, page 467, General Appendix.

(a) Should Four-wheeled vehicles be run on Passenger Trains?

(b) When permission is given for this to be done, what rate of speed must not be exceeded?

See Sub-clause (c), Clause 2, page 298, General Appendix.

Is it permissible to attach a Four-wheeled vehicle to a Twelve-wheeled vehicle fitted with old design of buffer plates (a) on a Passenger train? (b) On a Mixed train?

See Clause 4, page 298, General Appendix.

See also Clause 5, page 298, for illustrations showing standard and old designs of buffer plates.

(a) Is it permissible to attach trucks to Passenger trains?

See Clause 6, pages 298-299, General Appendix.

When authority is granted for the attaching of "UB" trucks to a passenger train, where should they be placed?

See Sub-clause (d), Clause 5, page 382, General Appendix; page 299, General Appendix, and Sub-clause (b), page 468, General Appendix.

Where should Passenger Cars be placed on Mixed trains?

See page 382, General Appendix.

Should trucks loaded with pigs be placed on Mixed trains?

See page 382, General Appendix.

Should Gas trucks charged with gas be attached to a passenger train?

See Clause (b), page 381, General Appendix.

Where should Pintsch Gas trucks be marshalled on Mixed and Goods trains ?

See Clause (b), page 381, General Appendix.

See also Clause (f), pages 382-383, General Appendix, in respect of the marshalling of High Capacity and Automatically coupled vehicles.

See also Clause (g), page 383, General Appendix, respecting the despatching and marshalling of Oil tank trucks.

Where should Workmen's Cars be marshalled on Mixed and Goods trains ?

See clause (g), page 383, General Appendix.

When marshalling Electric trains is it permissible to place the Pantograph ends of motor cars together ?

When an Electric train is being assisted by another such train and the Pantograph ends of the two trains are to be coupled together, what should be done with the rear Pantograph of leading train ?

See page 384, General Appendix.

See also page 384, General Appendix, respecting the marshalling of—

(a) Victorian vehicles with non-standard draw gear and South Australian vehicles.

(b) Horse Boxes.

(c) "Mallee" and "American" Cars and

(d) The use of Car-vans and Bogie-vans on Goods trains.

See also pages 466-468, General Appendix, for instructions *re* the trailing of a vehicle or vehicles behind the train Van of a Passenger, Mixed or Car-goods train.

See also pages 469-470, General Appendix, for Instructions respecting the running of Horse Box traffic between Spencer Street, Flinders Street and stations within the Electric area without a Brake-van in the rear.

What types of cars must not be attached to Goods trains?

See pages 212 and 384, General Appendix.

Under what conditions may Bogie cars of the "AE," "BE," "ABE," "AW," "BW," "ABW" and "BDSE" type be attached to Goods trains?

What is the vehicular limitation for a Car-goods train on which an "AW," "BW" or "ABW" car is attached?

See Instructions under vehicle limitations in Working Time-table.

Note.—For further particulars respecting the Marshalling of Trains, see pages 379–385, General Appendix.

If a Driver has not sufficient engine power to take his train over a section where there is a rising gradient, what should be done?

See page 268, General Appendix.

Explain the communication apparatus which is fitted to certain Passenger trains for Passengers to communicate with train crews?

See Rule (1), Appendix VIII.

(a) When the chain is pulled by a passenger, what will indicate the carriage in which the Chain has been pulled?

(b) Should you inform the Driver or Drivers if you have a carriage on your train which is fitted with Communication apparatus?

(c) What is the Driver's duty when he observes that the Communication Chain has been pulled?

(d) If you have reason to believe that the Chain has been pulled, but not noticed by the Driver, how would you act?

(e) When a train has been brought to a stand, and is not under the protection of Fixed Signals, should it be protected?

(f) By whom will it be protected—(i) Only one Guard is on the train, and (ii) if there be an Assistant Guard or Conductor on the train?

(g) What should be done respecting the red discs before restarting ?

(h) Should the matter be reported ?

See Rules (1), (2), (3) and (4), Appendix VIII, and pages 431-432, General Appendix.

For instructions respecting the working of Goods trains hauled by Electric Locomotives, see pages 268-272, General Appendix.

For instructions governing the operations of Rail Motor Trains, Rail Motor Inspection Cars, and Postal Motor Services, see pages 272-294, General Appendix.

See also pages 281-286, General Appendix, for instructions respecting the trailing of vehicles behind Petrol Electric or Brill Rail car units.

STAFF EXCHANGE BOX.

(a) What is the object of a Staff Exchange Box ?

(b) Who is responsible for the working of the Staff Exchange when a train is being worked through a Station under such conditions ?

(c) Should you be advised before entering the section, that the Station in advance will be Staff Exchange for your train ?

(d) For the purpose of facilitating the passage of trains worked under the Staff Exchange, should the Fireman bring the staff to you ?

See pages 222-226 and 657, General Appendix.

STAFF TICKET EXCHANGE BOX.

(a) What is the object of the Staff Ticket Exchange Box ?

(b) Does the authority to use the Staff Exchange Box include permission to use the Staff Ticket Exchange Box ?

(c) Describe a Staff Ticket Exchange Box.

(d) When the Staff Ticket Exchange Box is to be used, should you be advised before entering the section ?

(e) Should the Stationmaster at the Station where the Staff Ticket Exchange Box is to be used leave instructions for the Guard in respect to what the train is to travel on from that Section, i.e., Staff or Ticket; also in respect to Master Key, if left in Box?

(f) If Notice of Train Ahead is attached to Staff Ticket, what is done with it? and should Driver's signature be obtained for same on butt of form?

(g) If instructions left by Stationmaster state train is to travel on Ticket but (1) Staff is not in Box, (2) Staff in Box but no Staff Ticket. How act?

(h) For what trains is the Staff Ticket Exchange Box where provided, authorised?

See pages 226–228, General Appendix.

(a) At Flag stations, what is provided so that intending passengers can stop the train—(i) By day, (ii) during darkness?

(b) What are your duties before the train is again started?

(c) Should you enquire at the previous stopping Station whether there are passengers on your train for the Flag Station?

See Clause 5, pages 113–114, and page 218, General Appendix.

When may a Guard leave on completing journey—(a) Passenger train; (b) Goods train?

See Regulations 193 and 231.

Note.—For particulars respecting the Grades on the various lines, see Book of Gradients and Curves.

Note.—Particulars regarding the maximum loads (tonnage and vehicular) that may be hauled by locomotives of Goods trains over the various grade sections, and the general vehicular limitations of Goods and Mixed trains will be found in the Working Time-table.

Note.—The maximum loads of Passenger and Mixed trains together with the Running Schedules, will be found in the Working Time-table.

DOUBLE LINE TRAFFIC TRAINS STOPPED BY ACCIDENT, FAILURE, OBSTRUCTION, OR FROM ANY OTHER CAUSE.

An assisting engine becomes disabled on a Double Line, and is put into an intermediate siding, how will the Signalman in advance know, and how will engine be cleared from Siding ?

See pages 702-703, General Appendix.

If your train be stopped outside Fixed Signals, what are your duties ? (a) How should a train be protected ? (b) would it be necessary to protect if your train was standing at a Home Signal ; (c) is it necessary to proceed further than the first Signal-box operating on that line ; (d) if there is a Tunnel within the prescribed distance ?

See Regulation 239, and pages 436-437, General Appendix.

In case of Engine Failure on Double Line, how is Relief obtained ? (a) If the rear Signal-box is nearest ; (b) if when going back for assistance you arrive at an Intermediate Station having telephone communication ; (c) if your engine is able to run forward ; (d) if the defect be of such a nature that the Relief Engine (obtained from rear) has to return to that Station, what precaution before entering ; (e) if the Signal-box in advance be nearer, or if there be an Intermediate Station in advance, having telephone communication, and such Station is nearer, how will Relief be obtained from rear ; (f) if Relief is obtained from rear, from what point will you accompany the Relief—(1) if you have arrived back at the rear Signal-box ; (2) if Relief has been arranged from an Intermediate Station in rear ; (3) if you are protecting your train and the Station in advance has arranged for the Relief to enter from rear ?

See Regulation 239 (f), (g), (h), (i), and Rule 16, Appendix IV.

In the event of an Engine Failure and assistance is to be obtained from advance—(a) How will the obstruction be

protected—(1) in advance, (2) in rear ; (b) who will go forward for assistance ; (c) if the disabled train is a Passenger and the leading cars are fit to run, how would you act ?

See Regulations 239 and 243.

If the disabled train be an Electric, how will assistance be obtained—(a) From rear ; (b) from advance ?

See Clauses (a), (f), Regulation 239, and (h) and (i), Regulation 243.

(a) If your train was disabled in section, and you were protecting in rear, and Relief is obtained from advance, when would you rejoin your train, and what would you do regarding the most distant detonators ?

(b) If recalled before you reach the prescribed distance, what must be done respecting the detonators ?

See Clause (j), Regulation 239.

Suppose Driver makes mistake in sending to advance for Relief, or he has effected repairs to the Engine, when could he allow train to move forward ?

See second paragraph, Clause (h), Regulation 243.

Note.—For further Instructions respecting passenger trains assisting in the rear of a stalled or disabled train see pages 474-476, General Appendix.

If an accident happens to your train and fouls the opposite Line or any parallel Line, how is obstruction protected ?

(a) If Engine Driver can uncouple and take Engine forward ;

(b) If Engine is disabled, but crew are alright ; (c) if Driver has gone forward, and is not aware of the accident ?

See Regulations 239-240 (a), (b); and Regulation 241.

What would a Red Head Light outside Station limits mean on a Double Line ?

See Clause (a), Regulation 240.

For some reason you require to divide your train on a Double Line Section—(a) Where will your Wrong Line Order be directed to if first place ahead has crossover but no Siding,

and Main Line cannot be used ; (b) first place neither cross-over or Siding ; (c) how will Driver know when he is returning on Wrong Line when rear portion was left— (1) by day, (2) by night ; (d) the first portion of train cannot be put away at first block post in advance, would it become a complete train forward to next post ahead ; (e) who rides on last vehicle ; (f) if Driver went away without your Wrong Line Order, how would Line be cleared ?

See Regulations 239 and 243.

Are there any Sections wherein trains are not to be divided, but assistance must be obtained ?

See pages 706 and 749-750, General Appendix.

(a) Is Wrong Line running back to Station in rear permissible ?

(b) If a Wrong Line movement was desired, what would be your authority, and how obtain it ?

(c) In the event of it being necessary for your train to return to a Station in a Three-position area, what arrangements are made *re* protecting the movement ?

(d) In the event of no competent man being available to protect (as per last question), who would perform such duty ?

(e) If it be necessary for two or more trains to return, would one order suffice ?

(f) If Catch Points in Running Line and Wrong Line movement in progress, what precautions ?

See Regulations 201, 244 and 246 ; see also Form C, page 173, Book of Rules.

Where do you find list of places where Catch Points exist in the Running Line ?

See page 309, General Appendix.

If it should be necessary for portion of a train to be left on a Running Line and Engine have to return on Wrong Line for rear portion, what action should be taken if Catch Points exist in the running line over which the Engine will have to pass when returning.

See Clause 2, page 309, General Appendix.

WORKING TRAFFIC OF DOUBLE LINE OVER SINGLE LINE.

(a) How is traffic of a Double Line worked over a Single Line during Obstruction or Repairs ?

(i) Who appoints the Pilotman ?

(ii) How is he distinguished ?

(iii) How many forms would be required for the operation ?

(b) If there are two or more trains in one given direction, how would they be despatched ?

(c) Is a special engine is supplied for the use of the Pilotman, where will he ride ?

(i) If attached to the front of the train ?

(ii) If trains are to proceed through the Section and be followed by the special engine ?

(d) Must the Pilotman show himself when passing Intermediate Signal-boxes ?

(e) Should the Pilotman inform the Driver and Guard or Guards of each train that Single Line is being worked, and the length of the Pilotman's Section ?

(f) How is the obstructed Line protected, and what is done regarding the Distant Signal applicable to the Line upon which the Single Line Working is in operation ?

(g) How will you know that Single Line Working is in operation before arriving at the Pilotman's Terminal ?

(h) Where the Block Telegraph System is in operation, what signal will all trains approaching the Pilotman's Terminal be accepted under ?

(i) What precaution when the Instruments have failed or where Automatic Signalling is in operation ?

(j) What will be the length of a Pilotman's Section, and what precaution if a Crossover be used which is not protected by Fixed Signals ?

See Regulations 250-251 and 252.

Would Block Working be maintained on ordinary Block Section ?

See Regulation 253, and Rule 18, Appendix IV.

Must the Pilotman first obtain the Signalman's permission before he despatches a train ?

See Clause (b), Regulation 254.

(a) If it be necessary to appoint a Flagman to Signal trains off the Single Line on to the Proper Line, what will be his duties ?

(b) What will be a Driver's authority for passing the Home Signal controlling the exit from the obstructed Line ?

See Regulation 254, Clause (c).

What will be a Driver's authority for entering a Pilotman Section ?

See Clause (c), Regulation 252.

How are Intermediate Signals in Pilotman's Section to be worked ?

See Clause (d), Regulation 254.

(a) Where Automatic Signalling is in force, how will a proper space interval be maintained between following trains ?

(i) In right direction ?

(ii) In wrong direction ?

(b) If two trains in wrong direction, should the Driver be instructed as to whether his train has been preceded by another ?

See Clause (f), Regulation 254.

(a) When both lines are blocked, how is traffic to be worked when necessary ? (b) How is through working established when one Line is cleared ?

See Regulation 255.

What rate of speed will trains travel at when passing over Pilotman's Section, and what Head Signal is carried at night or during fog ?

See Regulation 256.

What precaution regarding Facing Points in the Pilotman's Section, and what rate of Speed when passing over such Points ?

See Regulation 257 and 259.

What precaution if Catch Points exist in the Section, and would the Pilotman's Form show the whereabouts of such points ?

See Regulation 258, and copy of form, page 198, Book of Rules and Regulations.

How do Pilotmen exchange duty, and who is authorised to make the change ?

See Regulation 260.

If a train become disabled in the Pilotman's Section, how would you act ? (a) Accompanied by Pilotman ; (b) Unaccompanied ?

See Regulation 261.

Suppose through inability of engine to haul the train it was necessary to divide, what would be the Driver's authority for returning, for rear portion ? (a) Accompanied by Pilotman ; (b) Unaccompanied ?

See Regulation 261.

(a) Who should cancel Single Line Working, and how many Forms are required ?

(b) What is the Pilotman's last duty in regard to train running ?

See Regulation 262.

DOUBLE LINE BLOCK.

(a) What is the object of Double Line Block System of Signalling ?

(b) Does this System of Signalling dispense with the necessity of the use of Fixed Hand or Detonating Signals ?

See Clause (a), Rule 1, Appendix IV.

What is the normal position of Fixed Signals—(a) At a Block Post ; (b) at Stations or Sidings intermediate to Block Posts ?

See Clause (b), Rule 1, Appendix IV.

When could a Signalman accept a train without warning—
 (a) If the Station be a Terminal; (b) if an Intermediate Block Post; (c) if it be a Junction Station?

See Rule 4, Appendix IV, and page 677, General Appendix.

Station "B" is Double Line Junction Station, when could the Signalman give Line Clear for a train to approach—
 (a) From "A" to "C"; (b) if a train is standing at the Starting Signal towards "C," could a following train be accepted from "A" if Line Clear had been given to "C"; if Line Clear had not been given to "C," and the Line was clear towards "D," could such train be accepted; (c) could train be accepted by "B" from "C" and "D," at the one time; (d) if a train is approaching ("B" from "C"), and the Signalman at "B" desires to allow a train from "D" precede the one from "C," when could he give Line Clear for the train to approach from "D"?

See Clause (e) to (i), Rule 4, Appendix IV., and sketch on page 285, Book of Rules and Regulations.

(a) How would your Driver be warned if Signalman receives Section Clear, but Station or Junction Blocked Signal—(i) If train has not passed Signal-box; (ii) if passed Signal-box, and is proceeding towards the Starting or Advanced Starting Signal?

(b) Is the use of the 1-5 Signal permitted in Foggy Weather?

See Rule 6, Appendix IV, and Clause (c), Regulation 250.

If a Signalman desires to obstruct the Line outside the Home Signal, what precautions will he adopt, and what will be his authority to obstruct the Line?

See Rule 15, Appendix IV, and Regulation 209, Clause (c).

(a) If a train should pass a Signal-box without the proper Tail Signal, what action is taken by the Signalman?

(b) If your train when proceeding from Station "A" to "C," passed through "B" minus a Tail Signal, and prior to the arrival of such train at "C," it is desired to despatch a train from "A" to "B," how will this be done?
See Rule 21, Appendix IV.

In the event of any failure of the Block Instruments—
(a) How is traffic conducted; (b) how would you know if failure existed; (c) what interval is preserved between trains when Instruments have failed—(i) If the running time for Section is four minutes; (ii) if the running time be eight minutes; (iii) what would interval be in the above Sections if a Tunnel intervenes; (d) what precautions are taken to prevent the resumption of Block Working whilst a train is in the Section on Time Interval?

See Rule 27, Appendix IV.

PERMISSIVE BLOCK SYSTEM.

(a) What is the object of Permissive Block System of Signalling?

(b) Whenever a Passenger or Mixed train is allowed in a Section ordinarily worked under permissive System, would such Passenger or Mixed be dealt with under the Absolute Block Rules?

See Rule 35, Appendix IV, and Clause 1, page 618, General Appendix.

How will a Driver be advised when the Section is occupied by a preceding train, and how will the Signaller convey such information to you?

See Sub-clauses (b) and (c), page 619, General Appendix.

If a Calling-on be provided, would it be necessary for the Signaller to verbally caution the Driver or indicate to you by Green Hand Signal when the Section is occupied by a preceding train?

See Sub-clause (d), page 619, General Appendix.

If your train is stopped at a Home Signal or on any portion of a Line worked under the Permissive Block System, what are your duties—(i) During foggy weather; (ii) in clear weather?

See Clause 6, page 620, General Appendix.

If your train is a Passenger or Mixed train, how would you protect if stopped on any portion of a Section ordinarily worked under the Permissive Block System ?

See note on page 621, General Appendix, and paragraph (a) of Clause 1, page 620, General Appendix.

What is the maximum rate of speed when passing through a Permissive Block Section—(a) Clear weather ; (b) Foggy weather, or when from any other cause a distant view cannot be obtained ?

See Clause 7, page 621, General Appendix ; see also Regulation 170.

ELECTRIC STAFF AND TABLET.

(a) What is the object of Electric Staff and Tablet Working ?

(b) Can more than one Staff or Tablet be out of the Instrument for the same Section at the same time ?

(c) Does the Electric Staff or Tablet System dispense with the necessity of the use of Fixed, Hand and Detonating Signals ?

(d) Two Engines are on your train, which Driver receives the Staff or Tablet ?

(e) On receipt of the Staff or Tablet, would that be sufficient authority for a Driver to proceed ?

(f) How will the Driver know that he has possession of the correct Staff or Tablet for the Section ?

(g) What is the normal position of Fixed Signals—(i) At Staff or Tablet Stations ; (ii) Stations Intermediate in a Staff or Tablet Section ?

(h) When trains which have to cross each other are approaching a Staff or Tablet Station at the same time in opposite directions, how are the Signals to be worked ?

See Rule 1, Appendix VII, and page 10, General Appendix.

When could Line Clear be given for a train to approach—(a) At a Staff Station which is not a crossing place ; (b) at crossing Terminal or Junction Station ?

See Rule 4, Appendix VII.

A train is going out into Section to do work there, could it return without completing Section—(a) Ballast train ; (b) Goods train ; (c) how will Signalman know train requires to return ; (d) if no Intermediate Siding in Section, where Engine could run round, could train be pushed back after completing work ?

See Regulation 201, Sub-section 2, Regulation 237, and Rule 10, Appendix VII.

Is it necessary under this System that your train cross another where booked ?

See Rule 13b, Appendix VII.

If a Signalman desire to obstruct the Line outside Home Signal, what precautions would he take—(a) In clear weather, if Section was unoccupied ; (b) Section unoccupied, but foggy weather conditions prevailing ; (c) if train in Section, but going away from the Station desiring to obstruct the Line, and such train was proceeding through the Section ; (d) if a train was proceeding to an Intermediate Siding, or to an intermediate point in Section, and return, what precautions if the Signalman desired to obstruct the Line outside the Home Signal before such train returned ?

See Rules 15 and 18, Appendix VII.

Your Engine becomes disabled in a Staff or Tablet Section—(a) How will Relief be obtained ; (b) if obtained from where the Fireman goes ; (c) if the Station where the Fireman goes is unable to provide Relief, what arrangements will be made so that Relief can enter from the opposite end ; (d) when would the Staff be handed over to the Signalman in both cases ; (e) how is train protected ; (f) in the event of a total failure of a train worked by two men, how will Relief be obtained ?

See Rule 16, Appendix VII, and Regulation 239.

If your train is stopped in Section through Washaway or Land Slip, for example, how is traffic conducted to each side, and when would the Staff be delivered to Signalman ?

See Clauses (a) and (b), Rule 16a, Appendix VII.

Suppose a train accident was to occur between Stations, obstructing the Line—(a) What arrangements for Relief are entered upon for Relief towards rear ; (b) towards front side ; (c) what is a Relief Engine Driver's authority for entering Section, front of obstruction on first trip ; (d) how is obstructing train protected on each side ; (e) if Pilot-working up to point of obstruction had been arranged, would it be necessary to issue Cancellation Forms when Pilot-working was being withdrawn ; (f) when Line is clear, when can the first through train pass the late point of obstruction ?

See Rule 16a, Appendix VII.

For some reason, your train requires to be divided—(a) What is Driver's authority to return for rear portion ; (b) rear Banking engine on your train, what extra precaution ; (c) what precautions are taken for protection ; (d) Bank Engine in rear of train fails, could the first portion be put into an Intermediate Siding, if one available ; (e) two engines in front assisting engine fails, could it be put in Intermediate Siding ; (f) train engine fails, and is put into Siding, what will be done ; (g) if rear engine fails and is left in Section, how will it be relieved ?

See Rule 16b, Appendix VII, and pages 702–703, General Appendix ; see also Regulation 239.

Your train passes a Station without proper Tail Signal :—

(a) When can next train follow ; (b) go in opposite direction ;
(c) If portion of train left on Line, how cleared ?

See Rule 16 and 21, Appendix VII.

If the Staff Instruments for a Section fail, how is traffic worked—(a) Who appoints the Pilotman ; (b) how many Forms are used ; (c) how will you know that Pilot-working is an operation before entering the Section ; (d) if there are two or more trains in one given direction, how will they be despatched ; (e) what will be Driver's authority for entering the Pilotman's Section ; (f) if your train became disabled in Section, what arrangements would be made to clear the line—(i) train accompanied by Pilotman ; (ii) unaccompanied ; (g) if your train required to stop to work at an Inter-

mediate Siding at which there are no Fixed Signals, should the Pilotman accompany train; (h) if all communication has failed, what interval is preserved between trains; (i) when can Pilot-working be cancelled, and how many Cancellation Forms are required; (j) suppose through some reason your train requires to be divided, what is Driver's authority to return—(i) accompanied by Pilotman; (ii) unaccompanied; (k) if your train required to work at an Intermediate Siding (Staff locked), and the Pilotman did not have a Staff in his possession, what arrangements would be made?

See Rule 16c, and Rule 27, Appendix VII.

If a Tablet or Staff is damaged or lost, what arrangements are made to conduct the traffic?

See Rule 27, and Rule 36, Appendix VII.

See also pages 684–698, General Appendix, for Special Instructions in respect to the suspension of the Electric Train Tablet or Electric Train Staff Block System, and issue of Proceed Orders.

BANK ENGINE KEY.

(a) What is the object of the Bank Engine Key?

(b) Where is the Key normally secured?

(c) What effect has its withdrawal on Instruments for Section?

(d) When can Key be returned to lock?

(e) If Bank Engine fails, when assisting the train, what action is taken?

(f) If Bank Engine fails when returning to Banking Station, how will relief be obtained—(i) from rear; (ii) from front?

(g) If train Engine fail, and Bank engine be unable to propel, what would be done?

(h) If Key is lost, what arrangements will be made to conduct the traffic?

See Rules 27, 38 and 39, Appendix VII, and Clause (c), Rule 16b, Appendix VII.

If train is assisted by engine in rear, and such engine was required to run right through Section, would the Key be used?

See Clause (c), Rule 38, and Rule 7, Appendix VII.

For Special Instructions in respect to the working of an Unattended Siding, Junction or Station equipped with an Intermediate Electric Staff Instrument, see pages 649-655, General Appendix.

COMPOSITE ELECTRIC STAFF.

(a) What is the object of a Composite Electric Staff, and how is it accomplished?

(b) How many portions can the Staff be divided into?

(c) There are three trains to travel over the Section, and before the first arrives at the Staff Station in advance, the third train is timed to leave the Staff Station in rear, how will this be done?

(d) Three trains as above, what will the Driver of each train carry?

See pages 641-653, General Appendix.

Note.—For instructions respecting obtaining Relief for a disabled engine travelling on portion of a Composite Electric Staff, see pages 649-653, General Appendix.

Where do you find the Instructions in respect to Guards acting as Signalmen at Intermediate Block Posts in Electric Staff Sections where the Composite Staff is in use?

Can more than one Block Post in any one Staff Section be worked under this arrangement?

When two trains are to travel in succession through the Staff Section—

(a) What is the duty of the Guard of the first train before departing from the Intermediate Block Post?

(b) Duty of Guard of second train?

When three trains have to travel in succession through the Staff Section, what are the duties of the Guards on the three Trains before departing from the Block Post?

Where Fixed Signals are provided at the Block Post should the Signals be placed at the stop position ; if placed at Stop when should they be placed at Proceed ?

If no Fixed Signals are provided and train is delayed after " Acre " has been sent, what should be done ?

If telephone instrument fails, when could train be allowed to proceed and what should be issued to Driver ?

Should messages exchanged be entered in the Train Register Book ?

See pages 648-649, General Appendix.

See also pages 436-437, General Appendix, in respect to the protection of trains travelling on a " Notice of Train Ahead " or when Time Interval System is being worked.

SPECIAL POINT LOCKS.

(a) Are you acquainted with the working of Annett Tablet and Staff Locks ?

(b) What is the Key for each ?

(c) How must the points be set before Key can be withdrawn from lock ?

(d) Would it be necessary to test for defects, after Key had been withdrawn from lock ?

(e) If a defect is discovered, what action is taken ?

(f) Suppose your train required to shunt at a Station or Siding, where the points are secured by a Special Lock, how would you act—(i) Annett lock ; (ii) Staff lock ; (iii) Tablet lock ?

(g) Are the points in Main Line and Catch Points, Derail Block, or Safety Points in Siding always rodded together, and worked from one lever ?

(h) Before giving the usual Hand Signal for Shunting to commence, should you observe that the Points are properly set ?

(i) Should you be careful to observe that the last vehicle or engine has passed clear of the Catch Points or Derail before restoring Lever to Normal ?

(j) After shunting is completed, what is your duty regarding the Key ?

(k) If you were unable to restore the Points to normal so that Key could be withdrawn, in what way could the Fireman assist ?

(l) At Stations where Signal Levers are situated on the Platform, and one or more sets of Points are secured by Annett lock with duplicate lock on the Signal Lever, where would the Key be kept, and from whom would you obtain the Key for shunting purposes ?

See General Appendix, pages 172-178.

PLUNGER LOCKING.

(a) What system of Locking is provided at Non-interlocked Crossing and Terminal Stations on Single Lines ?

(b) If you were instructed to turn a train direct into No. 2 how would you act ?

(c) Before permission is given for a train to depart from No. 2, what should be done regarding the Plunger ?

(d) If the Signalman be unable to lower the Home Signal from the Quadrant Lever on the Platform, what will be the most likely cause ?

(e) If Plunger Locking is provided at Caretaker or No-one-in-charge Stations, who would be responsible for the working of Signals and the Plunger ?

See pages 166-169, General Appendix.

SINGLE LINE BLOCK.

(a) What is the object of Single Line Block ?

(b) On Sections where the Single Line Block Telegraph is worked in conjunction with the Staff and Ticket System, which is the subordinate System ?

(c) Does the signalling of trains under this System dispense with the use of Fixed, Hand, or Detonating Signals ?

(d) What is the normal position of Fixed Signals—(i) At Staff Stations ; (ii) at Intermediate Block Telegraph Stations ?

(e) When a train is approaching a Train Staff Station or Intermediate Block Post, and Line Clear has not been obtained for such train from Station in advance, how will the Fixed Signals be worked ?

See note above, Rule 1, Appendix VI ; see also Rule 1, Appendix VI.

What should be in the Signalman's possession before asking for Line Clear for a train to proceed from a Staff Station ?

See paragraph VI, Rule 3, Appendix VI.

When may trains be accepted—(a) At a Station which is not a Staff Station, or Staff Stations, which are not crossing places ; (b) at a Crossing Terminal or Junction Station ?

See Rule 4, Appendix VI.

Stations " A " and " C " are Staff Stations, and " B " an Intermediate Block Post, two trains are to be despatched from " A " for " C "—(a) To which Station will the Staff Ticket be made out ; (b) when will the second train be permitted to depart ?

See Rules (3) and (4), Appendix VI, Rule 9, Appendix II, and form of Ticket, page 229, Book of Rules and Regulations.

When may the Train Arrival Signal be sent—(a) At an Intermediate Block Post or Staff Station, which is not a Crossing place ; (b) at a Crossing Terminal or Junction Station ; (c) if the last vehicle of your train does not pass the Signal-box, what information must you give the Signalman, so that the Arrival Signal can be sent ?

See Rule 12, Appendix VI, and Regulation 198.

If the Signalman desired to obstruct the Line outside Home Signal in absence of Staff—(a) What would be his authority ; (b) can the Blocking Back Signal be used in foggy weather ; (c) if train in Section, but going away from Station, desiring to obstruct the Line, and such train was proceeding through Section, could the Line be obstructed before Train Arrival was received ; (d) if Line was still obstructed when Train Arrival was received, what would the Signalman do ;

(e) if a train was proceeding to an Intermediate Siding, or to an Intermediate point in Section and return, what precautions are necessary should the Signaller desire to obstruct the Line outside Home Signal before such train returned ?

See Rule 15, Appendix VI.

If a train passes without a Tail Signal, what action is taken ?

See Rule 21, Appendix VI.

When could an Intermediate Block Post be switched in ?

See Rule 26, Appendix VI.

Should a failure of Instruments occur, how will the traffic be conducted, and what precaution is taken to prevent the resumption of Block Working whilst a train is in the Section on Time Interval ?

See Rule 27, Appendix VI, and Form on page 380, Book of Rules.

STAFF AND TICKET.

What is the object of Staff and Ticket Systems ?

See Rule 1, Appendix II.

What is the normal position of Fixed Signals at a Staff Station ?

See Rule 3, Appendix II.

When a train is approaching a Staff Station, and the Staff for the forward Section is not at the Station, or the Section ahead is occupied, how will the train be signalled ?

See Rule 4, Appendix II.

When will your train be despatched on Ticket ?

See Rule 9, Appendix II.

Two trains in one direction—(a) First train is despatched on Ticket, when can second train depart, and what Code Messages will be exchanged ; (b) if communication fails, when can second train depart and what will driver receive in addition to Staff ?

See Clause 2, pages 541–542, General Appendix, and Rule 23, Appendix II.

(a) On receipt of Staff or Ticket, would that be sufficient authority for Driver to proceed ?

(b) How would Driver know that he has the correct Staff for the Section ?

See Rule 10, Appendix II ; see also Regulation 194.

(a) Will the Staff for one Section operate the Ticket-boxes for the adjoining Sections ?

(b) Before a Staff can be withdrawn from the lock, must the book of Tickets be restored to the Box and the lid closed ?

See Rule 12, Appendix II, and Clause 9, page 555, General Appendix.

How would you know if your train was being turned direct into No. 2 Road at a Staff Station where only one Home Signal was provided ?

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

Is it your duty to ascertain whether your train is travelling on Staff or Ticket ?

See Clause (e), page 547, General Appendix.

If at Caretaker or No-one-in-charge Stations, Fixed Signals are provided, when should such Signals be put to Stop ?

See Clause (2), pages 214 and 217, General Appendix.

Should a train remain stationary for an unusual length of time at Stations on Double Lines and at Stations on Single Lines when travelling on a Train Staff Ticket, Train Section Order or Ticket portion of a Composite Electric Staff, what action must Guard take ?

See Clause 4, page 133, General Appendix.

(a) If train Staff is lost, how will traffic be conducted till found, or substitute Staff provided ?

(b) If Pilot-working instituted, how will Intermediate Staff locked Sidings be worked?

See Rule 14, Appendix II.

If a train Staff is broken, and it necessitates the Institution of Pilot-working, can the broken Staff be used for one journey to Institute?

See Sub-clause (d), Clause 10, page 681, General Appendix.

Should it be necessary to obstruct the Single Line outside Home Signal, what precautions are taken, and what Code Messages will be exchanged—(a) If Staff at Station; (b) Staff at the opposite end; (c) Train is in Section on Staff, but going away from the Station, desirous of obstructing the Line; (d) Can the Single Line be obstructed in the absence of the Staff in Foggy Weather; (e) if the District Superintendent has been requested to suspend the Staff and Ticket System and authorise the issue of a Line Clear Report, when can the Single Line be obstructed?

See Clause 7, pages 548–550, General Appendix.

Engine on rear of train, permission for working granted, rear engine assists up to certain point in Section, and then returns, what will train engine and assisting engine each be carrying?

See Rule 15, Appendix II.

Your train is stopped in Section through engine failure, how will relief be obtained—(a) If travelling on Staff; (b) if on Ticket, how obtain relief, instancing from front and rear; (c) how is train to be protected; (d) if Driver's order sent to advance, when on Ticket and Relief, has to be arranged on Staff from rear, when can train be moved?

See Rule 16, Appendix II, and Regulation 239.

Your train is stopped in Section through accident or inability of the engine to take the whole forward, load has to be divided, what action will be taken to clear the Line—(a) If on Ticket, what will be the Driver's authority to return; (b) if

on Staff; (c) how will the Driver know when nearing the rear part on the return—(i) by day; (ii) during darkness or foggy weather?

See Regulation 243 and Rule 17, Appendix II.

There is an obstruction in Section—(a) How is traffic worked up to it on each side; (b) how is relief obtained if obstruction is caused by a train—(i) from advance; (ii) from rear; (c) who protects the respective sides of obstruction after Relief is obtained; (d) what means do they adopt for safety when going for Relief?

If the obstruction is caused by Landslip, Floods or similar cause, what action will be taken—(a) If on Staff; (b) if on Ticket?

Rule 18, Appendix II, and Regulation 239.

During Pilot-working your train is the first one of two in one given direction, train has to be divided, what is Driver's authority to return for rear portion?

See Rule 19, Appendix II.

May a Ballast or Water train stop to work in Section—
(a) If on Staff; (b) if on Ticket?

See Rule 20, Appendix II.

(a) If your train should pass with the Tail Signal missing or out, how will the Signaller act?

(b) When may the next train pass over the Section in either direction between the Signal-box which sent the Signal and the Signal-box in rear?

(c) If it be found that a portion of the train is left behind, how will the Section be cleared?

See Clause 6, pages 547–548, General Appendix, and Rule 16, Appendix II.

Is it necessary at certain Stations for the Guard to advise the Station in rear, that his train has arrived complete?

See Clause 3, pages 543–545, General Appendix.

For the purpose of facilitating the passage of trains in one direction over a Staff and Ticket Section an Intermediate Telephone Block Post, "To be worked by Guard," is opened—(a) What will be your duty; (b) will it be necessary for you to be supplied with a Notice of train Ahead Book; (c) how will you know prior to entering the Section that the Intermediate Block Post is to be opened?

See Clause 3, pages 543–545, General Appendix; also Rule 23, Appendix II.

LINE CLEAR REPORT.

What would lead to a suspension of the Staff and Ticket System—(a) Who authorises the issue and who issues the Line Clear Report; (b) how would you know if travelling on Line Clear Report; (c) how many trains does the Line Clear Report cover; (d) your train is travelling on Line Clear Report, load has to be divided, what will be Driver's authority to return; (e) train travelling on Line Clear Report, engine breaks down, how obtain Relief; (f) suppose a train accident to occur between Stations, obstructing the Line, and such train is travelling on Line Clear Report—(i) what arrangements for relief are entered upon for relief towards rear; towards front side; (iii) what is Relief Engine's Driver's authority for entering Section rear of obstruction on first trip; (iv) how is obstructing train protected on each side?

See Rules 24 to 37, Appendix II, and Clause 10, page 555, General Appendix.

MASTER KEY.

Your train is travelling on Ticket, and Shunting has to be performed at the intermediate Stations—(a) How will the points be operated; (b) who carries the Master Key; (c) after Shunting is completed, who hands Driver the Master Key; (d) when may another train follow yours when you have the Key; (e) if Telegraph or Telephone fails, what precautions are taken regarding following train?

See Rule 21, Appendix II, and pages 550–554, General Appendix.

CONVEYANCE OF EXPLOSIVES.

- (a) How do you know that a vehicle contains Explosives ?
- (b) May loaded Powder Van be forwarded by Passenger or Mixed Trains ?
- (c) How many loaded Powder Vans may be attached to any Goods train at any one time ?
- (d) What is the aggregate weight of Explosives that may be forwarded in Powder Van by any Goods train at any one time ?
- (e) How must aggregate weight be divided into lots, if over 5 tons ?
- (f) A Portable Magazine containing Explosives is consigned to a No-one-in-charge Station, what precautions before unloading such magazine ?
- (g) What precaution is necessary when a van containing Explosives remains on hand at a Station overnight or on Sunday ?
- (h) Can vehicles containing Explosives be loose shunted, or may vehicles be loose shunted, against vehicles containing Explosives ?
- (i) May goods other than Explosives be carried in Powder Vans ?
- (j) Can Explosives be carried by Goods or Mixed trains in trucks with ordinary Goods ?
- (k) Are Mixed Trains to carry Explosives if they could be forwarded without delay by Goods Trains ?
- (l) Can Explosives and Detonators both be carried by same train, not including a Powder train ?
- (m) What is the maximum quantity to be carried by Ordinary Goods or Mixed Trains ?
- (n) If on Goods, with car attached, or Mixed Train, how many vehicles between Engine and Vehicle and Carriage and Vehicle, or between any two trucks, containing Explosives ?
- (i) If Carrying over 300 lb. or 10,000 Detonators ?
- (ii) If carrying under 300 lb. or 10,000 Detonators ?

(o) If an accident happens to a train by which Explosives or Dangerous Goods are conveyed, what precautions would you take ?

(p) May any Explosive be carried by Passenger trains ?

(q) When unloading Explosives from Powder Vans, should the Magazine Slippers be used ?

(r) May the Slippers be worn outside the Van ?

(s) May Detonators be placed in the same vehicle with other Explosives ?

(t) When axle boxes show signs of heat when vehicles contain Explosives, what is to be done ?

(u) If a vehicle is detached from your train at any point short of its destination, should the Stationmaster at the Station where the vehicle is detached be informed ?

See Rules 1 to 13, Appendix I, and pages 532-538, General Appendix.

BRAKE ORDERS.

Give a general description of the Automatic Air Brake.

See Rule 1, Appendix III.

(a) How will Driver know Brake equipment of train before starting ?

(b) If shunting performed on the journey, should the Driver be advised whether the attaching or detaching of such vehicle will affect the working of the Air Brake ?

See Rule 5, Appendix III.

(a) If practicable, what pressure must the Driver maintain in the train pipe—(i) Passenger train, (ii) Goods train ?

(b) If any train, the Driver of which cannot maintain a pressure of 40 lb. per square inch, what action should be taken ?

See Rule 6, Appendix III, and Clause 4, page 596, General Appendix.

At what point on the approach side should the Driver test the Air Brake—(a) Terminal Station ; (b) at a Crossing Station, at which a train has to stop ; (c) when in accordance with Regulation 61, a Driver has been instructed that the Station or Junction ahead is blocked, where should the test be made when approaching such Station ; (d) if when the Driver made the test he found the Air Brake defective, how would he request you to apply your Hand Brake ?

See Rule 12, Appendix III ; see also Clause 8, pages 601–602, General Appendix.

When applying the Hand Brake, as per last question, should you be careful not to skid the wheels ?

See Rule 27, Appendix III.

What precaution is necessary respecting the Air Brake before descending a steep gradient—(a) Where should the test be made ; (b) if when the Air Brake is tested the Driver is of opinion that sufficient pressure cannot be maintained to control the train down the gradient, how will he act ; (c) who will perform the duty in the event of it being necessary to apply Hand Brakes ; (d) if your train is stopped through a defect in the Air Brake Apparatus, and on examination, it is found that a failure cannot be remedied, may the train be worked to the first convenient Station or to its destination ; (e) when a train is being worked through as above, should you apply your Van Brake when you are aware that the Driver is applying his ; (f) if by cutting out certain vehicles, the Air Brake could be made continuous, would such be done ; (g) although travelling at reduced speed, the Driver is not satisfied that the Brake-power available is sufficient to properly control the train, what will be done ?

See Clauses 7 to 9, pages 600–603, General Appendix.

When the Air Brake is wholly inoperative—(a) May a momentum load be put on the train ; (b) when a train is being worked through on the Hand Brakes, how would you know when sufficient Brake-power had been applied ; (c) in the case of a Passenger train, when the Air Brake has totally failed, what precautions are necessary ; (d) if the Driver be not satisfied that the Hand Brake-power available is sufficient,

should the load be reduced ; (e) in the case of a Goods train, what is the method for applying the Hand Brakes before descending a gradient of 1 in 80 or steeper ?

See Clause 10, pages 603-605, General Appendix.

How do you, if necessary, put a vehicle out of operation without affecting the others—(a) By a Two-way Tap ; (b) by a Three-way Tap ?

See Rule 33, Appendix III.

Your train is stopped on a Running Line, and shunting has to be done or train is divided, what precaution before uncoupling Engine—(a) If the Line is level ; (b) if on a gradient ?

See Regulations 203 and 204, and page 600, General Appendix.

If you, for good reason, desire to stop your train, how is it to be done—(a) With provision of Air Brake ; (b) with Van Brake only ?

See Regulation 199 ; see also pages 605-606, General Appendix.

If necessity should arise for you to stop your train by means of the Air Brake in the van, how would the train pipe cock be left after the train was brought to a stand, and before you had communicated with the Driver ?

See page 605, General Appendix.

(a) Should the Air Brake be capable of being applied to every vehicle on the train ?

(b) If vehicles not operating Brake blocks, or in the event of it being necessary to cut out the Air Brake on any vehicles, what percentage of the total load must be controlled by the Air Brake—(i) Passenger or Mixed trains ; (ii) Goods train ?

(c) How many pipe only trucks can be placed together on any Mixed or Goods train ?

(d) What is the maximum number of trucks fitted with pipe only, that can be conveyed by any Mixed or Goods train ?

(e) Are there any exceptions when three pipe only trucks cannot be placed together on a train ?

See Clauses 1 and 2, page 595, and Clause (d), page 451, General Appendix.

Before starting your train from a Terminus or after adding to or detaching on the journey—(a) What are your duties respecting the Air Brake ; (b) how would you know if test was satisfactory ; (c) if the Air Brake is not in use on the whole train, or if the Van is not the last vehicle, how will the test be made ; (d) if upon making the test, you find the Air Brake connection interrupted, how will you act ?

See Rule 23, Appendix III, as amended on page 10, General Appendix, and Clause 13, page 606, General Appendix.

RULES FOR WORKING SINGLE LINES OF RAILWAY BY TRAIN SECTION ORDERS.

What is meant by the terms—

- (a) Train Section Order ;
- (b) Control Officer ;
- (c) Control Station ;
- (d) Division ;
- (e) Section ;
- (f) Unattended Crossing Station.

See pages 557-558, General Appendix.

On Lines worked under this System, how are the movements of trains controlled ?

Can trains be crossed at Stations where there is no Signaller or Officer-in-Charge.

See Rule 1, page 558, General Appendix.

What is the object of this System ?

See Sub-clause (a), Rule 2, page 558, General Appendix.

Should the Driver or Drivers and Guard of each train be furnished with a Section Order properly filled in and signed by the Stationmaster before leaving the Control Station ?

See Sub-clause (b), Rule 2, page 558, General Appendix.

Before proceeding should each Driver and Guard receiving a Section Order carefully peruse it and satisfy himself that the Instructions contained therein are consistent with the Rules ?

If Driver or Guard should not clearly understand such Instructions, what should be done ?

See Section (i), Sub-clause (c), Rule 2, page 558, General Appendix.

Will the Guard signalling to the Driver to start, and the Driver starting, be regarded as indicating that each man clearly understands the Instructions contained in the Section Order received ?

See Section (ii), Sub-clause (c), Rule 2, page 558, General Appendix.

Should Trainmen retain the Section Order received until train has arrived at the Control Station at the opposite end of the division, or in the event of it terminating at an intermediate Station has returned to the Station at which it was issued ?

See Section (iii), Sub-clause (c), Rule 2, page 558, General Appendix.

Should Guards keep Control Officers advised by the telephones at Intermediate Stations as to how their trains are running ?

See Sub-clause (b), Rule 5, page 560, General Appendix.

What should be the normal position of Fixed Signals at Unattended Crossing Stations ?

See Sections (i) and (ii), Sub-clause (b), Rule 6, page 560, General Appendix.

How should the Home Signal Quadrants at Unattended Crossing Stations be secured whenever a Crossing is to be arranged ?

See Section (ii), Sub-clause (b), Rule 6, page 560, General Appendix.

In the event of arrangements having been made for trains to cross at Unattended Stations, which Guard should take charge of the Signalling and of any crossing arrangements which may be required?

If both trains approach the Unattended Station at the same time, which Guard should perform this duty?

See Section (i), Sub-clause (b), Clause 6, page 560, General Appendix.

Where Fixed Signals are not provided, how will Trainmen become aware of the locations of Stations.

At what distance from the Facing Points are the Location Boards fixed?

When trains are required to cross at Stations where Location Boards are fixed, at what rate of speed should trains travel between the Location Board and the first Facing Points, and where should the Engine be brought to a stop?

When can the train which has been stopped at the Facing Points move forward?

What are the Hand Signals for—(a) An Up train : (b) Down train?

When exhibiting the Hand Signal, what precautions should be taken by Guards?

In the event of a Guard sighting a Location Board when approaching a Station where a crossing has been arranged, and the speed of the train is not checked, what action must he take?

See Section (iii), Sub-clause (b), Rule 6, page 561, General Appendix.

Describe the procedure which must be adopted at an Unattended Station when two trains arrive at or about the same time—(a) Passenger train crossing another Passenger train ; (b) Mixed or Goods train crossing a Passenger train ; (c) Goods train crossing a Mixed train ?

When a Mixed or Goods train crosses a Passenger train which Guard will be held responsible for the crossing arrangements and for seeing that all Locking Bars and Scotch Blocks are taken off where necessary, and for placing Signals to Stop, securing and locking all Locking Bars and Scotch Blocks in position before his train departs, and for informing the Station-masters, where practicable, of the times trains are departing from the Crossing Stations ?

When a Light Engine crosses a train, who will be in charge of the Crossing arrangements ?

In the event of the more important train arriving first, is it permissible for it to be brought to the Platform road before the arrival of the opposing train ?

Where Master Keys are provided for special locks, does Guard or Driver carry same ?

See Sub-clause (c), Rule 6, pages 561-563, General Appendix.

Will Guards be held equally responsible with Station-masters, Signalmen and Drivers, for seeing that their trains do not leave or pass a Station at which they are due to cross another train before such train has arrived complete ?

See Rule 7, page 563, General Appendix.

In the event of it being necessary to foul the Main Line outside the Home Signal, or beyond the outer Facing Points at a Control Station where Fixed Signals are not provided, could Driver proceed out on the Main Line as far as may be necessary for shunting purposes without being in possession of a Section Order, if so, under what conditions ?

If shunting outside the Home Signal or beyond outer Facing Points at a Station where there are no Fixed Signals, cannot be completed before train is to leave Station in rear, what should be done ?

If found necessary to foul Line outside Home Signal or beyond outer Facing Points where Fixed Signals are not provided, after a Section Order has been repeated to Station in rear, what precautions should be taken ?

See Rule 7a, page 563, General Appendix.

When would Section Orders (a), (b), (c) and (d) be used?
See Rule 8, pages 564-566, General Appendix.

Are erasures or alterations permitted on Section Orders?
See Sub-clause (e), Rule 8, page 566, General Appendix.

When trains are scheduled to cross at an Unattended Station, what is the Guard's duty on the train arriving first, if the other train cannot be seen or heard approaching?

Under what conditions could the Crossing arrangements be altered, and how would it be done?

Should Guards be in possession of a Book of Forms D?
See Rule 9, pages 567-568, General Appendix.

When a train is scheduled to run from a Control Station to an Unattended Station and return without proceeding through the division, who should act as Stationmaster at the Unattended Station during the time the train is at such Station?

Should the Driver and Guard be in possession of a Section Order for the return journey before leaving the Control Station, also a Time-table for both journeys?

Should the Guard communicate with the Control Station prior to the time fixed for the departure of the train on the return journey?

Should Guard receive written Instructions before leaving the Control Station regarding train or trains specifying Up or Down, which will pass the Unattended Station whilst his train is there?

On arrival of train at the Unattended Station, where should train be placed, and after it has been placed clear of Main Line, how should the Points for the Platform Road be set?

What is the Guard's duty immediately on arrival at the Unattended Station?

In the event of it being necessary to use the Main Line for shunting purposes how would movement be protected, prior to Main Line being fouled?

What extra precaution should be taken during darkness or Foggy Weather when vehicles are foul of Main Line ?

See Rule 10, page 568, General Appendix.

After what interval of time can a train follow another train ?

See Sub-clause (a), Rule 11, page 569, General Appendix.

Should Guards examine Time-table to ascertain whether their train is being followed within a reasonable time by another train ?

See Sub-clause (b), Rule 11, page 569, General Appendix.

When a train is followed within a reasonable time by another train and the Guard of the first train finds that his train is losing time should he communicate with the Control Station in the rear by using portable telephone or telephone at Unattended Station ?

See Section (ii), Sub-clause (b), Rule 11, page 569, General Appendix.

When a train is to be sidetracked at an Unattended Station, on which line should it arrive ?

See Section (iii), Sub-clause (b), Rule 11, page 569, General Appendix.

After a train has been sidetracked for another to pass, what precautions should Guard take before permitting the Main Line to be fouled for shunting purposes ?

At what interval of time before the passing train is due should Main Line be cleared ?

Should Driver and Guard of the following train be instructed that their train will pass a preceding train at an Unattended Station and by whom ?

What precautions are necessary on the part of the Driver and Guard of the following train when approaching such Station ?

See Sections (iv) and (v), Clause (b), Rule 11, page 570, General Appendix.

When a train or portion of a train is left upon the Single Line from Accident, etc., when could Driver return for rear portion?

See Sub-clause (a), Rule 14, page 570, General Appendix.

Should the Guard see that the Driver is in possession of a Standard Padlock Key or Master Key before latter leaves with front portion of train?

After securing rear portion of train, what is Guard's duty?

If a train should be at the Unattended Station when the Driver arrives with first portion of train, who will be responsible for seeing that the Points are left in the normal position with locking bar and Scotch Blocks on and locked?

See Sub-clause (c), Rule 14, page 571, General Appendix.

When two Guards are employed on the train who rides on the front portion, and what are his duties on arrival at the Unattended Station.

See Sub-clause (d), Rule 14, page 571, General Appendix.

After sunset or during Foggy Weather, what should be placed on the front vehicle of the rear portion before front portion is drawn forward?

What other precautions should be adopted during day or night to notify Drivers when returning of the position of the remainder of his train?

See Sub-clause (f), Rule 14, page 571, General Appendix.

Should a train become disabled between two Control Stations, how would assistance be obtained?

If there be a portable telephone apparatus on the train, what would be the Guard's duty in respect to obtaining relief and having train protected?

See Rule 15, pages 571-573, General Appendix.

If an Accident or Obstruction should occur and traffic is likely to be blocked for a considerable time, how would traffic be worked ?

If the Accident be caused by a land-slide, flood or similar cause and a train be in the section, when could the train be pushed to the station in the rear ?

If the Station in the rear be an Unattended Station, what is done ?

Should the Obstruction be caused by a disabled train, what is done ?

If when proceeding with written Order for a Relief Engine and Guard or Fireman arrive at an Unattended Station, what should he do ?

If after communicating with the Stationmaster and it has been decided that a Train or Engine is to be sent from that end of the Section, what should Guard or Fireman do on arrival of the Relief Engine ?

If, however, on arrival of Guard or Fireman at the Unattended Station a train be waiting or approaching from the opposite direction, what is done ?

Who should accompany Driver of Relief Train, and who should be left in charge at the Unattended Station ?

Before leaving the Unattended Station, what should Driver of Relief Train be in possession of ?

What are the duties of the employe left in charge at the Unattended Station.

What should Guard and Fireman of the disabled train do when proceeding on foot to rear and advance stations respectively, and should they accompany the Relief Trains on their respective sides on each trip to and from the obstruction and the Non-attended Station ?

When returning from the obstruction with a Relief Train, what should be done ?

In the event of it being necessary for a Breakdown Van Train to proceed to the obstruction and before its return another train is required to enter the obstructed section on that side for the transfer of Passengers, etc., and return to the station from which it departed, would it be necessary for the Guard or Fireman of the disabled train to accompany it? If not, what instructions should be given to the Driver and Guard of the Breakdown Van train? In such a case what would be the duty of the Guard of the Breakdown Van Train on arrival at the obstruction, and when could Breakdown Van Train return?

If on arrival at an Unattended Station of a Train which has returned from the obstruction such train is required to proceed to the Control Station on that side, when could it be permitted to depart from the Unattended Station?

In the event of the obstruction being caused by a landslide, flood or similar cause and it is necessary to work traffic to the point of obstruction on each side for the transfer of Passengers, etc., how would the obstruction on each side be protected?

Should the Stationmaster or Guard or Fireman of the disabled train as the case may be at the Station on each side of the obstruction keep a check of the orders issued to Drivers authorising them to return from the point of the obstruction? How should the orders be dealt with after being collected from Drivers?

When the line is again clear, when can the first train be allowed to pass the point of obstruction?

When can ordinary working be resumed?

Should the obstruction be caused by a Light Engine or by any train worked by two men, how would a Relief Train or Engine be obtained, and how would traffic be worked?

See Rule 16, pages 573-577, General Appendix.

Where do you find the list of lines on which the system of working Single Lines of Railway by Train Section Orders is authorised?

See page 577, General Appendix.

C. 15/31.

RULES FOR THE AUTOMATIC AND TRACK CONTROL SYSTEM OF TRAIN SIGNALLING ON SINGLE LINES OF RAILWAY.

Under the Direction of a Train Controller.

NOTE.—When the terms “Rule” or “Page” are used hereunder, they will apply to the Rules and Pages contained in Pamphlet C. 15/31.

Does this system of Train Signalling in any way dispense with the use of Hand or Detonating Signals whenever or wherever such Signals may be requisite to protect obstructions on the Line ?

Are the Rules and Regulations contained in the Book of Rules and Regulations, the Instructions contained in the General Appendix, and any other printed or written notice that do not conflict with the Instructions contained in Pamphlet C. 15/31, effective so far as they apply to this system of Signalling ?

See C. 15 31.

What is meant by the term—

- (a) Single Line Section ;
- (b) Track Section ;
- (c) Attended Crossing Station ;
- (d) Unattended Crossing Station ;
- (e) Train Controller.

See Rule 1, page 1.

On Lines worked under this System of Signalling, into how many Track Sections may a Single Line Section be divided ?

How is the entrance into each Track Section controlled ?

Are Train Staffs or Tablets used under this System ?

See Rule 2, page 1.

What is the object of this System ?

How is it maintained ?

See Rule 3, pages 1 and 2.

Fixed Signals.

What class of Fixed Signal is provided for :—

(i) The Arrival and Departure Signals at Unattended Crossing Stations ?

(ii) The Departure Signal at Attended Crossing Stations ?

(iii) The Arrival Signal at Attended Stations ?

(iv) Intermediate Signals between Crossing Stations ?

In addition to the ordinary control of Fixed Signals referred to in Rule 3, what other conditions will at once replace an electrically-controlled Fixed Signal to Danger, and secure the Signal in that position ?

If any defect hindering or likely to hinder the proper working of the Signals is noticed by any employe, what action should be taken ?

What is the normal position of the Fixed Signals shown hereunder, i.e., when the Sections are unoccupied ?

(a) **Automatic Signals** :—

At Intermediate places between Crossing Stations ?

(b) (i) **Home Signals**.—Sometimes referred to as “Departure” Signals ?

(ii) **Home Signals**.—At the entrance to Crossing Stations ; these Signals are sometimes referred to as Arrival Signals ?

(c) What are the indications which may be displayed on Signals at Unattended Crossing Stations ?

(i) Arrival Signals ?

(ii) Departure Signals ?

See Rule 4, pages 2 and 3.

Where are Home (Departure) Signals placed at Attended and Unattended Stations ?

What are their functions ?

When can they be passed at "Stop?"

See Clause (a), Rule 5, page 3.

Where are Home (Arrival) Signals placed at Unattended Stations, and what do they control?

Under what conditions may they be passed at "Danger" or "Stop?"

See Clause (b), Rule 5, pages 3 and 4.

Where may Automatic Signals be placed?

Under what conditions may they be passed at "Danger?"

See Rule 6, page 4.

Points at Unattended Crossing Stations.

How are the Points at each end of an Unattended Crossing Station operated, and from where?

Should the Guard of each train travelling on the Lines worked under this System, have a Key of the Padlocks in his possession?

See Rule 7, page 4.

Crossing Trains, Unattended Crossing Stations.

When the Low Speed indication is displayed on an Arrival Signal, how should Driver act?

May a Low Speed indication be displayed on an Arrival Signal before the train has come to a stand at the Signal?

See Rule 9, page 6.

Describe the Dual Control Point Machine. What is its object and where is it placed?

See Rule 12, pages 7-8.

What are the Instructions in respect of the Hand Operation of Points at Unattended Crossing Stations by train crews?

See Rule 13, pages 8-9.

Describe the Releasing Switch provided at Unattended Crossing Stations. Where is it placed? What is its object?

See Rule 14, page 9. See also Note on page 3.

Electric Switch Locks on Points at Intermediate Sidings.

How are Points leading to Intermediate Goods Sidings worked and secured ?

How is the door of the Box in which the Switch Lock is contained secured ?

What is the procedure to be adopted when a train requiring to work at a Switch-locked Siding arrives at the Siding ?

When portion of a train is standing on Main Line whilst a Switch-locked Siding is being worked, should Points be placed to normal before the Engine has returned to the Main Line ?

What is the procedure to be adopted when a train which has been completely side-tracked to a Switched-locked Siding, clear of Main Line, is ready to proceed ?

In the event of a Guard or Fireman after receiving permission from the Train Controller to depart from a Switch-locked Siding finds the Semaphore Indicator showing " Stop," what should be done ?

If after work has been completed and the whole of the train has entered the Siding or has returned to the Main Line, the points are not altered to normal and Switch Box door closed and locked, how would Signals applying to the Sections be affected ?

What type of Point Indicators are attached to and work with the Facing Points at Electric Switch-locked Sidings ?

See Rule 15, pages 9-11.

Telephone and Telephone Cabins.

Where are telephones at Unattended Crossing Stations and Switch-locked Intermediate Sidings placed, and what are the Instructions in respect to the working of same ?

Should the Guard of a train standing at an Unattended Station or Intermediate Siding hear the telephone ringing, what action should he take ?

See Rule 16, pages 11-12.

WORKING OF FIXED SIGNALS.

Unattended Crossing Stations.

How are the Departure Signals controlled, and where are they operated from ?

When trains are approaching in opposite directions at the same time what indication will the Automatic Signals in the rear of the Arrival Signals show ?

When the Guard finds the Warning indication displayed on the Signal next in the rear of an Arrival Signal what would it indicate ?

When a train has come to a stand on No. 1 or No. 2 Road and the Departure Signal is at Danger and a train from the opposite direction cannot be seen or heard approaching, what should the Guard do ?

If a train be detained at an Arrival Home Signal what action must the Driver take, and what should the Guard then do ?

If a Pilotman be accompanying the train and a man has not been placed in charge of the Unattended Station, who must act as laid down for the Guard ?

See Rule 18, page 13.

See also Sub-clause (e), page 14, directing the attention of Trainmen to Clauses (i) and (j), and Regulation 205 *re* crossing train Signals.

Lighting of Signals.

Should Trainmen keep a lookout to see that the Lights of Up and Down Signals are showing properly, and in the event of any Signal lights being dull, etc., should the circumstances be reported, if so, to whom?

Should the light of an Automatic be extinguished, to whom should Guard report matter?

See Rule 19, page 14.

Fouling of Section of Single Line for Station Work.

Can the Single Line outside the Arrival Home Signal at an Unattended Station be fouled for Station work?

See Rule 21, page 14.

Failure of Signalling Apparatus at an Attended Station.

Under what conditions would Driver be given a Caution Order to pass the Signal controlling the entrance of a train to the Single Line Section or Track Section ahead?

See Rule 22, pages 14-17.

Failing of Signalling Apparatus at an Unattended Station.

In the event of the Departure Signal failing to assume the Warning or Clear Proceed position when it is reasonable for the Train Crew to expect that there is no train in the Section to which it applies, what action should Guard take?

When could train proceed to the Station in advance ?

What is the Guard's duty before the train departs, also after the whole of the train has passed over the Points ?

See Rule 22a, pages 17-18.

Failure of Signalling Apparatus and also Failure of Telephone Communication with the Train Controller.

Should the telephone communication between Stations and the Train Control Office as well as the Signal controlling the entrance of trains to the Single Line Section have failed, what procedure should be adopted, and how would traffic be worked ?

In the event of a train having left an Attended Station to cross another train at an Unattended Crossing Station, and prior to the opposing train departing from the Attended Station, a failure of the Departure Signal applying to such train, and also a failure of communication with the Train Controller occurs, what must be done, and how would the train at the Unattended Crossing Station be cleared ?

See Rule 23, pages 18-19.

For working by Pilotman during failure of Signalling Apparatus.

See Rule 24, pages 19-24.

Train or Portion of a Train left on Single Line.

When a train or portion of a train is left on the Single Line from accident, etc., when could Driver return for rear portion ?

If, when returning for the rear portion of his train, the Driver arrives at an Unattended Crossing Station, what would be his authority to pass the Signal controlling entrance to Single Line Section in the rear of that Station ?

What is Guard's duty after securing the rear portion of train ?

See Rule 25, pages 24-25.

In the event of a train unaccompanied by the Pilotman becoming disabled, what is Guard's duty ?

When a portion of a train is left upon a Section of the Line worked by Pilotman from inability of engine to take the whole forward, and the Pilotman is with the train and accompanies the Driver with the first portion, what would be Driver's authority to return for rear portion, if, however, the Pilotman is not accompanying the train, when could Driver return for rear portion.

See Rule 26, page 25.

Section Obstructed by Accident or by Disabled Train.

If a train should become disabled between two Crossing Stations, how would relief be obtained ?

Could the train be drawn or pushed back to the Station in the rear, if so, under what conditions ?

If no relief be available from the Attended Station in advance at which Fireman arrives, how would assistance be obtained from the rear ?

How should the disabled train be protected ?

If when proceeding with a written Order for a relief engine, the Fireman arrives at an Unattended Station or an Intermediate Siding, and the Selector telephone is in order, what should he do and how would relief be obtained ?

If relief is provided from a Station on the opposite side of the disabled train to that which the Fireman has communicated with the Train Controller, what is done ?

Should it be necessary for the Fireman of the disabled train and the Driver of the Relief engine to be in possession of a standard padlock Key, how would it be arranged ?

See Rule 27, pages 25-28.

If an accident or obstruction should occur, and the traffic is likely to be stopped for a considerable time, how would traffic be worked ?

If the accident be caused by a landslide, flood or other cause preventing a train in the Section going forward, under what condition should it be pushed back to the Station in the rear ?

In the event of the Station being an Unattended Crossing Station, what should be done ?

Should the obstruction be caused by a disabled train, what is done ?

If when proceeding with the written Order for a relief engine, the Guard or Fireman arrives at an Unattended Crossing Station, what would he do, and what arrangements should be made for working the traffic ?

Should Guard or Fireman remain at the Unattended Crossing Station until the arrival of the relief engine, and on arrival of relief engine what should he do ?

If on arrival of the Guard or Fireman at the Unattended Crossing Station, a train be waiting or approaching from the opposite direction, what should be done ?

Until Pilot-working can be instituted, who should accompany the Driver of the relief train when he enters from the Station in advance, and who should be left in charge at the Unattended Station ?

If under similar circumstances the relief train enters from the Unattended Station in the rear, who should accompany Driver, and who should be left in charge at the Unattended Station ?

Before leaving the Unattended Station, what should Driver of relief train receive from the employe left in charge at that Station ?

After the relief train or engine enters the obstructed section, what would be the duty of the employe left in charge at the Unattended Station ?

What should Guard or Fireman of the disabled train do when proceeding on foot to the rear and advance Stations respectively, and should they accompany the relief train on their respective sides on each trip to and from the obstruction and the Unattended Crossing Station, until the arrival of an employe to take charge and Pilot-working has been instituted ?

Who is responsible for the protection of the obstruction during Pilot-working ?

When returning with the Relief train from the obstruction, should detonators be again placed on the rails by Guard and Fireman, as the case may be ?

Should the obstruction be caused by a Light Engine or a train worked by two men, how would Relief be obtained ?

Who should protect engine or train ?

When the Line is again clear, when should train be allowed to pass the point of obstruction, and when may ordinary working be resumed ?

See Rule 27a, pages 28-31.

RULES
for the
AUTOMATIC SYSTEM OF TRAIN
SIGNALLING.

On a Single Line Section, and
Remote Control of Points and
Signals at an Unattended Junction,
C. 14/26.

NOTE.—When the term “ Rule ” is used herein, it will apply to the Rules contained in Pamphlet C. 14/26.

Does this System of Train Signalling in any way dispense with the use of Hand or Detonating Signals whenever or wherever such Signals may be requisite to protect obstructions on the Line ?

Are the Rules and Regulations, also the Instructions contained in the General Appendix and other printed or written notices that do not conflict with the Instructions contained in C. 14/26, effective so far as they are applicable to this System of Signalling?

See page 3.

What is meant by the term—

“ A ”—SINGLE LINE SECTION :

“ B ”—DOUBLE LINE SECTION :

“ C ”—TRACK SECTION :

“ D ”—REMOTE CONTROL :

“ E ”—ELECTRIC STAFF OR TRAIN STAFF
AND TICKET SECTION :

“ F ”—CONTROL STATION :

“ G ”—JUNCTION :

See Rule 1, page 4.

Into how many Tract Sections may the Single and Double Line Sections be divided and how is the entrance of a train into each Track Section controlled?

See Rule 2,

What is the object of the System and how is it maintained?

See Rule 3.

Description of the System and Apparatus.

How are Points and Up and Down Home Signals at Junctions worked and how operated and from where?

See Clause (a), Rule 4.

Hand Operation of Points at Junctions.

What is provided for operating the Points at Junctions when necessary in accordance with these Rules?

Where is the handle fixed?

How is the box secured?

When the door of the box is open how are Up and Down Home Signals secured?

When the handle is removed from the switch how is the circuit controlling the Point Motor and the Control from the Signaller at the Control Station affected ?

See Clause (h), Rule 4.

What is the normal position of the handle and how operated when necessary to remove it ?

When necessary to replace the handle what is done ?

What is provided on top of Motor Operating Points and how is it secured ?

When it is necessary to hand operate the Points what is done ?

What is provided in the Switch Box to indicate the method of removing or replacing the handle and of operating the Points ?

Should Guards running over the section of Line between the Control Stations and the Signalling Station on the opposite side of the Junction carry a standard key ?

See Section (ii) to (v), Clause (h), Rule 4.

What is provided to enable Train Crews to communicate with the Signaller at Control Stations ?

Where are telephones placed ?

What are they enclosed in and how distinguished ?

How is door secured ?

What is the mode of communication with the Signaller at the Control Station ?

When should message be considered complete ?

If after a lapse of a short interval no acknowledging ring should be received what should be done ?

After messages have been properly exchanged what should be done ?

See Clause (i), Rule 4.

See Special Instructions in respect of Dysart in the Sections Seymour-Tallarook.

See pages 880-881, General Appendix.

If Guard has no Standard Key, where can he obtain one ?

See Rule 4.

Where is Selector telephone at Goulburn Junction connected to ?

See Rule 4.

Fixed Signals.

In addition to the ordinary control of Fixed Signals referred to in Rule 4, what other conditions will at once replace a Fixed Signal to Danger and secure the Signal in that position ?

If any defect hindering or likely to hinder the proper working of Signals is noticed by any Employe, what action should he take ?

See Rule 5.

What is the normal position of Fixed Signals, that is, when the Sections are unoccupied ?

Class of Signals :—

(i) AUTOMATIC SIGNALS—

(a) At Intermediate places on the Single Line Section ?

(b) At Intermediate places on the Double Line Section ?

(ii) HOME SIGNALS—Sometimes referred to as “ Departure Signals ” at the Control Station or at the Junction.

See Clause (d), Rule 5, page 16, also note on page 16 *re* Signals E. 3089 and E. 2994.

At some Junctions, Repeating Signals are provided on the Single Lines approaching the Junction, where are they placed ?

See Rule 5.

When can Home Signals which control the entrance to the Single Line Section be passed at Danger ?

See Rule 6.

Failure of Signal at the Junction for a Train Proceeding from the Control Station.

In the event of a train which has received the Departure Signal at the Control Station arriving at the Junction, and the Home Signal is at Stop, what should be done ?

What would be the Driver's authority to proceed ?

See Section (1), Rule 7.

Failure of a Home Signal, Applying to the "Single Line Section" at the Junction.

In the event of a train or engine arriving at the Junction and the Driver finds the Home Signal at Stop, what should be done ?

If train is being kept for ordinary traffic reasons, how would Driver notify Guard ? and should Guard acknowledge the intimation ?

Should the delay be caused by a failure of the apparatus, how would Driver notify Guard, and what action should Guard then take ?

In the event of an absolute failure, what should be done ?

Should the Point handle be placed in proper position, and door of Switch box closed and locked after each test ?

What should employes be careful to do before leaving the Junction ?

See Clause (b), Rule 7.

Failure of Points or Signals at the Junction for a Train or Engine to Proceed from the Junction to the Control Station, and the Guard or Driver is to Act as Signalman.—See Rule 7.

In the event of the Points or Signals failing to function for a Train or Engine required to proceed from the Junction to the Control Station when there is no Signalman at the Junction (after the Train Crew has complied with Clause (b) of Rule 7), what should Guard do ?

When the Proceed Order is completed as laid down in Clause (e), what will be the Guard's duty?

See Clause (j), Rule 10.

In the event of a failure of the Signal that controls the entrance of trains to the Single Line Section ahead at either the Control Station or the Junction, and no Selector telephone communication with a central Train Control Office is provided or where provided is out of order, or of the Points also failing, how would traffic be worked?

What are the Guard's duties when acting as temporary Signalman at Maldon Junction?

See Rules 10a and 10b.

Lighting of Signals.

Should Trainmen keep a good look-out to see that the lights of Up and Down Signals are showing properly, and in the event of any Signal light being dull, etc., should the circumstances be reported, if so, to whom?

Should the light of an Intermediate Signal or any Signal at the Junction be extinguished, what should Driver and Guard do?

If the Signal be at the Warning or Clear position, what would be the Guard's duty, and when could Driver proceed?

In the case of a light of a Signal applying through the trailing points at the Junction being extinguished, where should train be kept until Signalled forward by the Guard?

See Rule 11.

When can the Single Line be fouled outside the Departure Home Signal for shunting?

See Rule 13.

Train or Portion of a Train Left on Running Line.

When a train or portion of a train is left on the Double Line Section, from Accident, etc., what should be done ?

In the case of a Guard obtaining assistance from the Junction from a train which is not clear of the Track Section ahead of the Home Signal, whose authority must be obtained to pass the Signal at the Stop position ? (See Rule 7).

When a train or portion of a train is left on the Single Line from Accident or Failure of the Engine to take the whole forward to the Control Station, what would be Driver's authority to return for the rear portion ?

What is Guard's duty after securing rear portion ?

In the case of failure of the Engine to haul the complete train when proceeding on the Single Line, but travelling from the Control Station to the Junction, may train be divided ?

How would assistance be obtained, or under what conditions could the train return to the Control Station ?

See Rule 14.

Working Traffic of a Double Line (between a Remote Control Junction and a Station on the Double Line Side) over a Single Line during Repairs or Obstruction.

When it is necessary during repairs or obstruction of any kind to work the traffic between a Remote Controlled Junction and a Station on the Double Line in both directions over a Single Line, how would it be done ?

Should the Single Line working be arranged for the whole section of the Line between the Control Station on one side and the Station on the Double Line ?

See Rule 15.

Section Obstructed by Accident or Disabled Train

Should the obstruction be between the Junction and next Signalling Station on the Double Line, what should be done ?

See Clause (a), Rule 16.

May Guard when going for assistance use the telephone at the Junction ?

See Clause (b), Rule 16.

In the event of it being necessary to obtain a Relief engine or "Breakdown Van Train" from the Control Station in accordance with Clause (h), Regulation 243, for a train travelling towards the Junction which has become disabled through accident or any other cause between the Junction and the next Double Line Station in the rear, what should be done, and how would relief be obtained ?

Should a train become disabled between the Control Station and the Junction, what should be done ?

In the event of it being necessary to bring the train back to the Control Station, what should Driver of Relief engine be in possession of for this to be done, and how should train be protected ?

See Clause (c) and (d), Rule 16.

If an accident or obstruction should occur on the Single Line Section, and the traffic is likely to be stopped for a considerable time, how would trains be worked ?

See Clause (a), Rule "16a."

If an accident be caused by a landslide, flood, etc., and a train proceeding from the Control Station be in the section, when could train be pushed back to the Control Station ?

In the event of a train proceeding towards the Control Station being in the Section, what should Guard do if the obstruction be nearer to the Control Station ?

If the obstruction be nearer to the Junction, or from any reason the Fireman be unable to go forward, what should be done ?

If train is to be brought back to the Junction, how would it be done, and should Guard remain at the Junction until the arrival of the train ?

In the event of it being necessary to work the train from the Junction to the next Station on a Double Line Section, or to a Station on the Electric Staff or Train Staff and Ticket Section, on which Line should it proceed, and who will be responsible for complying with the Rules in respect of operating the points at the Junction?

See Clause (b), Rule "16a."

Should the obstruction be caused by a disabled train, what should be done and how would traffic be worked?

See Clause (c), Rule "16a."

If on arrival of the Guard at the Junction, a train be waiting or approaching and it is considered expedient to do so, under what conditions could train be despatched as a relief train?

When under these circumstances the relief train enters from the Junction, what will be the Guard's duty in respect to the Points at the Junction and under what conditions could Driver pass the Home Signal at the "Stop" position?

Who should be left in charge of the Junction and before leaving with the relief train, what should Driver receive from the employe left in charge at the Junction?

Should Guard of the disabled train supply the Fireman who is left in charge at the Junction with the necessary Hand Signals and Detonators and instruct him that he must exhibit a Danger Signal to prevent any engine or train from entering on to the Single Line Section until the Relief Engine or train has arrived back with the written order?

See Clause (d), Rule "16a."

When can the relief train which has proceeded from the Junction return to that Station?

See Clause (e), Rule "16a."

What should the Guard and the Fireman of the disabled train do when proceeding on foot to the rear and advance Stations respectively, and should they accompany the relief train on their respective sides on each trip to and from the obstruction until such time as Pilot working is instituted?

Who is responsible for protecting the obstruction after Pilot working has been instituted ?

When returning with the relief train from the obstruction should Detonators be again placed on the Line by Guard or Fireman, as the case may be ?

See Clause (*f*), Rule "16a."

Should the obstruction be caused by a Light Engine or by a Train worked by two men, how would relief be obtained and how would traffic be worked ?

See Clause (*k*), Rule "16a."

Where do you find the list of Sections on which the Rules for the Automatic System of Train Signalling on a Single Line Section and Remote Control of Points and Signals at an Unattended Junction are in force ?

See pages 872-873 and 880, General Appendix.

Note.—An examination in Tickets and Passenger traffic in general will be arranged by the District Superintendent, after the Candidate has passed the Safe Working portion, and before the Certificate is issued.

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