D

VICTORIAN RAILWAYS

QUESTIONS

For the information and guidance of those engaged

in . . .

Shunting Operations

SERIES No 7

(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.

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 and clause (*c*), Regulation 47.

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.

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*) of 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 Signal at the same time ?

See clause (*b*), Regulation 48 and 96.

What does a Calling-on Signal 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 Signal, 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 Signal 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 Danger and the Home at Proceed ?

See clause (*d*), Regulation 103.

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

See clause (*c*), Regulation 49.

On approaching, a Driver finds a Distant Signal at Danger, 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 Stop ?

See clause (*b*), Regulation 60.

Are there any exceptions to the above Regulations ?

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.

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.

In the case of a train or vehicles having to be shunted from a Siding on to a Running Line, or from one Running Line to another and having to stand there, who is responsible for seeing that it is protected by the Fixed Signals, and after sunset or during foggy weather, what other precautions for safety should be taken ?

See Regulation 205 and clause 9, page 391, General Appendix.

When should a Home Signal be 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 or when a train or vehicle have passed a Home Signal and is waiting to be crossed to another line, or to be let into a Siding, or has been shunted to an opposite Running Line, or placed on either a Main or Branch Line at a Junction,

or when a train or vehicles have been shunted from a Siding to a Running Line and is waiting to be crossed to another line ?

See Regulation 75, and pages 178–181 and 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 Stop ?

See Regulations 66, 95 and 254.

Should the Starting Signal be passed at Stop 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 clauses (*b*) and (*e*), Regulation 67; see also pages 25 and 26 of Fog-signalling Circular.

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

See Regulation 75; see also pages 30–31 of Fog-signalling circular, and 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 and 9, General Appendix.

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

See clause (*b*), Regulation 50, as amended on pages 8 and 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 (*b*), Regulation 50, as amended on pages 8 and 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 Stop ?

See Regulations 95 and 254.

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 SIGNAL.

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

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 ; (*f*) To authorise Driver to pass Starting Signal at " Stop " for station work.

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.

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 Signalman at night that the last vehicle is clear of the points ?

See Regulation 82 ; also clause 18 of Regulation 70.

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 and clause (*b*), Regulation 70.

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.

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 Marker Light ?

See Regulation 54, and Regulation 45 (*c*).

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

See Regulation 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 is 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 pages 136–139, 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 Signal Indications are displayed, what will they indicate to a Driver, 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 clauses (*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, and 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 153, 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 a Three-position Dwarf Signal and the indications displayed by such Signal ?

See Regulation 58.

AUTOMATIC TRAIN-STOPS.

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

GENERAL.

What is the object of Distinguishing Head Signals ?

See Regulation 149, and clause (1), page 249, 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.

When a Locomotive equipped with Electric Head Lights is engaged shunting during darkness in a Yard, should the long range light be dimmed ?

What Marker lights should be exhibited in front and rear ?

What lights must Engines having oil Head Lamps, carry in front and rear when shunting during darkness in Yards ?

See page 252, General Appendix, and Regulation 152.

How many lamps are Electric Trains fitted with ?

What may the lower Centre Light on an Electric Train be used for ?

How are the Lamps on Electric Trains lighted ?

See pages 252–253, General Appendix.

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 pages 190–191, 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, and pages 190–191, General Appendix.

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.

For a general description of the Overhead Wiring, see pages 37–40, General Appendix.

What is a Tensioning Point ?

See page 38, General Appendix.

(*a*) What is 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.

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 48–49, 352–353 and 360, General Appendix.

What are the Special Overhead-repair Signals ?

See pages 127–130, General Appendix.

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

See pages 233–238, General Appendix.

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

See Regulation 24, and pages 26–27 and 360, General Appendix.

See pages 26–28, General Appendix, in respect to Employes exercising proper care in the performance of their duties to prevent accidents or injury to themselves or others and warning those who neglect to take proper care.

What are the Special Instructions relating to Emergency Controller Keys ?

See pages 472–473, General Appendix.

What is provided at locations where the Electrical equipment terminates ?

When an Electric train is being shunted towards an Overhead Terminal on a Mine line or Siding, from which cabin should train be driven ?

See clause 10, page 49, General Appendix.

(*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 ?

(*e*) 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 Points worked from a locking frame or otherwise securely fastened; (*b*) over Facing Points held by hand; (*c*) over Trailing Points.

See Working Time-table.

What is the maximum permissible speed of Motor Inspection Cars when passing over Facing or Trailing Points held by hand?

When passing through Trailing Points, should the Points always be held or set in the proper position for the line on which the car is running?

See clause 3, page 289, General Appendix.

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 eight chains radius; (*c*) Empty Trains when Shunter leaves the leading vehicle to move the Points?

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

How are Facing Points in the Main line secured at non-interlocked crossing and Terminal Stations?

See clause 1, page 166, General Appendix.

What is provided in connection with the apparatus? and how should the Signal lever at the Points, when in the normal position, be secured? Where should the key, when not required, be kept?

See clause 2, pages 166–167, General Appendix, and Diagram on page 169.

When it is intended to turn an approaching train direct into any Road other than the Road for which the Points normally lie, when would the Home Signal be lowered, and from where? Before the Signal is lowered, should the

Plunger be withdrawn and the Points tested? What Hand Signal would be exhibited to the Driver of the approaching train?

See clauses 2 and 4, pages 166–167, General Appendix.

Before permission is given for a train or any vehicle to pass over the Plunger locked Points in the Trailing direction from any Road other than that for which the Points normally lie, what precautions should the Shunter take?

See clause 6, page 168, General Appendix.

If the Home Signal becomes defective, what action should be taken in regard to the Facing Points?

See sub-clause (*a*), clause 8, page 168, General Appendix.

If, owing to a defect in the Plunger locking or the Detector, the Signal cannot be worked from the platform, but can be worked from the Quadrant at the Points, what instructions must be observed?

See sub-clause (*b*), clause 8, page 168, General Appendix. For instructions *re* Point Indicators connected to Plunger Locked Points, see page 132, General Appendix.

(*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 the Key can be withdrawn from lock?

(*d*) Would it be necessary to test for defects, after Key has 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 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 pages 172–178, General Appendix.

How should all Hand Points fitted with a Hand Locking-bar and Padlock or bolt and padlock, which lead to or from a running line be secured when not in actual use ?

Where should the Key be kept ?

See clause 1, page 194, General Appendix.

How should all fixed Scotch Blocks and all safety Hand Points at stations and sidings be secured when not in use ? Should all vehicles be placed within such Scotch Blocks or Safety Points ? What precautions should be taken in regard to vehicles standing in a siding ?

See Regulations 118 and 208.

Should shunters examine Hand Points and Plunger locking at intervals ?

Should they report every case in which the Points fail to work properly, after having defects attended to ?

Should shunters see that Hand Points are properly clean, lubricated and reliable, and that ballast, ashes and litter, etc., are kept clear of Blades ?

See clause 3, page 194, General Appendix.

After a dust storm, what action should be taken ?

See clause 3 (*b*), page 194, General Appendix.

Is it permissible to shunt a Goods train from one running line to another out of the way of Passenger and Mixed trains if there is sufficient siding accommodation to accommodate the Goods train ?

See clause (*d*), Regulation 197.

What should be noted in respect to padlocks which are used for securing Points and Scotch Blocks ?

See page 195, General Appendix.

In order to reduce the heavy loss involved in repairs to damaged vehicles and also to ensure that the maximum number of trucks shall be available for public requirements, what precautions should be taken to avoid damage to vehicles, buffer stops, etc., in shunting operations ?

See sub-clause (*a*), clause 1, page 201, General Appendix, and clause (*e*), Regulation 132.

Before any shunting operations are conducted, who should be informed of what is about to be done ?

See sub-clause (*b*), clause 1, page 201, General Appendix.

Should care be taken to see that vehicles left in sidings are clear of Fouling Points of all adjacent lines and properly secured to permit of shunting operations being carried on without risk of injury to the staff ?

See sub-clause (*d*), clause 1, page 201, General Appendix, and Regulations 207 and 208.

When a train or portion of a train is being shunted in a Yard must a shunter or some competent employe accompany it ? If so, why ?

Any exception to shunter accompanying train or portion of train ?

Should driver move engine before receiving a signal from the shunter to do so ?

See sub-clause (*a*), clause 2, pages 201–202, General Appendix, and Regulation 82 and 206.

Should the shunter see that the points are in the proper position before giving the signal for the train to move and also see that the train or trains employed are protected by the Fixed Signals ?

See clause 4, page 202, General Appendix.

How do you signal to the signalman during darkness that the last vehicle is clear of the points ?

See sub-clause (*c*), clause 2, page 202, General Appendix, and clause (*a*), Regulation 82.

If two engines or trains be standing in such a position that the driver of one might mistake a Hand Signal intended for the driver of the other engine or train, how would you act ?

See clause 3, page 202, General Appendix.

Where a Fixed Signal is not provided to control a shunting movement 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 or from one Running line to another ?

See clause 6, pages 202–203, General Appendix ; see also Regulation 165.

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.

Whenever it is reasonably practicable, should the signalman when exhibiting the Green Hand Signal advise the employe in charge of the shunting movement how the Points lie ?

See sub-clause (*c*), clause 6, page 203, General Appendix.

What precautions should be taken when shunting vehicles on any Running line ?

See clause (*c*), Regulation 82, and page 391 General Appendix.

May a vehicle be shunted past a Fixed Signal at the Stop position ?

See sub-clause (*d*), clause 6, page 203, and clause 5, page 364, General Appendix.

When a Signal applies from more than one siding and there is an engine under steam in any of the sidings, or where any such siding forms an exit from an Engine Depot, what precautions must be adopted before any train or vehicle is shunted into any of the sidings ?

See sub-clause (*a*), clause 7, page 203, General Appendix.

If a competent man be not readily obtainable, what precautions must be adopted before any vehicle or train is shunted into any of the sidings ?

See Sections (i), (ii) and (iii), sub-clause (*b*), clause 7, page 203, General Appendix.

If, before the shunting operations have been completed, the shunter be relieved from duty, what should the man who takes his place do before commencing work ?

See Section (iv), sub-clause (*b*), clause 7, page 203, General Appendix.

Where the exit from, or entrance to a siding is controlled by a Fixed Signal, should any attempt be made to take a train to or from such siding until the proper Signal is exhibited ?

Should a driver whilst waiting for such Signal allow his engine or train to stand foul of any other line if practicable to avoid doing so ?

See clause (*b*), Regulation 69.

Where a Signal applies from more than one siding, and more than one engine or train is in the sidings at the same time, when should a driver move towards the signal ? If no shunter be in attendance when could engine be removed towards the Signal ?

See clause (*c*), Regulation 69.

Where Point Indicators are connected to and worked with the Points for which they apply, what do they indicate ?

Where a Fixed Signal is not provided to govern the movement, should driver seceive a Signal from guard, shunter or signalman before proceeding through such Points ?

See clause (*d*), Regulation 69.

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.

Is an engine permitted to be in motion on any Running line unless both driver and fireman are upon it ?

See Regulation 156.

Under what conditions can trucks be shunted into sidings, or to other trucks upon Running lines without remaining attached to the engine ?

See clause (*a*), Regulation 207.

From whom should permission be obtained before vehicles are detached from a train and left on any Running line prior to being shunted into sidings, or when it is necessary for a train or any vehicle to be placed outside of Home Signal,

and what precautions must be adopted in respect to the protection and security of the vehicles and train ?

See clauses (*a*), (*b*) and (*c*), Regulation 209, and clause (*h*), Regulation 205. See also Regulation 205 for instructions to be observed when a train is shunted for another to pass.

In Loco. Yards where there is a separate road for incoming and outgoing movements, should shunting be allowed in the wrong direction if it can reasonably be avoided ?

Should trains or enniges moving in the wrong direction be properly protected ?

See clause 8, page 203, General Appendix.

From whom should you receive authority before moving any Passenger or Mixed train for the purpose of taking it out of running, or any carriage, from a platform ?

If no person in charge at time, what precautions should be taken ?

Could a Passenger or Mixed train or carriage be moved if a Lampman or other employe is on the roof ?

See sub-clause (*a*), clause 9, pages 203–204, General Appendix.

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

See Regulation 201.

Where will Shunter 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, pages 364–365, General Appendix, and sub-clause (*b*) and (*c*), clause 9, page 204, General Appendix.

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

See clause 5, pages 364–365, General Appendix, and clause 9, pages 203–204, General Appendix.

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

See clause 6, page 365, General Appendix ; also page 391, General Appendix.

From which cab will an Electric Train be driven when it is being shunted ?

See clause 7, page 365, 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 373–376, General Appendix.

What is the maximum permissible speed when pushing trains on Running lines ?

See clause 3, page 364, General Appendix.

When pushing empty trains or vehicles of any kind out of a Terminal Station or other place on to a Running line, should the Engine or Motor Car go back with the train, and should the train or vehicles be brought to a stand before the Engine or Motor Car is detached ?

Should driver see that the guard or shunter is in attendance before moving a train or vehicle to shunt ?

See Regulation 202.

When a Motor Coach is to be turned on a Turntable where Overhead Electrical equipment is installed, should the Shunter see that the pantograph is lowered before the turning movement of the Turntable is commenced ?

See sub-clause (*b*), clause 10, page 204, General Appendix.

Before any train or vehicle is allowed to pass on to a Turntable, what precaution should be taken ?

Should the train or vehicle be moved cautiously when crossing the table ?

See sub-clause (*c*), clause 10, page 204, General Appendix.

Where a Fixed Signal is provided to work simultaneously with the Turntable, should the Signal be lighted ?

See sub-clause (*d*), clause 10, page 204, General Appendix.

What precautions before any vehicle containing passengers is shunted over Points ?

See clause (*b*), Regulation 210.

When any vehicle has to be shunted into a Siding, what is Shunter's duty before commencing to set back ?

See clause (*e*), Regulation 132.

Under what conditions is double shunting permitted ?

See clause (*a*), Regulation 132.

At Terminal Stations, and other places, where there are Dead-end Lines, what should be exhibited on the Buffer Stops of Arrival Lines after sunset and in foggy weather ? In the event of any vehicle being near the buffer stops, what should be exhibited on such vehicle ?

See clause (*a*), Regulation 133.

At places where a Running line is adjoining a Refuge Siding, what should be placed on the Buffer Stops in Refuge Siding at night or during foggy weather ?

See clause (*b*), Regulation 133.

What other instructions should be observed in respect to Refuge Siding, and in the event of it being necessary to leave a detached vehicle in the Siding, where should it be placed, and what should be exhibited on the vehicle at night or in foggy weather ?

See clause (*b*), Regulation 133.

When any vehicle or vehicles are being shunted against a train or carriage containing passengers, or when being shunted on to a high level stages, should the Air Brake on such vehicle or vehicles be in good working order and be connected through to the engine ?

See sub-clause (*a*), clause 11, page 204 and pages 421–422, General Appendix, and clause (*c*), Regulation 210.

When one or more vehicles are to be attached to any train conveying passengers, what other instructions must be observed ?

In the case of an Electric train, when would vehicles be moved on to the standing train ?

What is the Shunter's duty before taking Trailer Cars, fitted with a special Brake Valve, from the yard to be attached to Electric trains ?

See sub-clause (*c*), pages 423–424, General Appendix ; also section (*iii*), page 606, General Appendix.

When a car (or cars) is being attached to the rear of any Brake Van on a train, when would the light on or in the van be extinguished ?

See section (*iv*), sub-clause (*c*), page 424, General Appendix.

Can vehicles be loose-shunted towards Passenger or Mixed trains, or against any vehicle containing passengers ?

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

See Regulations 132 and 210, and page 421, General Appendix.

When a train is being shunted from one Running Road to another, or to a Siding out of running, or from a Siding to be put into running, should the Air Brake be connected through and in operation on the train ? Who should test the Air Brake before train is moved ? Who should accompany the train

whilst it is being shunted, and where should he ride? What should the employe who accomapnies the train be prepared to do?

See clause 1, page 423, General Appendix.

If the train is to be pushed, what are the Shunter's duties before giving the Driver a Hand Signal to move his train, and what light should be exhibited on the leading vehicle at night?

See clause 2, page 423, General Appendix; see also clause 5, page 364, General Appendix, and Regulation 201.

When shunting the cars of Electric trains, in what compartment should Driver be?

See sub-clause (*b*), page 423, General Appendix, and Regulation 206.

Should Shunter remain on the leading vehicle whilst the train is in motion upon a Running line?

If the train is being pushed from a Running line to a Siding, under what conditions could Shunter leave the leading vehicle? If the Shunter, after leaving the leading vehicle to move the Points, is unable to satisfy himself that the Siding into which the train is being shunted is clear, should he rejoin train after it has passed over the Points, and ride on the leading vehicle?

See sub-clause (*d*) and (*e*), page 424, General Appendix.

At what rate of speed should the train be reduced to after Shunter leaves the leading vehicle to move Points, and where should train be brought to a stand?

If the Driver receives verbal instructions to continue to move the train, at what rate of speed should it travel between the points and the place where it is to be brought to rest?

See sub-clause (*f*), page 424, General Appendix.

What instructions should Shunters be careful to observe–

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

(*b*) Before shunting a train out of a Siding ?

In this connection which brake should be used ?

See clause 3, page 424, General Appendix.

When putting away any loose carriages in any Depot or siding, when should they be uncoupled from the engine ? What should be done before detaching the engine ? What precautions should be exercised when other vehicles are shunted against the detached cars ? What other precautions should be adopted ?

See clause (*c*), Regulation 206, and page 421, General Appendix ; also sub-clause (*b*), clause 16, page 612, General Appendix.

What precautions before vehicles are moved or shunted into a sub-station or siding or Goods Shed used for loading or unloading traffic ?

See Regulation 131, and pages 208, 422, General Appendix.

See sub-clause (*d*), page 433, General Appendix, in respect to special attention being given to doors when Passenger trains are being docked.

Should vehicles be shunted about station Yards with the doors open, either hanging down or unfastened ?

See clause 3, page 435, General Appendix.

Should the doors of loaded or empty trucks be properly fastened before shunting is commenced, and where trucks are partially discharged should the loads be also secured before the trucks are moved ?

Should careful attention be given to the proper application of the necessary Hand Brakes in order to avoid violent

collisions of vehicles with other vehicles or with buffer stops ?

See sub-clause (*b*), clause 11, page 205, General Appendix, and Regulation 207.

Is loose shunting of "Q" Gas Cars permitted ?

In any case where it is necessary to loose shunt "Q" Gas Cars or to loose shunt some other vehicle against a Gas Car, what precaution should be taken ?

Should "Q" Gas Cars be kept unnecessarily attached to an engine performing shunting operations ?

See sub-clause (*c*), clause 11, page 205, General Appendix.

When persons are engaged in removing goods into or out of trucks or any employe is engaged in repairing trucks, what is driver's responsibility before moving trucks that are standing in sidings or which may be under repair, and what should shunter do before giving the signal to the driver to move the trucks ?

See clause 12, page 205, General Appendix.

If any leverage is required to move vehicles, what should be used ?

Is it permissible to use a piece of timber by placing it through the spokes of wheel and levering it against the "W" guard ? If not, why ?

See clause 13, page 205, General Appendix.

When a horse is used for shunting movements should a competent employe always be in attendance to supervise the movements, and if the man in charge of the horse is not an employe of the Department, should he be instructed by the

Officer-in-charge that no vehicle must be moved without the permission of the authorised employe ?

See sub-clause (*a*), clause 14, page 205, General Appendix.

What precautions are necessary on the approach and during the passage of any train ?

See Regulation 129.

Should shunter in charge of a horse used for shunting purposes exercise special care in the movements of trucks into or out of Goods Sheds or about Piers ? Before moving trucks should it be ascertained that the doors are securely fastened and that persons working in, about, or between such trucks have been duly warned ?

See sub-clause (*b*), clause 14, page 205, General Appendix.

Do the Rules, Regulations and other instructions applicable to work ordinarily performed by engine power apply with equal force when such work is performed with a horse ?

See sub-clause (*c*), clause 14, page 206, General Appendix.

Where there are Hand Points worked by Reversible lever when should such lever be released during shunting operations ?

See clause 15, page 206, General Appendix.

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

See page 319, General Appendix.

See page 600, General Appendix, and Regulation 203, in respect to Air Brake not to be relied upon to secure any train or vehicle from which the engine has been detached ?

For what purpose are white squares painted on trucks ?

See sub-clause (*a*), clause 16, page 206, General Appendix.

What should be noted in connection with the hand brakes on "Q" and "R" trucks?

See page 206, General Appendix.

Is loose shunting of vehicles containing explosives or Live Stock permitted?

See clause 18, page 206, General Appendix, and Regulation 132.

Are Shunters required to see that Water Cranes, etc., are secured clear of the tracks?

Should every case in which jibs, etc., are not properly secured be reported?

See page 206, General Appendix, and Regulation 135.

See page 207, General Appendix, in respect to shunting operations at suburban stations during the night.

Truck weighbridges at some stations and sidings are provided with Relief Roads which permit of engines and other rolling stock not requiring to be weighed to pass over without in any way interfering with, or imposing weight upon the weighing centres and clearings of the weighbridges. Where a Relief Road is provided, where is the lever working the Points at each end of the weighbridge placed, and whose control is it under?

What should the employe in charge of the weighing do immediately the weighing has ceased, and for which road should the points at each end of the weighbridge be set?

What is the normal position of the Points, and should the Shunter see that they are set in the normal position before permitting engine or truck not requiring to be weighed to pass over?

See clause 1, sub-clauses (*a*) and (*b*), page 207, General Appendix.

Where a Relief Road is not provided, what rate of speed must not be exceeded when vehicles are passing over the weighbridge?

If a Relief Road is provided, what rate of speed must not be exceeded when any engine or vehicles are passing over the weighbridge on the Relief Road ?

See clause 2, page 207, General Appendix.

Whenever possible in marshalling operations or other shunting movements, should trucks be kept clear of the weighbridge, and (except in weighing operations) when it is necessary for a truck to pass over the weighbridge should it be run on the Relief Road where a Relief Road is provided ?

Is it permissible to bump trucks off the weighbridge after weighing ?

When necessary to start trucks, what should be used ?

See clause 3, page 208, General Appendix.

Can trucks without buffer springs be attached to a Passenger or Mixed train ?

See Regulation 220.

What are the instructions in respect to the forwarding of Travelling Cranes by trains ?

See Regulation 211. See also Regulation 128 in respect to the use of Cranes at stations and sidings.

What instructions should be observed before timber-trucks, boiler-trucks, or other vehicles provided with chains or other appliances are allowed to leave a station or siding ?

See Regulation 212.

Should it be necessary for a train to be set back over a Level Crossing at a station where gates are not provided—should the guard or shunter ride in the leading vehicle, keep a good look-out and be ready to apply the brake or to signal to the driver as may be necessary ?

What rate of speed must not be exceeded when the train is being set back ?

See pages 239–240, clause 6, page 365 and clause 10, page 391, General Appendix.

What is the maximum period that vehicles and foot traffic at Level Crossing may be blocked by Goods trains or shunting operations ?

When necessary should trucks be uncoupled and drawn clear of the crossing or shunting operations suspended ?

See page 239, General Appendix.

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

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

See page 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.

Can an electric locomotive be used on a Passenger or Mixed train ?

Can an electric locomotive be used on a Goods train unless specially authorised ?

See sub-clause (*a*), clause 1, page 268, General Appendix.

On lines where the use of electric locomotives is authorised can two or more be run coupled in the front of any Goods train ?

See sub-clause 1, page 268, General Appendix.

In every case where more than one electric locomotive is employed on any one train, where should they be placed ?

If more than one electric locomotive is attached to a train, could a locomotive be used to assist in the rear ?

See sub-clause (*a*), clause 4, page 269, General Appendix.

See also sub-clause (*a*), clause 8, page 271, General Appendix, in respect to trains hauled by a steam and an electric locomotive.

When a train is hauled by a steam and an electric locomotive coupled, which engine may be used as the leading engine ?

See sub-clause (*a*), clause 8, page 271, General Appendix.

Should a train worked by steam and an electric locomotive be regarded as an electric train, and should care be exercised to see that the train is not diverted to an unwired road ?

See section iv., sub-clause (*a*), clause 8, page 271, General Appendix.

When a train hauled by a steam and an electric locomotive is required to perform shunting operations, should the leading engine, if the shunting will be of long duration, be detached and the work carried out by the other engine ?

See section iv, sub-clause (*c*), clause 8, page 272, General Appendix.

Should it be found necessary to forward a " dead " engine to the Workshops or from any station depot, could it be attached to a goods train which is not assisted by an engine in front ? If so, in what part of the train should the " dead " engine be placed ?

See clause 3, page 299, General Appendix.

Can a train, light engine, or vehicle be shunted through a Crossover at any station on a double line when the station is switched out ?

See page 309, General Appendix.

To prevent, as far as possible, any jerking in the starting and stopping of a train should shunters, before a train goes into running, see that it is properly coupled ?

Should particular attention be paid to vehicles which are coupled up in sidings or on curves ? If so, why ?

Should all vehicles on passenger trains be so tightly coupled to each other or to the engine as to put sufficient strain on the drawbars to ensure the buffers being brought so firmly together as not to be separated by any change of gradient or by the starting of the train ?

If any coupling be too long, what action should be taken ?

If the coupling on the engine cannot be screwed up sufficiently to cause the buffers to touch, what should be done ?

What should be done with the screw couplings on any vehicles which are not in use ?

See page 319, General Appendix.

When a train arrives at a station or siding, what precautions should be taken regarding brakes before uncoupling the engine ?

See Regulations 203 and 204, and Rule 31, Appendix (III) ; see also pages 318–319, General Appendix.

What types of curtains are in use for the gangways of vestibules of corridor cars, and how are they fixed ?

When a car to which canvas screens are fixed is not coupled up to another vestibuled vehicle, how should the screens be placed and secured ?

When a car is attached to another vestibule car, what should be done with the screens ?

How should the vestibule curtains be placed and secured ?

Whenever possible should the screens and curtains be placed before the train is docked ?

See clause 1, page 326, General Appendix ; also page 425, General Appendix.

See pages 336–337 of General Appendix, in respect to vehicles that are not allowed to run beyond Serviceton or Pinnaroo.

Should "SAR" vehicles be returned to the border stations with the least possible delay ?

See clause 3, page 336, General Appendix.

Whilst carriages are being cleaned or when ice is being placed in dining cars on a line on which it is possible for other vehicles to be pushed against them, what should be fixed on the end of the vehicles against which any other vehicles might be shunted ?

If it is possible for vehicles to be shunted against both ends of the carriages which are being cleaned, should a Red Flag or Red Light, as the case may require, be fixed on each end ?

See clause 1, page 352, General Appendix.

If the carriages be standing on a line parallel to a running line, on which side of the car should the red lamp at night be placed ?

See sub-clause (*a*), clause 1, page 352, General Appendix.

Should shunters shunt on platform line, sidings, or into car sheds where carriages are standing, or attach an engine or vehicles to the carriages until they have ascertained that no red flag or light, indicating that cleaners or other employes are at work, is exhibited ?

Should shunters also keep a good look-out when shunting on lines adjacent to those on which carriages are being cleaned ?

See clause 5, page 353, General Appendix.

What action should every employe engaged in examining lifting or repairing carriages, trucks or any other vehicles, take before commencing any work of this description on any line or in any siding where risk of injury to himself is involved ?

Before granting permission for the repair work to be performed, what action should the Transportation employe take ?

On receiving permission for occupation, what action must the employe performing the repair work take before commencing the work ?

What instructions must be observed in respect to repair shop sidings specially set aside for repair work ?

See clause 1, pages 353–354, General Appendix.

If the vehicles be standing on a line parallel to a running line, where should the red signal be fixed ?

See clause 2, page 354, General Appendix.

Should all Wash Dock Sidings, Car Shelter Shed Sidings and Repair Sidings be regarded as sidings at which employes

may be working and require to be warned in accordance with Regulation 131.

See clause 8, page 360, General Appendix.

Should shunters keep a good look-out for any vehicle which is protected by Hand Signal or Derail, and exercise great care to prevent any engine or vehicle from coming into contact with any vehicle that is so protected ?

Should a good look-out also be kept when shunting on lines adjacent to those occupied by vehicles on which an employe is at work ?

Should the employe be advised of the shunting operations to be performed ?

See sub-clause (*d*), clause 8, page 360, General Appendix.

See also pages 354 to 359, General Appendix in respect to the protection of Train Examiners and other employes engaged in examining, lifting or repairing carriages, trucks or other vehicles in the Spencer-street Passenger Yard, Melbourne Goods and Flinders-street Yards.

What precautions should be observed by every employe in charge of the repairing or erecting of buffer stops on sidings where shunting operations might take place during the progress of such repairs or erection before commencing such work ?

What action should any shunter who has been informed of the work having been commenced take before leaving duty, should the work not be completed ?

See clause 1, page 363, General Appendix.

Can more than one engine in steam be allowed on the running line leading to or from any pier or wharf at the one time ?

What rate of speed must not be exceeded ?

If the engine be employed pushing trucks should the Air Brake be continuous throughout the train, and what is the maximum number of trucks fitted with pipes not operating Brake Blocks that should be together ?

Should the leading vehicle be fitted with the Air Brake Apparatus, and in operation ?

What other additional instructions must also be observed ?

When vehicles are being drawn, should the Shunter always ride on the rear vehicle ?

In order to prevent vehicles being forced over the Sea end of pier or wharf, what precautions must be taken ?

Where Motor Tractors are used for shunting on piers, do the Rules, Regulations and Instructions applicable to work ordinarily performed by engine power apply with equal force when such work is performed by a Tractor ?

See page 377, General Appendix.

How should Goods Trains be marshalled ?

See pages 379–381, General Appendix ; see also clause 3, page 601, General Appendix.

Can a Pintsch Gas Truck, when charged with Gas, be attached to a Passenger Train ?

When Pintsch Gas Trucks charged with Gas are hauled by a Mixed or Goods Train, how should they be marshalled ?

On Up journey, where should Pintsch Gas Trucks be marshalled ?

See sub-clause (*b*), clause 5, page 381, General Appendix.

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 must apply to the use ef " XYZ " and " 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 (*d*), 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 design of buffer plates.

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

See clause 6, pages 298–299, General Appendix.

Whenever any truck is to be attached to a Passenger Train, should the Train Examiner be notified as early as possible, if so, why ?

See clause 6, page 298, 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 229, General Appendix, and sub-clause (*b*), page 468, General Appendix.

Where should Passenger Cars be placed on (*a*) Mixed trains ? (*b*) Goods trains ?

See page 382, General Appendix and Regulation 219.

Should trucks loaded with pigs be placed on Mixed trains ?

See page 382, General Appendix.

See also clause (*f*), pages 382–283, 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.

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 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 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 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.

On Mixed and Goods Trains, how many trucks must intervene between the engine and the nearest truck conveying explosives, also between the Passenger vehicles and the nearest truck conveying explosives, and between any two trucks either of which is carrying over 300 lb. of explosives, or over 10,000 Detonators ?

When less quantities than these are carried, how many trucks should intervene ?

Can trucks containing oil, hay, straw, chaff or other inflammable loading be used as intervening trucks ?

See sub-clause (*g*), page 383, General Appendix, clause 8, page 533 and clause 13, pages 534–535, General Appendix.

What is the maximum number of loaded Powder Vans that can be attached to and conveyed by Goods trains ?

What is this subject to ?

See clause 8, page 533, General Appendix.

When Workmen's Cars are placed on Mixed Trains, where should they be placed ?

When placed on Goods Trains, where should they be placed ?

See clause (*h*), page 383, General Appendix.

Where should Victorian vehicles with non-standard drawgear, and South Australian vehicles be placed on Mixed and Goods Trains ?

See sub-clause (*j*), clause 5, page 384, General Appendix.

Can Special, Vice-Regal, State, Inspection, Parlour, Dining and Sleeping Cars be attached to Goods Trains ?

See sub-clause (*k*), clause 384, General Appendix and Working Time-table.

Under what conditions may empty AE, BE, ABE, AW, BW, and ABW and BDSE Cars be attached to Goods Trains ?

What is the vehicular limitation for a Car Goods with AW, BW, or ABW Cars attached ?

See Working Time-table under the heading of Vehicle limitations.

Are CE vans permitted to run on the Healesville line ?

See sub-clause (*l*), page 384, General Appendix.

See sub-clause (*m*), page 384, General Appendix.

How should certain Mallee and American Cars be marshalled ?

See sub-clause (*n*), page 384 General Appendix.

See clause 6, page 390, General Appendix, in respect to one train setting back towards another, and Regulations 109, 110 and 111, in respect to station yard working.

Should No. 2 Road at all Staff Stations be regarded as a Running Road, and should it always be kept clear for trains to cross ?

See sub-clause 1, page 400, General Appendix.

When it is necessary to cross a train, and No. 2 Road is occupied, how should it be done ?

See note 2, page 402, General Appendix.

At what stations must all lines between the platforms be regarded as running lines ?

What precautions must be adopted when one or more vehicles are left on any of these Roads ?

See page 403, General Appendix.

When a SAR vehicle is to be attached to an ordinary Victorian vehicle, which coupling should be used ?

See section (*ii*), clause 1, page 404, General Appendix.

When SAR and Victorian vehicles are attached, how should the side chain hooks on latter be dealt with ?

See section (*iii*), clause 1, page 404, General Appendix.

What instructions should be observed when coupling or uncoupling cars of Electric Trains ? Should the screw-coupling always be coupled and screwed up before inserting the train cable jumpers in the coupler-sockets ?

When uncoupling a car, should the train-cable jumpers first be uncoupled before " easing up " for the screw coupling to be disconnected ? If so, why ?

See sub-clause (*a*), clause 2, page 405, General Appendix ; also pages 423 and 610, General Appendix.

When coupling cars of Electric Trains, what care should be exercised in respect to the jumpers ?

If the jumper cannot be pushed home by hand, what may be used for this purpose ?

See sub-clause (*b*), clause 2, page 405, General Appendix.

What should be carried between the second and third cars of the "Block" portion of a train, and when uncoupling these cars, how should both jumpers be dealt with?

See sub-clause (*c*), clause 2, page 405, General Appendix, and sub-clause (*e*), clause 14, page 610, General Appendix.

When uncoupling Passenger cars, how should the coupling and jumpers be dealt with and secured, and what care should be exercised?

See sub-clause (*d*), clause 2, page 405, General Appendix.

See sub-clause (*c*), clause 3, page 406, General Appendix, in respect to the precautions to be taken to avoid couplings lifting.

When coupling vehicles, of which the buffers are unequal in height, should the coupling on the higher or lower vehicle be used?

See sub-clause (*f*), clause 2, page 406, General Appendix; also page 455, General Appendix.

What precautions should be taken by Shunters in respect to the screw couplings prior to the despatch of the train?

When any truck is equipped with a Fixed Screw-coupling, should it be always used instead of the chain coupling?

See page 406, General Appendix.

Should more than one link of a centre chain or screw coupling be allowed on a draw-bar hook at the one time?

See clause 4, page 406, General Appendix.

See pages 319, and 403–407, General Appendix, for further instructions respecting the coupling of vehicles.

See pages 407–420, General Appendix, for description and method of operating Automatic Couplers and Ratchet and Geared Hand Brakes.

Also note clause 8, page 415, General Appendix, respecting the clearance between the end sills of adjoining vehicles fitted with Automatic Couplers being less than the clearance between those fitted with hook

type of draw gear. Employes must therefore exercise due care in getting between two vehicles when either or both are fitted with an Automatic Coupler and must never stand in line with the Automatic Coupler.

Define the term (*a*) Loose shunting.
(*b*) Double shunting.
(*c*) Fly or slip shunting.

See page 421, General Appendix, and Regulation 132.

At stations situate on or close to a grade on which any detached vehicles are liable to run away, what must the shunting in the direction of the falling gradient be restricted to ?

Under what conditions could vehicles be loose shunted into a Siding ?

When a train or vehicle has to be left unattached to an Engine in Sidings where there is a falling gradient in one direction or the other, what precautions should be taken ?

See clauses 1, 2, 3 and 4, page 422, General Appendix ; also clause 5, page 600, General Appendix, and Regulation 207 (*d*), (*e*), and Regulation 118 (*c*).

Is it permissible to place a train or vehicle outside the Home Signal where the line is on a falling gradient ? If permission granted, what should be the outer vehicle, and who should ride in it, and for what purpose ?

See clause (*c*), Regulation 209.

Under what conditions could a train be placed outside the Home Signal or Automatic Signal on a Double line where the Block Telegraph is not in operation or where in force, and Instruments have failed ?

See clause (*c*), Regulation 209.

What classes of engines are not allowed to be used for shunting on Coal Gears or elevated Roads ?

Should the engine run funnel or tender first on the Up grade ?

See clause 1, page 425, General Appendix.

Should vehicles always be pushed on the Up grade ?

See clause 3, page 425, General Appendix.

Should the Air Brake be connected throughout and before the train is moved, what should the Shunter do ?

If Hand Brake is defective on truck, could such vehicle be shunted into any Coal Gears or elevated Roads ?

See clause 4, page 425, General Appendix.

Should the engine remain attached to the vehicles until they are brought to a stand and properly secured ?

See clause 6, page 426, General Appendix.

Before placing a rake of loaded vehicles on any Coal Gears Road or any elevated Road, should all empty vehicles in the Road first be removed ?

When owing to grade engine is unable in one trip to place the full compliment of vehicles, what may be done ? and in such cases what precautions should be adopted ?

See clause 7, page 426, General Appendix, also note at foot of page 426.

What are the restrictions against shunting carriages, vans, "T" and "U" trucks, and other high vehicles, into or through Engine Sheds where there are smoke troughs, and carriages into or through Goods Sheds, also vestibule vehicles through Sidings ?

See clause 1, page 425, General Appendix.

Is it permissible to shunt vestibule vehicles with loose couplings ? If not, why ?

See clause 2, page 425, General Appendix.

What action should be taken in respect to curtains on vestibule cars before the cars are uncoupled from each other ?

See clause 3, page 425, General Appendix.

Whenever a vestibule vehicle has to be coupled to another vestibule vehicle, or to another vehicle of the ordinary stock, when should Shunter get between the two vehicles ?

See clause 4, page 425, General Appendix.

When affixing a tail rope to any vehicle that requires to be towed, what care should be exercised ?

See clause 1, page 426, General Appendix.

Up to how many vehicles and what weight may be towed where the line is level ? On rising grades what is the gross weight that must not be exceeded ?

See clause 2, page 427, General Appendix.

Should vehicles be towed up grades steeper than 1 in 100 ?

See clause 3, page 427, General Appendix.

When an engine is pushing vehicles can it be used for towing ?

See clause 4, page 427, General Appendix.

Are shunters permitted to pass in front of moving vehicles for the purpose of hooking or unhooking tail ropes ?

See clause 5, page 427, General Appendix.

Where should tail ropes be kept and how far away from the Running line ?

See clause 6, page 427, General Appendix.

When should tail ropes be carefully examined ?

See clause 7, page 427, General Appendix.

When should a safety truck be attached to a truck over which loading projects ?

See clause 7, page 442, General Appendix.

What is the maximum distance over which chaff, hay or straw should project over ends of trucks ?

Should K, Q or N trucks be used for this class of loading ?

See sub-clause (*b*), clause 9, page 443, General Appendix.

See clause 12, pages 445–446, General Appendix, in respect to the use of Tarpaulins, and note particularly sub-clause (*d*) in regard to the tie-ropes attached to the edges of the Tarpaulins on top of Loading which must, in every case be turned under the Tarpaulin, and both Tarpaulins secured (with the tie-ropes

underneath) to provide against the Tarpaulins being lifted by the wind and to prevent the tie-ropes from fouling the overhead wires. Also clause 13, pages 446–447, in respect to seeing that lashings and tie-ropes are clear of the Brake-gear, and that the loose ends of the ropes are secured so as to prevent them hanging down; a loose or dangling lashing is always a source of danger.

Where do you find particulars of the maximum dimensions of loading for broad and narrow gauge lines?

See pages 447–449, General Appendix.

Should Shunters pay particular attention to the careful examination of any loading of articles of exceptional shape, dimensions or weight at places where the train may stop, to see whether it has shifted or require adjustment?

If load has shifted or requires adjusting, what action should be taken?

See clause 5, page 450, General Appendix, and Regulation 213.

See also clause 6, pages 441–442, General Appendix, in respect to security, etc., of loading.

Can trucks loaded with engines, boilers, steam ploughs, rails, exceptionally heavy machinery or any other articles of exceptional shape, weight or dimensions be conveyed by a Passenger, Mixed or through Goods train?

Where should trucks conveying exceptional loading forwarded by Goods trains be placed?

See clause 10, page 451, General Appendix, and Regulation 213.

How should any vehicle requiring extensive repairs, or any vehicle which is not in a safe condition to travel be labelled and by whom?

How should any vehicle so labelled be dealt with and when could it be again loaded or placed in traffic?

At places other than the Melbourne Yard to whom should the Train Examiner supply the portion of red card "A?"

In the Melbourne Yard instead of the portion of red card "A" being handed to the Transportation Officer, what does Train Examiner do?

What portions of the red card must be placed on the truck?

Should both sides of the truck be carded by the Train Examiner?

See page 452, General Appendix; see also Regulations 127 and 233.

When should trucks be labelled with Green card "For Repairs"?

See clause 2, page 453, General Appendix and Regulation 233.

When the repairs required to a vehicle are of such a nature as not to render it unfit to travel, and it is desirable to allow such vehicle to go forward to its destination, how would it be labelled?

See clause 3, page 453, General Appendix.

What are trucks marked with a cross in circle and trucks with the number and class shown in the spaces of the cross used for?

See page 454, General Appendix.

After a vehicle has been derailed, when can it be again used?

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

If, after a vehicle has been off the line, when can the Running Roads be made use of for traffic purposes?

See clause 7, page 84, General Appendix.

For instructions in respect to disabled electric trains, see pages 479–484, General Appendix.

When a buffer of any vehicle is seen to be broken or seriously damaged, what action should be taken?

When vehicles become buffer-locked during shunting operations, by whom should the buffer or buffers be released?

See clause 1, page 454, General Appendix.

What are the minimum and maximum buffer heights from top of rail to the centre of the buffer tip?

What variation in buffer heights do these limits provide for?

See clause 2, page 455, General Appendix.

See also sub-clause (*b*), clause 2, pages 455–456, General Appendix, for instructions respecting unequal buffer heights.

See pages 82–85 and 456–460, General Appendix, for instructions in respect to damaged and derailed vehicles, hot axle boxes, etc.

Is it permissible for a train to be run outside station limits on any Running line without a Brake-van in the rear?

If authorised, must a man, provided with the necessary Signals, ride on the last vehicle?

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

Is it permissible for a train to be run without a van in the rear during foggy weather?

See clause 3, page 464, General Appendix.

When a train is authorised to run outside station limits without a Brake-van in the rear, what directions must be observed?

See clause 4, pages 464–465, General Appendix.

See clause 5, pages 465–466, General Appendix, in respect to a disabled vehicle being hauled behind the rear Brake-van of, any train, and clause 7, page 466, General Appendix, in respect to (*a*)—A Water Truck being drawn over certain sections and (*b*)—Cranes to be treated as Light Engines.

During shunting operations inside station limits, should Guard or Shunter ride on the last vehicle? If so, why?

See clause 8, page 466, General Appendix.

On certain trucks, light side chains are affixed for Shunter's hand-hold whilst getting under buffers, should such chains be left free ?

See page 470, General Appendix.

How should "W.S." cars, not fitted with hand-brakes. be secured whilst standing in Siding or Car Dock ?

Is it permissible to loose-shunt "W.S." cars ?

See clause 1, page 470, General Appendix.

Where should "W.S." cars, when occupied by workmen in Station Yards be placed, and how secured ?

Can they be placed on dead-end extensions of a Running Road ?

If the car is placed in a Siding adjacent to a Running line, on which rail should the derail be placed ?

See pages 470–471, General Appendix.

See clause 6, page 511, General Appendix, in respect to care being exercised when shunting trucks loaded with Live Stock.

See clause 12, page 508, General Appendix, in respect to shunting with Live Stock trucks.

Also note clause 13, page 508, General Appendix, respecting sheep unloading ramps which are provided at certain locations.

When a van containing explosives remains on hand at any station overnight or on Sundays, where should it be placed, and how protected ?

See clause 11, page 534, General Appendix.

Is loose-shunting of vehicles containing Live Stock or explosives, or loose-shunting of vehicles towards vehicles containing Live Stock or explosives, permitted ?

See clause 9, page 533, General Appendix, and Regulation 132.

See clause 18, pages 535–536, General Appendix, for instructions respecting the unloading of trucks containing inflammable liquids, loose shunting of

loaded oil tank trucks or other vehicles containing inflammable liquid and oil tank trucks or other trucks loaded with inflammable liquid not being permitted to stand over an engine ash pit.

When marshalling trains, what instructions should be observed in respect to trucks containing lime and liquid fuel oil ?

See clauses 19 and 20, pages 536–537, General Appendix.

See pages 18–19, General Appendix, for instructions to be observed in the event of an accident to a train by which explosives or dangerous goods are conveyed ?

Should the Automatic Air Brake be continuous throughout every train ?

See clause 1, page 595, General Appendix.

See clause 2, page 595, General Appendix, in respect to—

(*a*) The number of vehicles on a train that the Air Brake must be capable of being applied to.

(*b*) The maximum number of vehicles fitted with pipes not operating Brake blocks that are permitted to be together on Mixed and Goods trains.

(*c*) Trucks fitted with Air Brakes, to be used as safety trucks.

(*d*) Trucks fitted with pipes not operating brake blocks, not being allowed to run on certain lines.

See clause 4, page 596, General Appendix, in respect to the examining and testing of air brakes on trains prior to starting the journey.

See sub-clause (*b*), clause 12, page 605, General Appendix, in respect to Shunter requiring to stop train by means of Air Brake in van.

See clauses 13 and 14, pages 606–612, General Appendix, in respect to train pipe cock handle and hose pipes, and clause 15, page 612, General Appendix, in respect to the use of release valves in shunting.

See sub-clause (*e*), page 610, General Appendix, in respect to dummy coupling heads.

SPENCER STREET GOODS, PASSENGER AND FLINDERS STREET YARDS.

See pages 727–749, General Appendix, for special instructions which are in operation in the Melbourne Goods and Passenger and Flinders Street Yards.

3829—37