

A ARMS

10/11/37

12

VICTORIAN RAILWAYS.

QUESTIONS

for

Employes Studying the
Rules, Regulations, and Instructions
of the Double Line Block
System.

Series No. 4.
Amended - 1937

For preliminary questions in respect of Fixed,
Hand and Detonating Signals, see Series No. 1.
For questions on Fog-signalling, see Series No. 2.

DEFINITIONS.

Unless other systems are mentioned, the Rules referred to in this series are the Rules for Train Signalling on Double Lines of Railway worked on the Double Line Block Telegraph System contained in Appendix IV, pages 277 to 312, Book of Rules and Regulations.

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

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

For general definitions see Regulation 1.

DOUBLE LINE BLOCK TELEGRAPH WORKING.

What is the normal position of Fixed signals at a Block Station?

See clause (b) of Rule 1.

How are signals worked at places intermediate in a Block Section?

See second paragraph of clause (b), Rule 1.

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

See clause 5, page 175, General Appendix.

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

See clause 5, page 175, General Appendix.

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

See clause (d), Regulation 76.

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

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

Should fixed signals be tested ?

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

Should this be entered in T.R. Book ?

See clause (d), Regulation 78, and clause 1, pages 142 and 698, General Appendix.

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

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

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

See clause (c), Regulation 78.

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

See Regulation 81.

What care should be exercised before altering points during shunting operations ?

See Regulation 82 (a), and page 202, General Appendix, clause 2.

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

See Regulation 84, and page 155, General Appendix, clause 1.

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

See clause (b) of Regulation 84.

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

See clause (a), Regulation 87.

Any exceptions to all signals on same post being lit ?

See clause (a), Regulation 87.

What other exceptions ?

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

Should signal wires be adjusted ?

See clause 3, pages 142-143, General Appendix.

When should signals be carefully adjusted ?

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

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

See pages 151-152, General Appendix.

What are the instructions in regard to the disarrangement of interlocking or disconnection of signals ?

See Regulation 93.

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

See Regulation 95.

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

See Regulation 95.

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

See clause (c), Regulation 95.

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

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

In the event of the Advanced Starting signal or Starting signal having failed, when would train be allowed to proceed to the signal?

See Regulation 95 (d).

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

See clause (e), Regulation 95.

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

See clause (e), Regulation 95.

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

See clause (e), Regulation 95.

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

See clause (f), Regulation 95.

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

See clause (f), Regulation 95.

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

See clause (g), Regulation 95.

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

See page 142, General Appendix.

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See page 142, General Appendix.

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

See clause (j), Regulation 95.

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

See clause (k), Regulation 95.

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

See Regulation 96.

What constitutes an imperfect signal?

See Regulation 96.

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

See clause (h), Regulation 95.

What precaution should be taken in the event of it being necessary to stop an approaching train during foggy weather and no fog signalmen are available?

See Regulation 104.

Where do you find the instructions respecting the working of Fixed Signals that are controlled by Track Circuits?

See pages 617-618, General Appendix.

How are these signals tested?

See clause 4, page 143 of General Appendix.

What circumstances may prevent signal from being placed to "Proceed?"

See clause 1, page 617, General Appendix.

Where signal controlling entrance to section ahead is controlled by Track Circuit, is the signalman relieved of responsibility for seeing that the Block Rules, etc., are carried out?

See clause 2, page 617, General Appendix.

If any defect hindering the proper working of electrically controlled signals is noticed by an employe, what action should be taken ?

See clause 1, page 617, General Appendix.

What instructions must be observed in the following circumstances :—

(a) In the event of the signal failing to go to the " Proceed " position when the lever is pulled over ?

(b) In the event of the Block Instruments as well as signal failing ?

See clause 3, pages 617-618, General Appendix.

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

See clause (a), Regulation 109.

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

See clause (a), Regulation 109.

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

See clause (a), Regulation 109.

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

See clause (b), Regulation 109.

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

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

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

See clause (c), Regulation 109.

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

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

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

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

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

See Regulation 110.

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

See clause (a), Regulation 111.

During foggy weather or when from any cause a distinct view cannot be obtained how should trains awaiting " Line Clear " be dealt with ?

See Regulation 67 (d).

During foggy weather or when from any cause the signalman is unable to see whether the last vehicle of a train has passed the signal controlling the entrance of trains into the section ahead when should lever be put back ?

See clause (e), Regulation 67, and current Fog Signalling circular.

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

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

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

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

Where special telephone communication is provided between Fixed signals and signal-box, where is the telephone fixed, and what are the duties of train men and signalman, also groundman and signalman?

See pages 178–181, General Appendix.

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

See current Fog-signalling circular.

If you require to stop a train booked to stop if required, or a train not booked to stop, how would signals be worked and train stopped?

See Regulation 125.

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

See Regulation 150 and 151.

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

See clause (c), Regulation 150.

Should engines drawing trains carry a tail signal?

See clause (d), Regulation 150.

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

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

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

See clause (a), Regulation 151.

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

See Regulation 152.

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

See clause (a), Regulation 153.

Should you at all times be prepared for special trains ?

See clause (d), Regulation 153, and clause 20, page 193, General Appendix.

Where do you find the instructions in respect of notices to be issued in reference to the running of special trains ?

See Regulation 153 and pages 187–193, General Appendix.

What are the instructions in respect of the issuing of a Warning Notice to drivers of special trains ?

See clause 16, pages 192–193, General Appendix.

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

See clause (a), Regulation 133.

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

See clause (b), Regulation 133.

Before vehicles are moved in or shunted into a siding used for loading or unloading traffic or for repairing vehicles or into any goods shed or other building where vehicles are standing, what precautions should be taken ?

See Regulation 131.

At places where Starting signals are not provided and it is necessary to bring a train past the Home signal before the section ahead is clear, what is done ?

See Regulation 62 (a).

If Home signal is at such a distance from signal-box that it is not possible for the signalman to communicate verbally with the driver, how act ?

See Regulation 62 (b).

What is signalman's duty before taking charge of a signal-box, also before going off duty ?

See Regulation 90.

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

See pages 239-240 and 391, General Appendix.

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

See clause (l), Regulation 205.

Before any train is shunted from one running line to another after sunset or in foggy weather what is done respecting head lights ?

See Regulation 205 (c).

Immediately a train has been shunted as above, what must the guard do ?

See Regulation 205 (d).

If a portion of the train be detached leaving remainder standing on the wrong line, what precautions must be adopted ?

See Regulation 205 (f) and (g).

If it be necessary to shunt vehicles from a siding to a running line, or from one running line to another, and having to stand there, what precautions ?

See Regulation 205 (h).

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

See clause (b), Regulation 82 ; and clause (b) of Rule 1.

When should sleeves be used to secure levers ?

See Regulation 75 (*h*), page 158, General Appendix, clause 4, page 181, General Appendix and clause 8, page 391, General Appendix.

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

See page 154, General Appendix.

At stations where there is a signal-box at each end, what precaution should be taken before permitting any train or engine to enter upon any road from opposite ends of the yard at the same time ?

See clause (*c*), page 201, General Appendix.

Where do you find the standard code of whistles ?

See General Appendix, pages 304–307 and page 10, Book of Signals.

What is the whistle to indicate to guard or signalman that engine is again available for work after taking water, etc. ?

See page 305, General Appendix.

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

See Working Time-table.

Where do you find the classes of engines permitted to run over the different lines, also permission for engines with only one cowcatcher, running tender first, during darkness, and engines assisting in front and rear of trains ?

See Working Time-table.

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

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

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

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

What are the Instructions governing the operations of Rail Motor Trains ?

See pages 272-288, General Appendix.

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

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

What are the Instructions in respect to Rail Motor Inspection Cars, travelling through sections where the Track Block System or Automatic Signalling is in force.

See pages 289-291, General Appendix.

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

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

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

See pages 493-494, General Appendix.

Where level crossing gates are controlled by a signalman, what is his responsibility in respect of (a) lighting and extinguishing of lamps ; (b) applying and working of controlling levers ; (c) exhibiting fixed signals ; (d) heavy or out of gauge loads ; (e) droves of animals ; (f) if crossing becomes obstructed ; (g) blocked by shunting ; (h) gate stops at interlocked crossings ; (i) level crossings near platforms ; (j) level crossings where tramway traffic is regulated by fixed signals ; (k) controlled by three-position automatic signals ? (l) at which the railway and tramway traffic are equipped with Overhead Electrical Conductors ?

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

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

See page 231, General Appendix.

What is the standard height of overhead contact wire at level crossings ? *18 feet*

See page 232, General Appendix.

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

all full particulars should be noted
See clause 3, page 232, General Appendix.

down from page 243
What are the Instructions in respect to bell communication between Signal-boxes and Gatekeepers at level crossings ?

See pages 243-244, General Appendix.

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

Pages 366-368, Book of Signals.

Where do you find (a) list of level crossings where Wig-Wag or Flashing Light signals are provided ? (b) list of level crossings where electric bells are provided ? (c) list of privileged gates ? *General Appendix*

See pages 241-246, General Appendix.

Describe a Double Line Block Instrument ?

See pages 613-614, General Appendix and Rule 1, clause (c).

What is the object of Double Line Block working, and may responsibility of working trains be divided ?

See Rule 1.

How do you attain the object in each case ?

See Rule 3.

Does the use of this system modify or dispense with the use of Fixed, Hand or Detonating signals, whenever it is necessary for them to be used? *Yes*

See Rule 1.

What precautions should be taken before any Signal is placed to the "Proceed" position?

See Rule 1 (b). *Line is clear*

Is it necessary for the employe who works the Block Instrument to also work the Fixed signals? *Yes*

See Rule 1 (b).

When the Block Instruments are not in use, how should line be treated, and what should be the position of Indicators?

See Rule 1 (d). *Locked Cleared*

What is the object of the Black Needle, and what may be wrong in manipulation if it fails to go to "On Line" or "Cleared"?

See Rule 1 (c).

If Black Needle fails to work, would block be out of order? *Failed*

See Rule 27 (c).

In case of any kind of Block failure, how is traffic conducted? *See Interval*

See Rule 27.

In the case of failure of Block, and no other means of communication, how would Signalman in advance know you had commenced Time Interval System?

See Rule 27 (a). *Trains stopped and warned before proceeding*

If unable to see through section, what interval should be maintained between trains? *Time usually taken by previous train to clear*

See Rule 27 (b). *Time usually taken by previous train to clear*

If tunnel in section, what interval?

See Rule 27 (b). *Time usually taken by previous train to clear*

When Block is again in order, what is done by means of last train running under time interval? *To stop and start*

See Rule 27 (b).

When is Block Working resumed? *after train has*

See Rule 27 (b).

What is the object of the Red Needle, and if it fails to act, what is done? *Failure reported*

See Rule 1 (c) and 27 (c).

What care must be exercised in the use of instruments and bells? *Keep clear a free from dust*

See Rule 1.

What is the call-attention signal, and what signals does it precede? *as line clear*

See Rule 1a.

When would you consider a signal was understood by the signalmen at the opposite end of the section? *See*

What must you do if no acknowledgment to your signal and what signal precedes all applications for line clear?

See Rule 2. *Repeat*

Are there any exceptions to Rule 2?

See sub-clause (b), page 700, General Appendix and Regulation 88.

When you receive an indistinct or unintelligible signal, what would you do? *Repeat Signal 2.2*

See Rule 19a.

What is the "Is Line Clear" code signal for—(a) *4* express, fast passenger, breakdown van, hospital train, relief engine; (b) fast goods, through goods, ballast, live stock; *5* (c) pick-up goods; *2.3* (d) light engine, or engines coupled; *2.3* (e) ballast or goods requiring to stop in section? *1-2.2*

See code, page 278, Book of Rules and Regulations, clause 6, page 33, and pages 668-669, General Appendix.

When should passenger trains be signalled on the Block Instruments as "Fast" or "Express?" *1-11*

How should the Break-down Van Train returning from the scene of an accident be signalled? *3*

How should suburban Parcels Coaches and trains of empty passenger stock be signalled? *3-1*

When a Parcels Coach or Suburban Electrically Hauled Goods Train are running out of course, what advice should be sent to the Signaller in advance? *1-11*

See pages 668-669, General Appendix.

When is the Train Departure signal given, and what is the code? *When train leaving 2-1*

See Rule 3, and code, Appendix IV.

When is application sent for "Is Line Clear" to station or box in advance? *after all of previous trains*

See Rule 3.

Are there exceptions to the rule that the "Is Line Clear" signal should be sent immediately "Departure" is received?

See clause 6 of Rule 3 and clause (b), page 700, General Appendix.

When could a train be accepted—(a) At an Intermediate Block Post? (b) at a terminal? (c) at a junction?

See Rules 3, 4 and 13, and pages 139-140 and 672, General Appendix; also see pages 672-676, General Appendix, in regard to accepting the "Is Line Clear" signal at certain stations.

After accepting a train, to what point must the line be kept clear, and if, when the application for Line Clear is received the line is not clear to the point required, what action should be taken? *until signaller is prepared*

See clauses (b) and (c) of Rule 4.

Would it be correct for you to have a train outside your "Home" signal without the signaller in the rear being aware of the fact? *Blocking back 2-4*

See Rule 15.

Are there cases when you would not accept the "Is Line Clear" signal, although you had a clear line in accordance with Rules 3 and 4?

See page 265, General Appendix.

When would the "1-5" signal be given?

See Rule 6.

Is the use of the "1-5" signal permitted at all Double Line Block Stations?

See Rule 6 and page ⁶⁷⁶666, General Appendix.

How would you warn driver if you received "1-5"—
 (a) If train had not already passed the Home signal? (b) Under similar conditions, but Home signal was some distance from signal-box? (c) If train is assisted by an engine in the rear? (d) If train had passed signal-box?

See Rule 6, Regulations 61 and 70 (b).

Are you to immediately acknowledge the 1-5 signal if received?

See Rule 6 (e).

Can "1-5" be used in foggy weather or for Express trains?

See Rule 6 (f), and Regulation 250 (c).

What is the code for "Train Waiting Signal," and when is it used?

See Rule 5, and code, Appendix IV.

What is the method of signalling and the code signal for
 (a) Bank Engine In Rear Of Train?; (b) assisting engine in front; (c) engines coupled together?

See Rules 7, 8 and 9.

After sending the signal it is found the bank engine will not run, or one or more of the engines are not going through section, what is done?

See Rules 7 and 9.

Could an assistant engine leave a train in the section ?

See clause (d) of Rule 7, Regulations 173, 204, and pages 702-703, General Appendix.

How cancel complete train, rear engine included ?

See Rule 7 (c).

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

See Regulations 237, 277, 278 and Rule 10.

Under what signal is a train so signalled to be accepted ?

See Rule 10 (a), also note at foot of clause (b).

How would such a train be signalled—(a) If “ Line Clear ” had not been obtained ; (b) if “ Line Clear ” had been obtained for a through train ?

See Rule 10.

Should goods trains which require to shunt at stations or sidings intermediate in a Block section be signalled under the 1-2-2 code ?

See Rule 10 (b).

What is the code signal for “ Train Arrival ” and when sent ?

See Rule 12, and code, Appendix IV.

When should the Train Arrival signal be sent during foggy weather ?

See clause (c), Rule 12.

When the last vehicle is inside the Home signal or train is shunted clear, and signalman cannot see whether train is complete, what should he do ?

See Rule 12 (b) and Regulation 198.

When a train is an unusually long time in section, what action should be taken by the signalmen at each end of the section ?

See Rule 13 and General Appendix, pages 669-671.

(a) If Tunnel in section. (b) If there are parallel lines?

See Rule 13.

Should the Train Arrival signal for the train that has been despatched be received after the message has been sent, on form "A," must a reply be obtained on form "B" before sending "Is Line Clear" for a following train? *Blue*

Yes
See clause 2, page 670, General Appendix.

If there is no train waiting to proceed, should messages be exchanged? *Yes*

See clause 2, page 670, General Appendix.

Before replying to message "A," what precautions should signalman at box in advance take?

refer to Train Register Book
See clause 4, page 670, General Appendix.

Who writes out "A" and "B" messages, and how dealt with, and how transmitted?

Signalman Morse or Telephone
See clause 5, page 670, General Appendix.

What instructions should be given to crew of train travelling in opposite direction?

See book and interview crew re directions
See clause 6, page 670, General Appendix.

There is a break between shifts, and no attendance at station in advance for first train in morning, how deal with train?

Driver. Guard advised proceed cautiously to
See page 678, General Appendix.

How does station in advance deal with train?

See page 678, General Appendix.

When can a second train follow?

Give written instructions to driver and he to be given up at box in advance
after train arrival signal has been given
See page 678, General Appendix.

What is the code signal and when would it be necessary to send "Obstruction Danger?" *6.*

See Rules 14 and 24.

How are signals placed and maintained when "Obstruction Danger" is sent or received?

See clauses (b) and (d), Rule 14.

Should there be reason to suppose that both Lines are foul, what should be done, and where there are parallel Lines how act?

See clause (c), Rule 14.

What action should signalman receiving the "Obstruction Danger" signal take if unable to stop a train for which the "Is Line Clear" signal has been accepted by the signalman at the signal-box in advance?

See clause (f), Rule 14.

If on receipt of "Obstruction Danger" signal the signalman stopped a train for which the "Is Line Clear" signal had been accepted by the signalman sending "Obstruction," what action would be taken?

See clause (e), Rule 14.

What action would the signalman take who sent the "Obstruction" signal if in acknowledgment he received "Train Running Away on Right Line" signal?

See clause (f), Rule 14.

If, after the "Obstruction Danger" signal is received and acknowledged, it is necessary to allow a relief or breakdown train to enter the section, how would it be signalled?

See clause (d), Rule 14 and Rule 16.

When the "Obstruction" is removed, what signal is sent?

See clause (g), Rule 14.

Should, however, a train which the Signalman at the Block station in the rear was unable to stop, be in the section when the obstruction was removed, when would the "Obstruction Removed" signal be sent in that case?

See clause (g), Rule 14.

What is the code for "Obstruction Removed?"

See code, Appendix (IV).

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

See Rule 14a.

When can the line be fouled outside Home signal?

See Rule 15.

Should signalman in rear acknowledge the 2-4 signal if he has accepted a train from the signal-box in the rear?

See Rule 15.

After accepting the "Is Line Clear" signal, could you allow the line to be fouled outside the Home signal?

See Rule 3 and 4.

Can the signal be used in foggy weather?

See Rule 15 (f).

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

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

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

See clause 2, page 667, General Appendix.

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

See clause 3, page 667, General Appendix.

If the employe who works the Fixed signals does not also work the Block instruments, who should give the permission to foul the main line?

See clause 4, page 667, General Appendix.

What code signal do you send to obtain authority to shunt outside of Home Signal, and when would you consider authority was given?

See code, Appendix IV and Rule 15.

Supposing the signalman at the other end sent "Train Running Away on Right Line" signal while a train was outside your Home signal under the 2-4 signal, what action should be taken?

See Rule 25.

When would you send the "Obstruction Removed" signal after the 2-4 had been acknowledged?

See clause (e), Rule 15.

If a signalman receives the "Blocking back" signal, and is not in a position to grant permission, would he take any action?

See clause (b), Rule 15.

Could you place vehicles outside your Home signal on a falling gradient towards the station in the rear without special authority?

See clause (c), Rule 15, Regulation 209 (c).

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

See Regulations 207 and 209 (C), Rule 15, clause (c) and page 422, General Appendix.

What other restrictions are there against fouling the line outside Home signals for shunting purposes?

See clauses (d) and (f), Rule 15.

In the event of an engine becoming disabled while working outside Home signal on the 2-4 signal, how could relief be obtained from the station in rear?

See clause (d), Rule 14, and Rule 16.

If, owing to breakdown, an assisting engine or train is required to enter the section from rear, Rear Box is nearest, how will relief be asked for and obtained?

See Rule 16, Regulation 66 and 239 (*f*) and (*h*), and pages 474–476, General Appendix. See also clause (*d*), pages 481–482, General Appendix, in respect to an electric train being assisted by another electric train.

Same circumstances, but Front Box is nearest?

See Rule 16 (*c*) and Regulation 239 (*f*).

How is relief signalled as having entered section, and when should train arrival signal be sent?

See Rule 16 (*b*) and (*c*).

When the Train Arrival signal is received, and permission has been obtained for another train to proceed, what action is taken in regard to that train?

See Rule 16 (*b*).

There is a tunnel in section, what precautions are taken from each end?

See Rule 16 (*d*) and (*e*).

When an electric train is used to assist in the rear of stalled or disabled train, should the two trains be coupled together?

See clause 3, page 474, General Appendix.

Can an electric train be used to push a mixed or goods train in foggy weather, or during falling snow?

See sub-clause (*b*), clause 3, page 474, General Appendix.

Where do you find particulars in respect to loads which may be lifted by an electric train?

See clause 3, sub-clause (*e*), page 474, General Appendix.

When the assisting train is an electric train, how many motors must be in operation?

See sub-clause (*a*), clause 5, page 475, General Appendix.

What is the maximum rate of speed allowed for mixed or goods trains when being assisted by an electric train in the rear ?

See sub-clause (d), clause 5, page 475, General Appendix.

Can assistance be granted from box in advance on wrong line, if so, state circumstances and what your authority would be ?

See Regulation 243 (h).

How would signalman at intermediate signal-box, without crossover road, know that relief was being obtained on wrong line ?

See Regulation 243 (i).

Should signalman retain Wrong Line Order ?

See Regulation 243 (h).

If, owing to no other competent man being available, driver has to take Wrong Line Order forward, by whom should it be endorsed ?

See Regulation 243 (h).

If, after receiving Wrong Line Order to send assistance in on wrong line, could relief be sent in from rear ?

See Regulation 243 (h).

If a train, for any reason, has to be divided in the section, could engine be allowed to go back on wrong line for remainder of train ?

See Regulation 243 (g).

If there is an intermediate Block Post with no crossover, and first portion of train has to be taken a section further to dispose of loading, where would guard's Wrong Line Order be addressed to ?

See Regulation 243 (g).

An intermediate Block Post intervenes with a crossover road, where would order be addressed to ?

See Regulation 243 (g).

If there is an intermediate Block Post, what has signalman there got to do with guard's order ?

See Regulation 243 (g).

If train is divided and no guard's Wrong Line Order can be produced, how would line be cleared ?

See Regulation 243 (a).

How are Wrong Line Orders dealt with ?

See Regulation 243 (g) and pages 702-703, General Appendix.

What is done in regard to Tail signals ?

See Regulation 243 (b).

If through accident or emergency, a train or engine requires to return, on wrong line to your box, could such be done ?

See Regulation 239 (i) and 244 and 247 (g), also pages 479-484, General Appendix.

When would you consider it safe to issue a Wrong Line Order ?

See Regulation 244 (b).

If a train is in the section approaching your signal-box, would you give permission ?

See Regulation 244 (b).

In the event of Block Instruments being out of order, when would Wrong Line Order be issued ?

See Regulation 244 (c).

In all cases of wrong line working, what is done regarding catch points in main line ?

See Regulation 246.

If two or more trains require to return to your signal-box, how many Wrong Line Orders would be required ?

See Regulation 244 (g).

In the event of the line being, from any cause, obstructed after the Wrong Line Order has been issued, what precautions should be taken?

See Regulation 244 (*h*).

What is done with Wrong Line Order, and how disposed of?

See Regulation 244 (*d*).

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

See Rule 16 and pages 702-703, General Appendix.

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

See pages 702-703, General Appendix.

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

See page 702, General Appendix.

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

See page 702, General Appendix.

In the event of a Brake Down Van proceeding through section to an accident, or a relief engine running to take the place of another that has failed, how should it be signalled?

See Rule 17 and page 33, General Appendix.

How would Breakdown Van returning from scene of accident, or Hospital Car proceeding to, and from scene of accident, be signalled?

See page 669, General Appendix.

If a signalman observe something unusual on a train which he considers dangerous, what should he endeavour to do?

See clause (*a*), Rule 19, and Regulation 248.

If he fails to stop train, what is done—(a) What signal is sent to station in advance, and what else is necessary? (b) What does the signalman who receives the “Stop and Examine Train” signal do? (c) What action should be taken in regard to train proceeding in opposite direction? (d) If stopped, when would it be allowed to proceed? (e) If signalman receiving the Stop and Examine Train signal be unable to ascertain, after examination of the train, why the signal was sent, what action would be taken in regard to first train travelling in opposite direction? (f) If goods falling off, or vehicles off road, what additional precautions are necessary? (g) What is necessary in regard to parallel lines?

See Rule 19, Regulation 248, and pages 82–84, General Appendix.

In addition to sending the “7” signal, should signalman also telegraph or telephone the Signal-box in advance, the cause of sending Stop and Examine Train Signal?

See Rule 19 (c).

When do you send the repeat signal, and what should be done by the signalman who receives it?

See Rule 19a.

When is the cancelling signal sent, and what does it cancel?

See Rules 10, 14 (e) and 20.

Should a train pass a signal-box without the proper Tail signal, or signalman be unable to satisfy himself whether or not the Tail Disc or Light is on train—

(a) What signal should be sent to box in advance, to box in rear?

(g) Should signalman carefully watch each train as it passes to see whether complete?

(c) How would train going in opposite direction be dealt with?

(d) When sending the 4–5 signal, should Block Indicators be placed in the normal position?

- (e) What is signalman's duty at rear before allowing a train to enter section under the 4-5 signal ?
- (f) Could the signalman receiving the 4-5 signal send " Is Line Clear " for a following train before receiving the Train Arrival signal, if so, when should it be sent ?
- (g) If a signalman received the " 9 " signal, what should he do ?
- (h) If Guard is with train, and it is complete ?
- (i) If train not complete ?
- (j) If section is short, and signalman cannot stop train without bringing it to a sudden stop, how act ?
- (k) Should the signalman sending the 4-5 signal receive information from signalman in advance, that train has arrived complete and he has not given permission for a train to leave box in rear, should he send the Train Arrival signal ?
- (l) If train is not complete on arrival at box in advance, how would signalman in rear be informed, and next train through Section dealt with ?
- (m) Should the Signalman sending the 4-5 signal receive " Is Line Clear " for a following train, and he has not received intimation from box in advance that train has arrived complete, how would train be accepted and Block Indicators placed ?
- (n) How would train be dealt with on arrival ?
See Rules 21 and 16.

What is the " Train Divided " signal, and when should it be sent ?

See Rule 22, and Regulation 248.

What should the signalman receiving the signal do if the section ahead is clear, and train is assisted by a Bank Engine in rear, or train is running on a falling gradient, or where line is level, or where in short sections the stoppage of first portion would risk a collision with the second portion?

See Rule 22 and Regulation 248.

How signal to driver that train is divided?

See Regulation 70 (b) and page 306, General Appendix.

After first portion of train has passed, what action should be taken in regard to stopping the second portion?

See Rule 22.

What action would signalman sending or receiving the Train Divided signal take in regard to train going in opposite direction?

See Rule 22 (c).

If the divided train is running on a rising grade and not assisted by a bank engine in rear, what action would signalman receiving "Train Divided" signal take?

See Rule 22 (b).

If rear portion of a divided train came to a stand near signal-box, or should train become divided in starting and driver run forward with first portion leaving rear portion stationary, what signal is sent forward?

See Rule 22 (d).

Should it be necessary for a train to follow the first portion of train which has become divided, second portion having been shunted clear, under what conditions could train be despatched?

See Rule 22 (e).

Under what conditions could the second portion of the divided train be allowed to follow the first portion through the second ahead?

See Rule 22 (f).

Should the rear portion of a train not clear the section in rear, how would signalman sending the Train Divided or Stop and Examine signal act, and if assistance was required from rear, how would it be obtained ?

See Rules 16 and 22 (g).

When is it necessary to send the signal "Shunt Train for following Train to Pass;" and what is the duty of the signalman receiving the signal ?

See Rules 17 and 23, and page 33, General Appendix.

Is it compulsory for signalman receiving this signal to shunt the train ?

See Rule 23.

In the event of a train entering a Section without authority, or vehicles running away on right line into a section—

- (a) What signal is sent and what is done regarding Fixed signals ?
- (b) What should the signalman receiving the signal do if section in which the train is running away in, is occupied by a train ? If not occupied ?
- (c) If section ahead is clear ? Not clear ?
- (d) When could train be despatched in opposite direction ?
- (e) What is done regarding parallel line traffic ?
- (f) If 2-5-5 be received during the time section is unoccupied, when would "Train Arrival" signal be sent. ?
- (g) If received during time section is occupied, when would "Train Arrival" signal be sent ?
- (h) If a train due to stop at yours, and for which all your signals are off, did not stop, would it be a runaway ?
- (i) A train overruns your signals at the "STOP" position, would it be a runaway ?

- (j) If necessary to send relief train or engine into section, how is it done ?
- (k) If, after the 2-5-5 has been sent, the runaway train or vehicles are stopped and removed from section at the end from which the signal has been sent, how is signalman at box in advance advised ? What remarks are entered in Train Register Book, and how would the following train be dealt with ?

See Rules 16, 25 and 32.

Should any train, vehicle or portion of train be running back in the wrong direction, or should a train be proceeding on the wrong line—

- (a) What must the signalman do in regard to Fixed signals ?
- (b) What signal should be sent to box in rear ?
- (c) After receiving an acknowledgment to the Obstruction Danger signal, what signal is sent ?
- (d) How deal with first train going in the same direction on the right line ?
- (e) What should the signalman receiving these signals do ?
- (f) In the event of the runaway train or vehicles being turned on to the other line, what signal is sent to the next signal-box towards which train is running ?
- (g) When could the signalman receiving these signals allow a train to enter section ?
- (h) When could Brake-down Van be allowed into section, and under what conditions ?

See Rules 14, 16, 24 and 32.

When could a Block Post be switched in ?

See Rule 26.

If on switching in it is found that the instruments on one or both sides are out of order, what is to be done ?

See Rule 26 (b).

When can a Block Post be switched out ?

See Rule 26 (c), pages 139-140, General Appendix.

If on testing through communication after switching out, it is found there is a fault, what is done ?

See Rule 26.

If Block Instruments are out of order, could you switch out ?

See Rule 26 (d).

If Block Instruments have been out of order, but rectified, when could you switch out ?

See Rule 26 (d).

If owing to any circumstances the signal-box should be kept open when ordinarily it would be closed, what action should be taken by signalmen ?

See page 140, General Appendix.

Can shunting be permitted through crossover or to foul opposite main line when post switched out ?

See Rule 26 (g), and page 309, General Appendix.

What is the normal position of Fixed signals at switched outposts ? Are signals lighted at night ?

See Rule 26 and page 161, General Appendix.

When a train stops at a station while it is switched out, should the train be protected by Fixed signals ?

See Rule 26 (e).

Any exception to placing the Fixed signals at " Stop ? "

See page 159, General Appendix.

At any place where levers are provided on the station platform in order that, when the Signal-box is closed, the necessary signals may be placed to the " Stop " position for the protection of a stopping train—(a) What precaution should the signalman take before switching in the Instrument? (b) After a station has been switched out, whose duty is it to release the platform levers? (c) Who is responsible for the safe custody of the keys when the station is switched in? Switched out?

See page 159, General Appendix.

If one line is obstructed by accident or failure, and the other line is clear and there is traffic to work, how could it be conducted?

See Regulation 250.

Which station should appoint the pilotman?

See Regulation 252 (b). *An advance*

How is he distinguished?

See Regulation 250 (a). *See Reg*

How many pilotman forms are required, and what are Pilotman's duties?

See Regulation 250 and 252.

Where does pilotman ride (a) If one engine on train; (b) if two engines on train?

See Regulation 250 (a).

If two or more trains in one direction before one in opposite direction, how does pilotman start the first train?

See Regulation 250 (a).

In the event of a portion of a train being left on main line, through inability of the engine to take the whole of the train through the section, what is the signalman's duty before permitting the engine to return for second portion? (a) If pilotman is accompanying train; (b) If pilotman not accompanying train?

See Regulation 261 (c).

Should pilotman show himself to signalman at each box as he passes?

See Regulation 250 (a).

How will driver and guard know system in operation and length of pilotman's section?

See Regulation 250 (a).

How is the obstructed section protected at each end during daylight, darkness or foggy weather?

See Regulation 250 (b).

What precautions should be taken at Distant signal or signal leading on to the single line?

See Regulation 250 (b).

At the facing points leading off single line, what precautions?

See Regulation 254 (c).

During foggy weather, or when from any other similar cause, the signals cannot be clearly seen—(a) How should the fog signalman appointed for the Distant signal of the obstructed line be utilised—see diagram at end of clause (b), of Regulation 250; (b) If there is no Distant signal in force, where should fog signalman be stationed? (c) If fog-signalman has not reported for duty, what precautions should be taken in regard to trains travelling over single line?

See Regulation 250 (b).

What precautions should be taken with facing points on single line, and at what rate of speed are drivers permitted to travel over them? *held by hand 10 mph*

See Regulation 257.

What security should be taken with facing catch points in main line? *man appointed, with proper signals*

See Regulations 246, 258 and 259.

When train is passing over catch points in facing direction, how should man at points signal to driver?

See Regulation 258 (b).

Should pilotman satisfy himself that driver is aware of the position of catch points?

See Regulation 258 (c).

How will driver know single line working is in force before arriving at pilotman's terminal?

See Regulation 250 (c).

What signal are all trains approaching pilotman's terminal to be accepted under:—

See Regulation 250 (c).

In the event of the instruments having failed—(a) How would signalmen in rear of signal-box at each end of the single line be informed that single line working is in operation? (b) If unable to instruct signalman as above, how would driver be informed that single line working is in operation before arriving at the pilotman's terminal.

See Regulation 250 (c).

Between what points should single line working be confined, and in case of a crossover being selected as a pilotman's terminal, unprotected by Fixed signals, what arrangements are to be made?

See Regulation 251 (a).

Could the officer who arranges pilot-working also be signalman or pilotman?

See Regulation 252.

When can an intermediate signal-box be switched in?

See Regulation 252 (e).

If a train becomes disabled in section, how is relief obtained? (a) Accompanied by pilotman; (b) Not accompanied by pilotman?

See Regulation 261 (a) and (b).

Under what system is traffic regulated during pilot-working?

See Rule 18, Regulation 253.

If the needles are at the "ON LINE" position, owing to obstruction in section, how are they to be moved to the cleared position? Give three possible cases.

See Regulation 253 (b).

In the event of instruments failing, how are trains dealt with?

See Rule 18, Regulation 253 (a).

If a tunnel intervenes, what interval?

See Rule 18.

How are signals applicable to entering the pilotman's section to be used?

See Regulation 254.

What is driver's authority for passing them at the "Stop" position?

See Regulation 254.

How are intermediate signals to be worked?

See Regulation 254 (d).

Should pilotman obtain permission from signalman before authorising driver to enter upon single line?

See Regulation 254 (b).

An accident blocks both lines, and it is necessary to work up to each side, how done?

See Regulation 255.

One line is cleared and it is desired to work through, detail how accomplished?

See Regulation 255 (d).

What head lights are carried at night or in foggy weather?

See Regulation 256.

Can pilotman be changed during the working?

See Regulation 260.

When can signalman change during the working?

See Regulation 260 (c).

How is single line working cancelled, and by whom, and what is done with all forms and copies of messages sent.

See Regulation 262.

What is pilotman's last duty in connection with train running?

See Regulation 262 (c).

How will employes in section know when pilot-working has been put into operation, and again when it is cancelled?

See Regulation 252 (c) and 262 (b).

If found necessary to supply pilotman with engine, to enable him to readily get from one end of section to the other, how worked?

See Regulation 250 (a).

Should all signals forwarded and received be recorded, and in what book?

See Rule 28.

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

- (a) If an incorrect or illegible entry is made?
- (b) In dealing with fractional parts of a minute?
- (c) In recording everything that takes place at your station or in the section?
- (d) Late running or train signals denoting special trains?
- (e) Who is responsible for correct entries where recorded are employed?

See page 165, General Appendix.

- (f) Should a record be kept of time occupied by trains at stations, and, if so, how are entries made?

- (g) When Distant is not lowered, what entry is made? When is arrival and departure to be booked, or if a train does not depart after train departure signal sent, what is done?
- (h) When a train is detained at a Fixed signal, what entry is made—(1) Train timed to call; (2) Train not timed to call?
- (i) What signals are to be recorded across figure line of T.R. Book, and what other records must be entered on figure line?
- (j) When single line working is brought into force, how would it be shown in T.R. Book?
- (k) What abbreviations can be used in T.R. Book?
- (l) How are Train Register Books dealt with, and when are they to be forwarded to Block and Signal Inspector?

See Rule 28 and pages 136 and 698-702, General Appendix.

What are the code rings used in double line block working?

See pages 278-279, Book of Rules and Regulations.

If you have occasion to leave the instruments, what is your duty before doing so—

- (a) In regard to ascertaining how trains are running?
- (b) If leaving after accepting or despatching a train?
- (c) In respect of entries in Train Register Book?

See Regulation 88 and sub-clause (b) of clause 8, page 700, General Appendix.

Describe the method of testing double line block instruments?

See Rule 29.

When should they be tested?

See Rules 26 and 29; also Regulation 90.

What are a signalman's responsibilities in regard to obtaining proper time and in comparing clocks?

See Rule 30.

How are controlled signals tested?

See Rule 31, and Regulation 78, and pages 157-158, General Appendix.

How signal mixed trains?

See Rule 33.

What is the telephone signal?

See Rule 34.

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

See pages 165-166, General Appendix.

Where do you find the signal code for electric bells used on suburban lines?

See pages 723-726, General Appendix.

Where do you find list of books and forms used in connection with double line block working?

See page 721, General Appendix.

When resuming duty after leave or other absence, what should you do?

See clause 2, page 5, General Appendix.

What is your duty in respect to the infringement of any Rule, Regulation or other Instructions?

See clause 3, pages 6 and 7, General Appendix, and Regulation 10.

GENERAL.

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

See Regulation 10 and 24.

At all stations, what is the duty of the officer in charge and signalmen in respect of being prepared for any emergency which might arise ?

See pages 69-72, General Appendix.

