

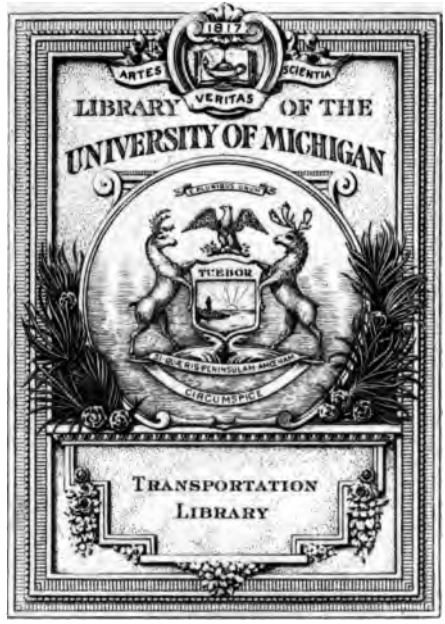
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# Questions and Answers

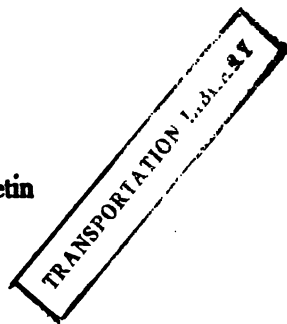
Based Upon The  
**Standard Code of Train Rules  
for Single Track**

For Use in the Examination of Trainmen

Sixth Edition

Edited By  
G. E. Collingwood

Published By  
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In presenting this edition of "Questions and Answers" it has been the author's aim to present the rules and their interpretation in as clear a form as possible, conforming to the American Railway Association's rulings and opinions.

On points where no ruling or other opinion has been given we have endeavored to follow the theory upon which the rules are based. We wish to say to trainmen that, while these answers are logical deductions from a consistent set of rules, we do not wish them to depart from the rules and rulings on the road on which they are employed. Neither do we wish them to study this book to the exclusion of their own rules.

This book is intended to encourage a thorough and systematic study of the rules and assist trainmen to familiarize themselves with them so that they will be sufficiently versed in them to be fully alive to their rights and limitations under all conditions that may arise.

It is also designed to assist examining officials in conducting their examinations, bringing out the vital points for discussion.

Telegraph operators ambitious to become train dispatchers will find this book specially suited to their needs in setting forth the rights of trains under the rules and the proper orders to be used for the movement of trains.

**G. E. COLLINGWOOD.**

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Train rules should be brief and clear and so worded as to leave no doubt as to their meaning. There should be as few rules in the book as possible. The Standard Code is a good example of brevity and is the best set of rules in existence today.

Special instructions and Bulletins making additions to the rules should be used sparingly for they sometimes unnecessarily give the impression that the rules are inadequate. These additions are usually issued after some accident and are prompted by a commendable desire to prevent a repetition of it. But an accident is not necessarily an indication that there are not rules enough.

We have seen wrecks because some train has been overlooked or forgotten, because train orders have been overlooked and disobeyed, because of poor half-souled flagging, and other forms of forgetfulness. All these things suggest that it is not more rules that we need, but careful, thoughtful, conscientious, intelligent obedience to the rules we have.

The American Railway Association has given us the Standard Code of Train Rules and if these rules are obeyed rear end and butting collisions are impossible, still we keep on having these accidents indicating that for one cause or another some rule has been violated, sometimes wilfully, sometimes unwittingly and sometimes by a lapse of memory. These points suggest three lines of cause: First, the wilful violater of the rules does so for several reasons, one of them is that sometimes rules that ought not to be obeyed are left in force and this has a tendency to make trainmen view all the rules lightly. Sometimes the wilful violater

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does so because he is ignorant of the full importance of the rule and having disobeyed it with no bad results a few times feels that it does not amount to much. Second, the unwitting violator is fully as dangerous as the wilful violator and a great deal more to blame for he has no excuse at all for not knowing. Third, the man who forgets does so because he does not fully understand the necessity, and the great importance of eternal vigilance. The usual discipline for all such cases is dismissal, but it must be noted that this dismissal is accomplished after the damage has been done, and that a new man is installed who may repeat the operation later on. Viewing the situation from this angle it would seem that even more attention should be given the rules and their correct interpretation than is now given, as a preventative. For a thorough knowledge of their importance would prevent most accidents from the three causes stated above.

The successful railway official of today is an organizer, one that can make all pull together, for it should be apparent to all that no one official can operate a railroad. He can issue instructions but of what use are they if they are not obeyed? The men under him must do the work, and if they are to do it conscientiously and to the best advantage they must understand the full importance of the rules.

Speaking of rules we believe that they should be so worded that the meaning will not have to be arrived at by inference. In this connection we wish to call special attention to rules 4, 94 and 14k, as being rules that we consider impracticable and poorly worded. On another page of this book we give our reason for this opinion.

Everyone connected with the movement of trains should be thoroughly conversant with all rules and

to this end we recommend that frequent classes be held and the rules discussed so that a uniform understanding may be arrived at. All questions should be referred to a chief examiner and his rulings should be given to all classes over the entire road. On a busy division each trainmaster should have one or two assistants so that the work of train crews on the road can be thoroughly watched and thus forestall that laxity which leads to disaster.

### **TRAIN ORDERS AND TRAIN DISPATCHING.**

All train orders held by or issued for a regular train become void (see Rule 82) when such train becomes twelve hours late on its schedule time. (This includes annulling orders.) A train holding orders concerning another train that has become twelve hours late may consider such order void so far as such other train is concerned.

All train orders held by a train when it reaches its terminal become void. (The terminal of a train created by train order is the point to which such order authorizes them to run. The terminal of a train started on a schedule not restricted by train order is the terminal of such schedule on that division.)

All orders held by a train become void when such train is annulled as per Form K. All train orders held by a regular train become void when a new time-table takes effect as per Rule 4, unless such regular train corresponds in class, day of leaving, direction, initial and terminal stations with the schedule of corresponding number on the new time-table. Except as above all orders once in effect continue so until fulfilled, superseded or annulled. To fulfill an order is to carry out its provisions. An order or part of an order is superseded in full or part

by a subsequent order (referring to part or all of the order, only such part of the order being superseded as the subsequent order refers to,) containing the words "instead of." If these words are not used no supersedure takes place. An order or part of an order is annulled by the use of Form L or M.

If a train receive an order at A to run 30 min. late A to H and at B receives an order to run 20 min. late B to H, they must obey both orders and they can only do so by running 30 min. late.

Under Standard Code Rules there is no restriction placed on the use of the 19 order. Whenever it is used for fixing a meeting point the operator at the meeting point should be given a copy. Care should be taken to give a train no 19 orders at a station where 31 orders are given them, but when this cannot be avoided the operator should not deliver the 19 order to the engineman, but should deliver them to the conductor with the 31 order. Operators should not read orders to conductors, neither should conductors read orders to enginemen. The conductor should read 31 orders to the operator and the engineman should read orders to the conductor.

Dispatchers should use the prescribed forms whenever they can be used as the rules define the rights of trains under these forms and improvised orders are liable to be so worded as to be ambiguous.

The Standard Code forms are so worded that the order which takes away the rights of a train confer them upon others. These orders are known as double orders for this reason.

A train running ahead of a superior train must clear such superior train's time at the preceding station unless two times are shown for this train at the station where the inferior train goes in. Example: No. 1 is due at A 1:20 p.m., B. 1:30 p.m.,

C 1:40 p.m. An extra running ahead of them must clear at B at 1:15 p. m. or at C at 1:25 p. m. The reason for this is that where but one time is shown it is the leaving time and No. 1 may arrive at a station as early as they can after leaving the preceding station. The Code contemplates that the leaving time at A must be considered the arriving time at B. In case two times were shown at B, say 1:27 and 1:30 p. m., then the earlier time would be the arriving time and an extra train running ahead of No. 1 would have until 1:22 p. m. to clear at B, providing No. 1 is a second class train. But if No. 1 is a first class train then an inferior train must clear the time of No. 1 at the next station in the rear where time is shown.

Trainmen should refuse to accept orders that are illegible, or contain erasures, alterations or interlineations.

A meet order should not be used unless the trains are actually to meet (see ruling, Form A,) should an inferior train receive an order to meet a superior train at a station and later receive a time order on the same train which would give them time to make a station beyond that named in the order they would not have the right to go. If No. 1 is given a right order over No. 2 A to H and later gets an order that No. 1 will meet No. 2 at C it does not supersede or annul the former order, both are in effect and as the rights have been reversed between the points named No. 2 must sidetrack at C, the meeting point.

There is nothing in the Standard Code which says an annulling order need be issued to a train but once, and we hold that should a train lose right and class as per Rule 82 or reach its terminal and again report for movement all orders necessary to such movement must be reissued, this is a principle which should be kept inviolate.

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Rule 82 states that when a train is 12 hours late it loses both right and class and right is conferred by train order and class by time-table, this rule does not except the annulling order and such annulling order must be re-issued or the rule is violated.

Whenever possible train dispatchers should have orders ready in advance for trains so that there will be no delay for orders. Short orders are always more preferable than long ones, even if it is necessary to issue six or eight of them to a train as they are less liable to confuse trainmen and should it become necessary to supersede or annul one of them it can be done with less confusion.

The handling of extra trains is a very particular operation and to insure safety they should be given running orders from the starting point to the final destination whenever possible, in order to avoid complications in train orders. They should receive at the starting point a meet with all opposing extra trains. If the distance is such that these meeting points cannot be made with reasonable assurance that they will hold good, then they should be given an order to meet a certain extra at B or meet all extras east at B then when the extra arrives there the meeting point can be changed superseding the meet with all extras at B by adding the words "instead of."

The practice of giving an extra orders to run A to B and at B giving them orders to run extra B to H should be avoided whenever possible as it does not save train orders and it complicates matters and is liable to mislead trainmen.

In issuing work train orders any extra which happens to be within the limits when the order is issued should be given a copy of the work train order regardless of the direction in which they are mov-



ing. This for the reason that the work extra is liable to pass the other extra and running a few stations might reverse their movement with disastrous results.

The Code as revised 1906, contains numerous changes from the old Code, the principle ones we give below:

The direction of an extra must be stated.

Under Form B "until overtaken" orders may be used.

An order to pass a superior train is an order to run ahead of them from that point.

Under form C the second example explanation is modified to read "unless directed by train order to do so."

Form D is omitted.

An extra run on a schedule may now be run late on such schedule.

Rule 4 for change of time-table is new.

Rule 94 has a new paragraph allowing a train that overtakes a train of the same or superior class at a non-telegraph office that is unable to proceed against the right or schedule of an opposing train to take such train ahead of them to the next open telegraph office, provided that the rear train has right or schedule that permits them to proceed.

Rule 208 (B) provides for a middle order at the meeting or waiting point.

The word "will" has been omitted from train orders.

The words "unless directed by train order to do so" in the explanation to Form C are objectionable because of the insinuation conveyed that the other forms are binding as they do not make this exception. Take for example Form E orders, also the 3rd example of Form G and if the principle conveyed by these words under Form C was carried out a sub-

sequent "meet order" would be of no avail until the Form E or G order was annulled.

The 3rd example of Form G sets a definite time Form E sets a definite time and Form C a definite place, if it is necessary to make an exception in the case of Form C, as has been done then it is equally necessary under Form E and G. As a matter of fact Forms C, E, and the 3rd example of Form G may be freely used in connection with "meet orders" without raising any complications or without violating the principle of any of these Forms and that too without the addition of the words "unless directed by train order to do so."

Form C and the 3rd example to Form G are used to reverse the rights of trains and it should be plain to anyone that a meeting point may be fixed for trains whether they are superior by time-table or by right. The note to each Form should simply state the principle. It would be as necessary to add to such rules as 86 and 87, "unless directed by train order to do so" as to add those words to the explanation to Form C.

The Standard Code is constructed with the idea that trainmen must at all times protect their trains. The idea being that it is more conducive to safety of operation of railroads to require the men in charge of trains to look out for and protect themselves at all times against other trains and engines, without notice of their whereabouts and movements, than to undertake to give them notice of their movements and whereabouts, for the reason that if men come to expect notice of approaching trains, they invariably relax their vigilance and rely upon this notice rather than upon their own watchfulness for their safety, and that in the long run more accidents will happen at times when it is impossible or impracticable to convey notice to them, than would

occur if they were spurred to constant watchfulness by the knowledge that a train was liable to come upon them at any time without notice.

Take for example a third-class train running on orders ahead of a second-class train, some trainmen and others have an erroneous idea that under the rules this order in some manner gives to each train a sort of protection, but such is not the case. When an order is issued for one train to run ahead of another both trains must exercise the same care as before, no more no less, that is both must keep a sharp lookout ahead and if stopped must flag immediately. The idea in making the different classes is not to protect trains, but it is thought that by that method it will require less train orders to move important trains without delays by less important trains than would be required if trains were all of one class.

A third class train must at all times look out for trains ahead, or for a flag, regardless of the fact that they hold no orders of a fourth class or other train ahead of them. Because there might be a third or even a second or first class train ahead, so that the receipt of this order is not a protective notice, but simply a notice given in double form changing the established time-table privileges of an inferior train for some reason, it may be the more important (3rd class) train is late or it may be they are of not as great importance as usual, at any rate it is given to facilitate movement only, rule 91 and 99 being all the protection that is required between trains moving in the same direction. But we believe that rule 91 should contain the statement of principle that enginemen must keep a sharp lookout ahead for trains or flag at all times. As it stands now this is left to inference, and it is just as important as the instructions to flag.

## RULE 14 K.

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One long and two short blasts of the steam whistle on single track "to call the attention of yard engines, extra trains or trains of the same or inferior right to signals displayed for a following section."

On double track "to call the attention of yard engines or of trains moving in the same direction to signals displayed for a following section."

Rule 14k of the Standard Code is one that in our opinion could be dispensed with. If it is desirable at all that a whistle signal be used on double track in connection with signals carried for a following section such signal should be given to trains in the opposite as well as to trains moving in the same direction, for these opposing trains may have occasion to cross over to do work.

On single track the operation of the rule is not uniform as it provides an auxiliary signal for those who ought not to require it and leaves the weaker points that are directly effected by signals displayed, open. For example: there are usually five men on a train to observe signals while at junction points, where the operator or switchman is required to register trains, there is but one man. The rule does not give this one man the benefit of the auxiliary signal, if such signal can be called a benefit.

We think this rule is one of the poorest in the Standard Code and believe that it should be dispensed with altogether, as it has a tendency to lead trainmen to depend on the audible signal instead of the visible signal as it requires less effort on the part of trainmen. There is also grave danger that this audible signal will become the principle signal and as it is purely a matter of memory with the engine-men of the train which is displaying signals it might

be very easily overlooked by him and as a matter of fact it has been overlooked a great many times. With the visible signal the situation is somewhat changed as there is a permanent feature about it and the only ones required to remember are the trainmen who are directly interested in knowing what signals are displayed. Another bad feature of the rule is that it requires a great amount of whistling on a busy railroad and this whistling is very annoying to passengers, especially at night.

Where this rule is in force it should be obeyed fully as it is of the greatest importance that this signal be given on account of the dependence which is placed on it.

#### **RULE 4.**

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In our opinion Rule 4 is not properly worded to insure the desired results. It reads as follows:

"4. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any division (or subdivision) at the leaving time at their initial stations on such division (or subdivision). But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction and initial and terminal stations, with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each division (or subdivision) date from their initial stations on such division (or subdivision).

Not more than one schedule of the same number and day shall be in effect on any division (or subdivision)."

Rule 4 is a great improvement upon the former rule in some respects, but too much of it is left to inference. The rule states that schedules take effect at the leaving time at their initial station but when a schedule corresponds in number, etc., a train may retain its orders and assume such schedule. It will be noted that the rule does not state that such schedule shall be in effect. We regret that the rule does not state definitely that such schedule will take effect the moment the new time-table takes effect.

As the rule now stands it authorizes a train to assume the schedule but the validity of such schedule is left entirely to inference. We hold and with reason that an order to assume a schedule does not and should not make such schedule valid unless the rule says that it shall be in effect, for the assuming of a schedule is one thing and its validity quite another. For example: The train dispatcher may issue an order for some engine to run as No. 1, but if the schedule of No. 1 is more than twelve hours overdue or is invalid for any reason the engine cannot assume the schedule notwithstanding the fact that it holds an order to do so, for this reason it must be plain to anyone that an order to assume a schedule must not be construed as an order giving such schedule life. In the case under consideration the rule declares that schedules shall take effect at their leaving time and this makes it necessary that the leaving time be after the time-table is in effect. For example: No. 1 due to leave terminal at 1:00 a. m. time-table takes effect 2:00 a. m. no change in schedule, the new time-table destroys the old at 2:00 a. m. but fails to make the new schedule good until 1:00 a. m. the following day.

Another weak feature of the rule is the fact that the status of a train of corresponding schedule which is late is not thoroughly defined. Example: No. 1

of old and new time-table due to leave A 1:00 a. m. new time-table takes effect 2:00 a. m. No. 1 is two hours late leaving A at 3:00 a. m. The new time-table is in effect but No. 1 (the train) was not authorized by the old time-table as it was not on the division when the new time-table took effect and does not come within jurisdiction of the rule. Can this train assume the schedule? Are we to assume that the preceding time-table would have authorized them had they arrived in time and take the will for the deed and finally is the schedule valid? The rule infers that the train may run but it does not so state. It also infers that the schedule is valid but the exception made to the first sentence is not clear enough to be construed as making the schedule valid except by inference.

The last paragraph of the code rule is so worded that a corresponding schedule cannot be in effect and therefore a train which used the old schedule cannot assume the new and obey the rule as it reads.

We do not bring up these points simply as a matter of idle criticism, but we are pointing out these things so that roads using this rule may settle these questions for the guidance of their men before complications arise. We suggest that the rule should have read:

**4. When a new time-table takes effect it supersedes the preceding time-table, and its schedules shall take effect on any division (or subdivision) at the leaving time at their initial stations on such division (or subdivision) except as stated below.**

**When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, such schedule, if due to leave its initial station on both old and new time-table before the new time-table takes effect, will be effective the**

moment the new time-table takes effect subject to the provisions of Rule 82, and a train authorized by such schedule will retain its train orders and assume the schedule of corresponding number of the new time-table.

A schedule of the new time-table due to leave its initial station after the new time-table takes effect, which has a corresponding numbered schedule on the old time-table of the same date and due to leave its initial station on old time-table before the new time-table took effect, shall not be in effect until the following day.

Schedules on each division (or subdivision) date from their initial stations on such division (or subdivision).

Not more than one schedule of the same number and day shall be in effect over any portion of a division (or subdivision).

Under the rule as given in the Standard Code if there was no train started on the old schedule, then there would be no train on the road to "retain train orders and assume the schedule" under these conditions the only part of Rule 4 that gives this schedule life is not operative. No train to assume the schedule. Nothing doing. Of course we understand what the rule is intended to do, but the wording is ambiguous.

## SIGNATURE OF ORDERS.

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We believe that the best results are obtained in train dispatching when each dispatcher signs his own initials. Some roads use the superintendents initials, some use the trainmaster's and some the chief dispatcher's initials.

If but one set of initials is desirable then they



should be the chief dispatcher's initials as his initials are more clearly identified with the office and when messages are sent for any reason the answers will be more liable to come to the proper person than they will when initials of superintendents or trainmasters are used.

When train dispatchers sign their own initials trainmen can figure closer and understand better what is desired in many cases than under the present system. Train dispatchers are often required to ask for an explanation of some movement and it seems to me that if a trainman could have this message signed by the train dispatcher instead of by the superintendent the information contained in the message would in many cases be better understood and less liable to mislead.

#### **RULE 5.**

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Rule 5 provides that not more than two times are given for a train at any station; where one is given it is, unless otherwise indicated the leaving time; where two are shown they are the arriving and leaving time. Opposing inferior trains must consider that the leaving time applies to the first entrance switch to the siding at each station. If there is more than one siding or more than one switch the time-table should be so arranged as to designate the particular switch that opposing trains must use and the time of a superior train would apply at such switch.

For inferior trains running in the same direction where the leaving time only is shown the arriving time must be considered as being the leaving time at the preceding station. For example: No. 1, a first class train, is due to leave A at 1:10 a. m., B at 1:15 a. m. and C at 1:25 a. m. an inferior train

moving in the same direction must clear No. 1 at B at 1:10 a. m. and at C at 1:15 a. m. Opposing trains of the same class must clear at B at 1:15 and at C at 1:25. Opposing trains of inferior class must clear five minutes before No. 1 is due at these stations, as before stated so far as opposing trains are concerned the time of No. 1 applies at the switch where opposing inferior trains usually take siding.

Where stations are over ten or twelve miles apart this arrangement would cause a great deal of unnecessary delay to inferior trains moving in the same direction, and to overcome this, dummy stations may be established between the regular stations where time may be shown on the time-table so that the clearance of inferior trains would not necessarily be so long. In establishing these extra stations all that would be required would be a sign board with the name of the station on it.

In making time-tables the provisions of Rule 5 should be fully considered for in case the siding at **any station** is some distance in either direction from the station it must be remembered that the time will apply at this siding and not at the station and figures should be arranged accordingly.

In examining trainmen this point should be impressed upon them.

## RULE 20.

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In our opinion Rule 20 should be so worded as to arrange for the last section of a train to carry a distinctive signal, for the reason that accidents have occurred on account of the last section being taken for another train. For example: No. 2 is due to leave terminal at 1:00 a. m. and No. 4 at 2:00 a. m., No. 1 was given orders to meet second No. 2 at C, they had no orders on the first section and went to

D (a blind siding) and got clear for first No. 2, expecting first No. 2 to be on time and that they would have ample time to make C for No. 4. After No. 1 had waited for some time a train passed displaying signals, this was taken for first No. 2, shortly after this another train passed without signals and as No. 4 was then due it was taken for No. 4 and as they held orders against second No. 2 they proceeded, meeting first No. 2 between stations. Investigation developed the fact that there were two sections on No. 4 and it was 1st and 2nd No. 4 that No. 1 met at D. First No. 2 had become disabled at C and first and second No. 4 had passed them there. Had the rule required the last section to display a distinctive signal there would have been no chance for accident. We recommend that the last section of a train carry a signal half blue and half white the upper part to be blue and the lower part to be white. Where identification cards are exchanged this precaution is unnecessary. It has been suggested that regular trains carry a schedule fulfilled signal. We do not think this plan would be of much value unless there was a distinctive signal used on a last section. For example: White could be used as a schedule fulfilled signal where only one train is run on a schedule and for the last section run on schedule a combination blue and white could be used, this to avoid complications as above.

In case a schedule fulfilled signal is adopted extra trains would not need to display any signal. The first section of a regular train should display green signals as at present. Those who favor a schedule fulfilled signal, argue that it would be a positive indication that all trains of a certain schedule have gone instead of the negative information conveyed by the absence of a signal. We are inclined to the opinion that if a signal could be observed that the

absence of such signal would be as readily detected.

The object of a distinctive signal carried by the last section of a schedule train as we have suggested is identification and there is real need for it on roads that do not use identification cards.

#### **RULE 94.**

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Rule 95 provides that each section has equal timetable authority and Rule 94 says that a train overtaking another train of the same or superior class unable to proceed against the right or schedule of an opposing train may take such train ahead of them to the next telegraph station. We cannot believe that the committee considered sections when this rule was adopted or they would have arranged so that when one section overtakes another under the conditions as stated in Rule 94 the rule would be inoperative. As it now stands a section is a train within the meaning of the rule and each section has equal right to the schedule, hence an order restricting the first section is not binding on the second section any more than an order restricting the second section is binding on the first. This condition introduces a grave element into the rule, for should first 80 hold orders to wait at G (a blind siding) until 6:00 p. m. for work extra 625, and should 1st 80 be overtaken by 2nd 80 any time before 6:00 p. m. they can under Rule 94, take first 80 ahead of them as the provision of the rule is broad enough to permit it. We do not mean to say that a trainman would live up to the provisions of Rule 94 under these conditions, but this fact does not change the wording of the rule, neither does it change existing rules so that they will act as a safety check to Rule 94 when sections are concerned.

www.Rule 95 gives all sections equal time-table authority. Rule 204 requires orders to be addressed to those who are to execute them. Under these rules an order addressed to first 80 does not restrict the schedule rights of second 80, for an order reading first 80 is addressed only to first 80 under the rules, and under the rules first 80 must execute the order, not second 80. The order only restricts first 80, but cannot be said to restrict second 80's schedule rights, or impair the schedule as a whole, else the Code must insist that an order reading first must be addressed to all sections and will be binding on all sections. The only way an order reading first restricts a second section is by the person of the first section being held and of course second 80 cannot pass them. But it must be remembered that under new rule 94 there is a provision that removes the necessity of second passing first, by providing that if the schedule or rights of the train overtaking the leading train are good (and the schedule of second 80 is good if not restricted by train order addressed to them) they may take the preceding train ahead of them to the next telegraph station.

We are unable to harmonize the last paragraph of Rule 94 with Rule 95 and 204 and arrive at a safe finding where sections are involved. We therefore advise that roads using Rule 94 add the words, "The provisions of the second paragraph of this rule will not apply where one section overtakes another section on the same schedule." Trainmen on a leading section should not take advantage of Rule 94 when overtaken by a following section.

### **THE STANDARD CODE.**

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A set of rules formulated by the Train Rules Committee of The American Railway Association

in 1887. Divided into rules for single and double track, in 1889. They have been revised slightly from time to time and are now in use on nearly every railroad in the United States and Canada.

November 18, 1883, The American Railway Association adopted what is known as "Standard time." There are four standards in the United States,—Eastern, Central, Mountain, and Pacific. They are based on the time of the 75th, 90th, 105th and 120th meridian respectively. Prior to the adoption of Standard time there were upwards of 50 different standards of time in use in the United States. This has been reduced to four and these are all an even hour apart. Providing for an elastic boundary line between the hour sections and naming the point at which the change in time is made.

### **CLEARANCE CARD.**

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The Code should state that **"a train will not leave its initial station on any division (or subdivision) without a clearance card.**

**The authority to issue such Clearance Card will be obtained from the train dispatcher."**

This principle is as important in train operation as that involved in rule 221, which forbids a train to pass a signal while displayed without a clearance card.

We further recommend that a clearance card should be provided with a blank space to show the numbers of all orders that are delivered to the train at the station where clearance card is issued.

NOTE—In the operation of a railroad it becomes of great importance that some fixed arrangement be established for the purpose of notifying trains, at terminals or junctions or in fact at any point

where they may originate, of all trains which have arrived or left. In our opinion there is no better way of doing this than by train register.

A register book should be established at each terminal and at junction points where trains enter the main line. The operator should be competent at junction points, to register trains that do not stop regularly. At register points where a train stops regularly the conductor should be required to register his train, and in case he arrives with signals and departs with none the register should show it. Should a train arrive as one section and leave as another or arrive as one number and leave as another, two lines should be used in registering.

When a regular train reports for movement at its initial station the operator should communicate the fact to the train dispatcher and if no orders the operator may then issue a clearance card. Should the dispatcher be relieved before his sheet shows an OS of a train that he has cleared, his written transfer should contain mention of the clearance. Likewise should the operator be relieved before the train leaves which he has cleared, his transfer should so state.

Should a train originate at a point where no register is used, as for example a work train which has laid up for the night, they should be given a train order stating that "All trains due have gone, except \_\_\_\_\_" Adding any that have not passed and which are over-due.

### **DAY OFFICES.**

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The signals at stations which close for the night are usually blanked until the operator resumes work the following morning. But in view of the great

importance of train men knowing positively that an office is or is not closed for the night it seems that some more definite information should be given than simply the absence of a signal especially as the absence of this signal means one thing when the operator is on duty—DANGER, and another when the office is closed for the night—PROCEED.

When the signal is simply blanked the train crew have no way of knowing that the office is closed except that they take it for granted when they see no signal. This introduces an element of grave danger for, should the operator still be on duty and hold orders or block and his light fail, under these conditions there would be no check against accident.

We believe that when an office is closed for the night the train order signal should be blanked and a green light placed in front of the office on a bracket or below the regular train order signal and also a green flag below the light so that the signal would be plainly visible during the night and early morning hours and give positive information to trainmen. Under this arrangement an engineman would have positive information, the green light telling him the office was closed or if no green light was shown he would understand the office was open and be governed by the signal indication and Rule 27.

With this arrangement the Rules should not show the office hours and trainmen should consider all offices open at night unless the green signal is displayed. This would leave the dispatcher free to hold day men when necessary with full assurance that there would be no miscarriage of orders or block on account of an office being kept open past the usual hours. This plan would also permit the opening of a day office at any time of the night without running serious risks.



[www.libtool.com.cn](http://www.libtool.com.cn) **PROMPT TRAIN REPORT.**

In our opinion there is too little attention given to Rule 222 by both operators and officials. When a dispatcher is calling an operator for an O. S. his time is being wasted and the movement of trains is correspondingly impaired, and if there was nothing more to be said on the subject than this, it would merit more attention than it now receives. But there is another and more serious side to Rule 222. A great many collisions have been prevented by a prompt train report being given to the train dispatcher which has enabled him to stop some opposing train in time to prevent an accident. A few minutes delay in an O. S. and both trains may be between stations where they cannot be reached.

In looking over a detailed report of accidents you will find that quite a number of them could have been prevented by the prompt report of a train to the dispatcher. Operators who habitually fail to give prompt O. S. or operators who wait for the dispatcher to ask them to O. S. should be dismissed from the service as they are failing in their duty, delaying trains and are a menace to life and property.

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**Train Rule Examination.**

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**DEFINITIONS.**

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1. **Q. What is an engine?**  
A. A locomotive propelled by any form of energy.
2. **Q. What is a train?**  
A. An engine or more than one engine coupled with or without cars displaying markers.
3. **Q. What is a regular train?**  
A. A train authorized by a time-table schedule.
4. **Q. What is a section?**  
A. One of two or more trains running on the same schedule displaying signals or for which signals are displayed.
5. **Q. What is an extra train?**  
A. A train not authorized by a time-table schedule.
6. **Q. How many kinds of extra trains are there and how are they designated?**  
A. Two. Extra, for any extra train except work extras, and work extra, for work train extra.
7. **Q. What is a superior train?**  
A. A train given precedence by time-table.
8. **Q. What is a train of superior right?**  
A. A train given precedence by train order.
9. **Q. What is a train of superior class?**  
A. A train given precedence by time-table.
10. **Q. What is a train of superior direction?**  
A. A train given precedence in the direction specified in the time-table as between trains of the same class.
11. **Q. Does superiority of direction effect trains on double track?**

A. No, it is limited to single track.

**12. Q. What is a time-table?**

A. The authority for the movement of regular trains subject to the rules.

**13. Q. What does the time-table contain?**

A. The classified schedules of trains with special instruction relating thereto.

**14. Q. What is a schedule?**

A. That part of a time-table which prescribes class, direction, number and movement for a regular train.

**15. Q. What is a division?**

A. That portion of a railroad assigned to the supervision of a superintendent.

**16. Q. What is a sub-division?**

A. A part of a division so designated on the time-table.

**17. Q. What is a main track?**

A. A track extending through yards and between stations, upon which trains are operated by time-table or train order, or the use of which is controlled by block signals.

**18. Q. What is a single track?**

A. A main track upon which trains are operated in both directions.

**19. Q. What is double track?**

A. Two main tracks, upon one of which the current of traffic is in a specified direction and upon the other in the opposite direction.

**20. Q. What is a current of traffic?**

A. The movement of trains on a main track in one direction specified by the rules.

**21. Q. What is a station?**

A. A place designated on the time-table by name at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

22. Q. What is a siding?  
A. A track auxiliary to the main track for meeting or passing trains, limited to the distance between two adjoining telegraph stations.
23. Q. What is a fixed signal?  
A. A signal of fixed location indicating a condition effecting the movement of a train.
24. Q. Name some fixed signals?  
A. Slow Boards, Stop Boards, Yard Limit Boards, Switch Signals, Train Order, and Block, Interlocking, Semaphore, Disc, Ball or other means of indicating stop, caution or proceed.
25. Q. What is a yard?  
A. A system of track within defined limits provided for the making up of trains, storing of cars and other purposes, over which movement not authorized by time-table or by train order may be made subject to prescribed signals and regulations.
26. Q. What is a yard engine?  
A. An engine assigned to yard service and working within yard limits.
27. Q. What is a pilot?..  
A. A person assigned to a train when the engine-man or conductor or both are not fully acquainted with the physical characteristics or running rules of the road or portion of the road over which the train is to be moved.  
Note—Preferably a pilot should be an engineman and he should run the engine of the train which he pilots.

## GENERAL RULES.

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Note—The letter or number in bracket following the question's number refers to the rule in the Standard Code.

31. Q. (A) Who must provide themselves with a copy of the book of rules?

A. Employes whose duties are prescribed by them.

32. Q. (B) Do you fully understand the provisions that relate to your particular duties?

A. Yes.

33. Q. (B) What is expected of you when the meaning of any rule or special instruction is not clear to you?

A. Consult superior officer.

34. Q. (C) Do you understand that it is necessary to pass the required examinations?

A. Yes.

35. Q. What are persons employed on a train subject to?

A. The rules and special instructions.

36. Q. (E) What would be your duty in carrying out the rules and special instructions?

A. Employes must render every assistance possible in carrying out the rules and special instructions.

37. Q. (F) What is expected of you when you know of an infringement of any rule or special instruction?

A. Report same to superior officer.

38. Q. What is the rule as to intoxicants?

A. The use of intoxicants by employes while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

39. Q. (H) May employes use tobacco when on duty in or about passenger stations or passenger cars?

A. No.

40. Q. (J) Must employes on duty wear the prescribed badge or uniform?

41. Q. (K) Do you understand that persons authorized to transact business at stations or on trains must be orderly?

A. Yes.

42. Q. (L) In case of danger to company's property what is expected of employes?

A. They must unite to protect it.

### RULES FOR SINGLE TRACK.

#### Standard Time.

Note—The Standard Code as amended April, 1906, provides that conductors and enginemen and such other classes of employes as may be desired, shall have standard time. Formerly the code provided that conductors and enginemen only were required to have their watches inspected.

113. Q. (1) From where is Standard time obtained?

A. ....

114. Q. (1) At what time each day is time received?

A. ....

115. Q. (1) What watches must conductors and enginemen use?

A. Watches that have been examined and certified to by a designated inspector.

116. Q. (2) How often must the certificate be renewed and with whom must it be filed?

A. ....

Note—The Standard Code leaves the length of time for renewing the certificate discretionary; also the officer with whom it is filed. Usually they are filed with the superintendent every six months.

117. Q. (2) What is maximum variation for

watches?ool.com.cn

A. Thirty seconds per week.

**118. Q. (3) Are all clocks used by this company standard?**

A. No; only clocks designated as "standard clocks" must be used for comparing time.

**119. Q. (3) How often are Conductors and Enginemen required to compare their time-pieces with the Standard time?**

A. Before starting on each trip.

**120. Q. In the event of their not having access to a Standard time-piece, how will they obtain Standard time?**

A. From Conductors or Enginemen who have registered or from the Superintendent.

**121. Q. (3) Should time watches be registered?**

A. Yes.

## TIME-TABLES.

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**122. Q. (4) When does the new time-table supersede the old?**

A. On the moment it takes effect.

**123. Q. (4) How will a train of the old time-table proceed if it has a corresponding number, class, day of leaving, direction and initial and terminal stations?**

A. They will retain their train orders and assume the schedule of the corresponding number of the new time-table.

**124. Q. (4) If a train of the old time-table has not the same number, class, day of leaving, direction and initial and terminal stations, how will it proceed?**

A. It can proceed only on train order.



125. Q. (4) How is the date of a train determined?  
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A. By the date of the time at its initial station on a division.

126. Q. (4) May more than one schedule of the same number and date be in force on any division or subdivision?

A. No.

127. Q. (5) How many times are shown on time-table at any station?

A. Not more than two.

128. Q. (5) When one is shown, what is it if not otherwise indicated?

A. Leaving time.

129. Q. (5) When two are shown what are they?

A. The arriving and leaving time.

130. Q. (5) Where does the time at a station apply?

A. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to the place from which fixed signals are operated; where there is neither sidings nor fixed signal, it applies to the place where traffic is received or discharged.

131. Q. (5) How are schedule meeting or passing stations indicated?

A. By figures in full faced type.

132. Q. (5) When both the arriving and leaving time of a train are in full-faced type what does it indicate?

A. That both are meeting or passing times or that one or more trains are to be met or pass it between those times.

133. Q. (5) When a train takes a siding, extending between two adjoining stations, to be passed by one or more trains, how will the schedule indi-

cate this?

A. The time at each end of the siding will be shown in full-faced type.

134. Q. (5) Where there are one or more trains to meet or pass a train between two times or more than one train to meet a train at any station, how is attention called to it?

A. ....

Note—the Standard Code leaves the sign discretionary.

135. Q. (6) How are regular stops, flag stops and meal stops, indicated?

A. "S" for regular stop, "F" for flag stop and a paragraph sign for meal stops.

136. Q. (6) What do "L" or "A" indicate?

A. "L" indicates leave; "A" arrive.

## SIGNAL RULES.

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137. Q. (7) With what appliances must employes, whose duty it is to give signals, be provided, and when should they be ready for use?

A. With proper signal appliances ready for immediate use.

138. Q. (8) What signals are used by day, and what signals at night?

A. Flags of the prescribed color must be used by day and lamps of the prescribed color at night.

Note—Care should be taken to have signals clear and free from dirt at all times.

139. Q. (9) When are night signals to be displayed?

A. From sunset to sunrise; also when weather or other conditions obscure day signals.

## VISIBLE SIGNALS.

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150. Q. (10) What does red signify?

A. Danger; stop.

151. Q. (10) What does white signify?

A. Safety; proceed; and for other uses prescribed by the rules.

152. Q. (10) What does green signify?

A. Caution; proceed with care; and for other uses prescribed by the rules.

Note—The Standard Code leaves the color of signal “Proceed” and “Caution” discretionary with each road to use the color it may prefer. Some use green for proceed and green and red for caution; others use yellow for “Caution” and green for “Proceed.” The Train Rules Committee of the American Railway Association originally recommended white for “Proceed” and green for “Caution” as indicated by questions 151 and 152.

153 Q. (10) What does green and white, when shown together, signify?

A. Flag stop for passengers or freight.

154 Q. (10) What does blue signify?

A. That cars thus protected must not be moved

155. Q. (11) When may a red fusee be passed?

A. Not until burned out.

156. Q. (12) When a green fusee is used what is it?

A. A caution signal.

Note—Care should be taken in throwing fusee to see that they do not fall near wooden structures on account of the danger of fire.

## HAND, FLAG AND LAMP SIGNALS.

157. Q. (12) What is the hand, flag or lamp signals for stop.

- A. Swung across the track.
157. Q. (12) **For Proceed?**  
A. Raised and lowered vertically.
158. Q. (12) **For Back?**  
A. Swung vertically in a circle at half-arm's length across the track when train is standing.
159. Q. (12) **For Train parted?**  
A. Swung vertically in a circle at arm's length across the track when train is running.
- 160 Q. (12) **To apply air?**  
A. Swung horizontally above the head when train is standing.
- 161 Q. (12) **To release air?**  
A. Held at arm's length above head when train is standing.
162. Q. (13) **What is any object waived violently by any one on or near the track a signal for?**  
A. It is a signal to stop.
- Note—The speed at which a signal is given indicates how it should be obeyed. If given rapidly, move rapidly; if given slowly, move slowly.

### AUDIBLE SIGNALS.

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163. Q. (14A) **What is the signal to apply brakes?**  
A. One short blast of whistle.
164. Q. (14B) **What is signal to release brake?**  
A. Two long blasts of the whistle.
165. Q. (14C) **What is the engineman's signal for the flagman to go back and protect the rear of train?**  
A. One long and three short blasts of whistle.
166. Q. (14D) **What is the signal to call flagman from south and west?**  
A. Four long blasts of whistle.

167. Q. (14E) What is the signal to call in flagman from north and east?

A. Five long blasts.

168. Q. (14F) What is the signal from engine that train has parted?

A. Three long blasts of whistle.

169. Q. (14F) Should this signal be repeated and how often?

A. Yes; until answered.

170. Q. (14F) What signal does the engine-man use to answer a visible signal that train has parted.

A. Three long blasts of whistle.

171. Q. (14F) What is the signal from train-men to answer a signal from engineman that train has parted?

A. Hand flag or lamp swung vertically in a circle at arm's length across the track.

172. Q. (14G) What signal is used to answer any signal not otherwise provided for?

A. Two short blasts of whistle.

Note—The fixed signals are not to be answered by the enginemen, but all other signals given to stop a train whether by hand, lamps, flag, fusees or torpedoes, should be answered by two short blasts of the steam whistle. A train parted signal should be answered by three long blasts of the whistle.

173. Q. (14H) What is the signal to back when train is standing?

A. Three short blasts of whistle.

174. Q. (14H) What is three short blasts of the steam whistle used for when train is running?

A. Answer to conductor's signal to stop at the next station.

175. Q. (14J) What is the engineman's call for

signals from switch tenders, watchmen, trainmen and others?

A. Four short blasts of whistle.

176. Q. (14K) What is one long and two short blasts of the steam whistle used for?

A. To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section.

177. Q. (14L) What is the signal for public crossings at grade?

A. Two long and two short blasts of whistle.

Note—In regard to a whistle signal at meeting point, the American Railway Association failed to approve of it. It is probably true that too many checks on forgetfulness is liable to weaken the diligence of trainmen. The middle order is perhaps the best way to protect the meeting point.

178. Q. (14M) What is the signal for approaching stations, railroad crossings and junctions at grade?

A. One long blast of whistle.

179. Q. (14) What is a succession of short blasts of the whistle?

A. An alarm for persons or cattle on track.

Note—Care should be taken to see that signals are correctly given and infractions of these rules should receive prompt attention. Special care should be used in giving whistle signals in stormy weather. The signals should be clear and distinct.

180. Q. (15) What does the explosion of one torpedo indicate?

A. Stop.

181. Q. (15) What does the explosion of two torpedoes not more than 200 feet apart indicate.

A. Reduce speed and look out for stop signal.

Note—Torpedoes should not be placed near stations or crossings or where people pass them. Torpedoes should not be depended on to stop trains for various reasons.

### COMMUNICATING SIGNALS.

182. Q. (16a) What does two blasts of air whistle indicate when train is standing?

A. Start.

183. Q. (16b) What does two blasts of air whistle indicate when train is running?

A. Stop.

184. Q. (16c) What does three blasts of air whistle indicate when train is standing?

A. Back.

185. Q. (16d) What does three blasts of air whistle indicate when train is running?

A. Stop at next station.

186. Q. (16e) What does four blasts of air whistle indicate when train is standing?

A. Apply or release brakes.

187. Q. (16f) What does four blasts of air whistle indicate when train is running?

A. Reduce speed.

188. Q. (16g) What does five blasts of air signal whistle indicate when train is standing?

A. Call in flagman.

189. Q. (16h) What does five blasts of air whistle indicate when train is running?

A. Increase speed.

(The following note applies only to roads using two short blasts of the whistle in answer to (16d).)

Note—The signal to stop at next station should be given as soon as possible after leaving previous station so that the engineman's answer may not be mistaken for an answer to a flagman's signal.

**190. Q. (17) What signal must be provided on the front of a train after sunset?**

A. A head-light.

**191. Q. (17) When should head-lights on engines be covered?**

A. When a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track or at junctions.

**192. Q. Should head-light be screened before train is clear and switches right?**

A. No.

**193. Q. In case there are two trains at a station for an opposing train and the second train cannot clear account siding too short, will they depend for protection on the head-light of the leading train not being screened.**

A. Certainly not. A flagman should be sent out immediately by the second train to give full protection.

**194. Q. Why then should the head-light of the leading train be left unscreened?**

A. Because the train cannot properly be considered to be clear of the main track as the main track switch remains open for the second train. When the switches are properly closed and not before may the head-light be screened.

**195. Q. Will the head-light of the leading engine blind the engineer of the approaching train so that he could not see the flagman from the following train?**

A. It is doubtful that it would interfere with the vision of the engineman on an approaching train to any great extent and the head-light itself is an indication that the train is not clear so that the ap-



proaching train must needs be moving with caution prepared to stop at the switch. Should leading train cover its head-light the opposing train would approach at a much higher rate of speed and flagman from following train might be much less effectual than the headlight of leading train.

Note—When there are more trains at a meeting point than the siding will hold, the head-light of the leading engine should not be concealed.

**196. Q. (18) What signals must yard engines display after sunset?**

A. Head-light at front and rear, or two white lights.

**197. Q. (18) Do yard engines display markers?**

A. No.

**198. Q. (19) What are markers?**

A. Green flags by day, and by night a green light to side and front and a red light to rear.

**199. Q. (19) Where are markers displayed?**

A. At rear of train.

**200. Q. (19) What do markers indicate?**

A. The rear end of a train.

**201. Q. (19) If, while at a meeting or passing point, a train meets or passes you without displaying markers, what would you do?**

A. This would indicate that the train had parted. I would signal the passing train and remain clear until rear portion passed.

**202. Q. (19) When a train is clear of main track what change must be made in the markers?**

A. Green lights must be displayed to the front, side and rear.

**203. Q. (19) When must the signals be again displayed?**

A. After the train to be met or passed has gone.

**204. Q. (20) When trains are run in sections, what signals must all sections except the last dis-**

play on the front of the engine?

A. Two green flags and in addition two green lights by night.

205. Q. (21) What do two white flags by day, and in addition two white lights by night, carried on the front of an engine, indicate?

A. An extra train.

206. Q. (21) When must the white signal of an extra be removed?

A. When it has reached the end of its run and is clear of the main track.

207. Q. (22) When two or more engines are coupled together and carrying signals, should each engine display the signals?

A. No; only the leading engine.

208. Q. (22) When two or more engines are coupled together and running backward as a section of a train carrying signals for a following section, which engine will display markers and which engine classification signals?

A. The leading engine must display classification signals in the place provided for them near the head-light, the rear engine will display markers in the place provided for them on the pilot.

Note—Where two or more engines are coupled together the leading engineman should sound the signals and operate the air. The leading engine in case of an extra gives its number to the extra and orders addressed to this train should be addressed to the leading engine, because the train is identified by this engine. Each engineman must, however, have copies of all clearances and train orders.

209. Q. (23) If only one flag or light is displayed as a classification signal, how must it be regarded?

A. The same as if two were displayed.

210. Q. (24) When cars are being pushed by

**engine at night what must be displayed on the front of the leading car?**

A. A white light.

**211. Q. (24) Any exception to this?**

A. Yes, when shifting or making up trains in yards it need not be done.

**212. Q. (25) Must each car on a passenger train be in communication with the engine?**

A. Yes.

**213. Q. What appliance is used for this purpose.**

A. Air whistle signal, or gong and cord.

**214. Q. (26) When a blue signal is shown on the end of a car, engine or train, what must be done before coupling to, moving, or placing other cars in front of car, engine or train so protected?**

A. The person who placed the signal there must remove it.

**215. Q. (26) May other cars be placed on the same track so as to intercept the view of the blue signals?**

A. Yes, but the workmen must first be notified.

## USE OF SIGNALS.

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**250. Q. (27) How should a signal, imperfectly displayed, or the absence of a customary signal be regarded, and what is your duty in regard to it?**

A. Should be regarded as a stop signal and reported to superior officer.

Note.—Rule 27 refers to all fixed signals which includes switch lights.

**251. Q. (28) What is green and white used for?**

A. To stop a train at a flag station.

**252. Q. (28) May green and white be used to**

stop a train at a point that is not a flag stop for that train?

A. No, a red signal must be used.

253. Q. (29) When a signal (except a fixed signal) is given to a train to stop how must it be acknowledged?

A. By two short blasts of the whistle, except that when signal 16d is given to stop at next station it must be answered by three short blasts of the whistle.

254. Q. (30 and 31) When is the engine bell required to be rung?

A. When the engine is about to move and approaching every public road crossing at grade.

255. Q. (31) When must whistle be sounded?

A. At all whistling posts.

256. Q. (32) Is the unnecessary use of the whistle and bell prohibited?

A. Yes.

257. Q. (33) When will watchmen at public road and street crossings use red signals?

A. Only to stop trains.

## SUPERIORITY OF TRAINS.

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Note—There is no superiority between extra trains except that the extra train moving in the direction on which the time-table confers superiority will hold the main track at a meeting point with an opposing extra.

300. Q. (71) How is one train superior to another?

A. By right, class or direction.

301. Q. (71) How is right conferred?

A. By train order.

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302. Q. (71) How is class and direction conferred.

A. By time-table.

303. Q. (71) Which is superior, right, class or direction?

A. Right is superior to class or direction and direction is superior as between trains of the same class.

304. Q. (72) State the relative superiority of trains of each class.

A. Trains of the first-class are superior to trains of the second-class, and all successive classes; trains of the second-class are superior to third-class, and all successive classes, and so on, and trains in the direction specified in the time-table are superior to the trains of the same class in the opposite direction.

305. Q. (72) In which direction on this division are trains superior to trains of the same class in the opposite direction?

A. ....

306. Q. (73) Are extra trains inferior to regular trains?

A. Yes.

### MOVEMENT OF TRAINS.

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Note—Schedule trains should register on the page which corresponds with the date the train is due to arrive or leave such station, no matter how late they may be. Extra trains register on the page corresponding with the date they actually arrive.

400. Q. (82) When do regular trains lose both right and class?

A. When they become twelve (12) hours late.

401. Q. (82) No. 10 is due to arrive at C at

**10:30 a. m., and leave at 11:30 a. m., when has it lost both right and class?**

A. If it fails to arrive at C before 10:30 p. m., or to leave C before 11:30 p. m.

**402. Q. (82) May No. 10 flag into C at 10:40 p. m. and leave as No. 10 if it can get out before 11:30 p. m.?**

A. No.

**403. Q. (82) Could it leave as No. 10 before 11:30 p. m. if dispatcher authorizes them by train order?**

A. Yes.

Note—When trains are running in sections any section which becomes twelve hours late on the schedule loses both right and class, as per Rule 82, no allowance being made for sections keeping five minutes apart. A train holding an order to run late loses both right and class when it is twelve hours behind its schedule time. The run late order does not lengthen the life of the train at all. Rule 82 refers to the schedule time as shown upon the timetable in every case.

**404. Q. (82) If an opposing train held an order to meet No. 10 at a station and No. 10 became twelve hours late at such station, may the opposing train proceed against No. 10?**

A. Yes.

**405. Q. (82) What must be ascertained before leaving a junction, terminal or other starting point, or passing from double to single track?**

A. That all trains of the same or superior class have arrived or left.

Note—Rule 83 refers to trains of the same class even though such trains are moving in the inferior direction, this for the reason, that the train of superior direction must approach all sidings prepared to stop until such train is met as per Rule 90.

www.406li.Q. (84) May a train start without a proper signal?

A. No.

407. Q. (85) May a train proceed ahead of a train of the same class in the same direction?

A. Yes.

408. Q. (85) May an extra train pass another extra or a train of one class pass a train of the same class?

A. Yes.

409. Q. (86) How must an inferior train clear the time of a superior train in the same direction?

A. Not less than five minutes.

410. Q. (86) How must an inferior train clear a first-class train in the same direction?

A. They must be clear at the time a first-class train is due to leave the next station in the rear, where time is shown.

411. Q. (87) What is required of an inferior train with respect to opposing superior trains?

A. They must keep out of the way.

412. Q. (87) How must a train failing to clear the main track as required by rule be protected?

A. By flag as per rule 99.

413. Q. (87) How much must extras clear the time of regular trains?

A. — minutes.

414. Q. (87) How will extras be governed with respect to opposing extras?

A. By train orders.

415. Q. (88) At meeting points between trains of the same class when must the inferior train clear the main track?

A. Before the leaving time of the superior train.

Note—A train should not lay on the siding for another train an unreasonable length of time, but should get in communication with the telegraph

office to see if there is a possibility of getting farther.

A train holding main track at the meeting or passing point should adjust the switch for the other train.

**416. Q. (88) If necessary to back in to clear the main track what must be done?**

A. Flagman must be sent out as per rule 99 unless otherwise provided for.

**417. Q. (88) At meeting points between extra trains which extra takes the siding?**

A. The extra in the inferior time-table direction.

Note—It was the sense of the convention, when rule 88 was adopted that at a meeting point should the inferior train have to back in for any reason they must first stop the superior train before passing the switch where the inferior train enters. Should the back-in provision be covered by train order or special instruction it would not be necessary to stop the superior train before backing in but the flagman should be sent out as per rule 99 before the inferior train passes the switch.

**418. Q. (89) At meeting points between trains of different classes when must the inferior train clear?**

A. The inferior train must take siding and clear the time of the superior train at least five minutes.

**419. Q. (89) If necessary for the inferior train to back in what must be done?**

A. Flagman must be sent out as per rule 99. (See note following answer to question 417.)

**420. Q. (89) How much must an inferior train clear the time of a superior train in the same direction?**

A. Five minutes.

**421. Q. (90) When are trains, of the same class**



required to stop at schedule meeting or passing stations?

A. Unless they can plainly see that the switches are right and track clear.

422. Q. (90) At what point should the train be stopped?

A. Clear of the switch that the train to be met or passed uses in going on the siding.

423. Q. (90) In case the train that should be met or passed is not at the schedule meeting or passing point, how should a train having right of track be governed?

A. Proceed, and approach all sidings prepared to stop, until the expected train is met or passed.

424. Q. (91) Unless some form of block signal is used how far apart must trains in the same direction keep?

A. At least five minutes except in closing up at stations.

425. Q. No. 3 and No. 1 are trains of the same class and No. 3 is scheduled to pass No. 1 at C. In case No. 1 or No. 3 is late will it effect this passing point?

A. No. No. 1 will proceed to C and there wait for No. 3 to pass.

426. Q. In case it is desired that No. 1 should go farther ahead of No. 3 what form of order should be used?

A. An order should be given reading: "No. 3 pass No. 1 at ——" (Form B, example 1.)

Note—In regard to passing stations for trains of the same class, it is the author's opinion that a time order is not a proper order to advance a train of the same class running in the same direction beyond a time-table passing point for the reason that the train to be passed is proceeding to a fixed passing point and is not required to clear the time of the following

train. Both trains may be an hour late, it matters not, they proceed to the passing point.

The note under Form E says the order makes the time of the train named as much later as stated in the order and trains receiving it are required to run with respect to this later time as before required to run with respect to the regular schedule time. We do not see as this gives a train any right to disregard this fixed passing point since the train to be passed is not respecting the time of the other train, but simply obeying their own schedule. When desired to advance the train the order should read: "No. 3 pass No. 1 at D," or at whatever point is desired.

**427. Q. (92) May a train arrive at a station in advance of its schedule arriving time, when shown?**

A. No.

**428. Q. (92) May a train leave a station in advance of its schedule time?**

A. No.

**429. Q. (93) When within yard limits, what class trains may you use main track against by protecting?**

A. — class.

**430. Q. (93) How must ——— class and extra trains move within yard limits?**

A. Prepared to stop unless the main track is seen or known to be clear.

**431. Q. (94) In case you overtake a train disabled so that it cannot move, how would you proceed?**

A. If necessary, take the orders and assume the schedule of the disabled train to the next open telegraph office and report to the superintendent.

**432. Q. (94) When a disabled train is passed by a following train to which it has given its or-**

**ders and rights, on what rights does the disabled train move?**

A. On the rights of the train with which it exchanged orders.

Note—In regard to Rule 94 it is not necessary in passing a disabled train to assume its schedule and take its train orders if the train which is to pass has rights of its own to make the next telegraph office. It may be that the disabled train has been delayed so long that it has no right to proceed, in which case should the following train have no right both trains are tied up and no exchange of orders and schedules would be of avail. Whenever schedules are exchanged all orders must also be exchanged complete.

**433. Q. (94) If an inferior train or a train of the same class having right or schedule to proceed overtakes a train between telegraph stations unable to proceed against the right or schedule of an opposing train, how will they be governed?**

A. The delayed train after proper consultation with the following train will precede it to the next telegraph station when it will report to \_\_\_\_\_

**434. Q. (94) When opposing trains are met under these circumstances, what must be done?**

A. The leading train must fully explain to them that the expected train is following.

Note—A section must not be allowed to take a leading section of the same schedule ahead of them under the provisions of the last paragraph of Rule 94.

**435. Q. (95) May more than one section be run on the same schedule?**

A. Yes.

**436. Q. (95) Does each section have equal time-table authority?**

A. Yes.

437. Q. (95) By whose authority shall signals be displayed?

A. ....

Note—On some roads yardmasters are authorized to issue instructions to a train to display signals. This practice is followed on roads where the business is heavy and the issuing of such orders by the dispatcher would interfere with his other duties. The practice is safe as all sections must examine the register before leaving to ascertain that the section ahead of them registered signals.

438. Q. (96) When signals displayed for a following train on single track are taken down at any point before the following train arrives, how should the conductor be governed, where there is an agent, operator, switch tender, or register book?

A. The conductor must arrange with agent, operator or switch tender to notify opposing trains of same or inferior class.

439. Q. Where there is no agent, operator or switch tender?

A. A flagman must be left to notify opposing trains of the same or inferior class.

440. Q. (96) Must this arrangement be in writing or verbal?

A. In writing.

441. Q. (97) By whose authority are extra trains run?

A. The .....

Note—The code leaves the officer, who shall authorize the display of signals or the running of an extra train, to the discretion of the railroad using the rule. The superintendent's initials are generally used for this purpose.

442. Q. (98) How must trains approach the end of double track, junctions, railroad crossings at grade and drawbridges?

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A. Prepared to stop unless switches and signals are right and track clear. Where required by law trains must stop.

**443. Q. (99) When a train stops or is delayed under circumstances in which it may be overtaken by another train how must it be protected?**

A. Flagman must go back immediately with stop signals a sufficient distance to secure full protection.

**444. Q. (99) When a flagman is recalled to his train, what should he do before returning?**

A. Place two torpedoes on rail.

**445. Q. (99) How should front of train be protected on single track?**

A. The head-brakeman must protect by flag, or if he is unable to go the fireman must be sent.

Note—Rule 99 has provoked much discussion. Many able managers deem it insufficient as it stands in the Code, but we do not think such view is warranted. We believe it is one of the best rules in the Code. It places the responsibility where it belongs and does not arbitrarily send the flagman back down a heavy grade a mile or a mile and a half with a straight track for ten miles back and thus delay a train unnecessarily while adding nothing to its safety. Besides this it is a rule that can and ought to be obeyed in every case and this is more than can be said of most rules that are offered as substitutes. It is not good to have rules that ought not to be obeyed. Rule 99 provides that the flagman go back immediately, he must not wait for the conductor to send him or for the engineman to whistle him back.

**446. Q. (100) When the flagman goes back to protect the rear of train who must take his place?**

A. The —— in case of passenger train, and the next brakeman in case of other trains.

**447. Q. (101) What would you do if your train parted?**

A. Would give the train parted signal and, if possible, prevent damage to detached portions.

The front portion has right of track to return, but a flagman should be sent ahead where vision is obstructed, and head portion must run with caution.

**448. Q. (101) In case you overtake a train that is parted, how would you proceed?**

A. The rear portion must not be moved or passed around.

**449. Q. (102) When a train is being pushed by an engine, what precaution must be taken to insure safety?**

A. Flagman must ride the head car to signal in case of need.

**450. Q. (103) Should messages or orders respecting the movements of trains or condition of track or bridges be in writing?**

A. Yes.

**451. Q. (104) How must switches be left after having been used?**

A. In proper position.

**452. Q. (104) Who is responsible for the proper adjustment of switches?**

A. The conductor, except where switch tenders are stationed.

**453. Q. (104) May you leave a switch open for a train or section that is following you?**

A. Not unless it is in charge of a trainman of the following train.

**454. Q. (105) Who are responsible for the safety of their trains?**

A. Both conductors and enginemen.

**455. Q. (105) When an emergency arises which is not covered by the rules what must enginemen and conductors do?**

A. Take every precaution to prevent accident.

456. Q. (106) In case of doubt or uncertainty how would you act?

A. Take the safe course and run no risks.

### **RULES FOR MOVEMENT BY TRAIN ORDERS.**

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470. Q. (201) For what are train orders used and must the prescribed forms be used?

A. For movements not provided for by timetable; prescribed forms must be used when applicable.

471. Q. (201) What must they contain?

A. Only information and instruction essential to such movement.

472. Q. (201) May train orders containing erasures, alterations or interlineations be accepted?

A. No.

473. Q. (202) Must train orders be given in the same words to all persons or trains addressed?

A. Yes.

474. Q. (203) At what time each day will a new series of numbers for train orders be started, and how shall they be numbered?

A. At midnight. They must be numbered consecutively.

475. Q. (204) To whom must train orders be addressed?

A. To those who are to execute them. Those for a train must be addressed to conductor and engineman and also to any one who acts as its pilot.

476. Q. When two or more engines are attached to a train, should each engineman have copies of all orders effecting that train?

A. Yes.

477. Q. Can a train order be used by any train except the one addressed?

A. No.

478. Q. (204) How will conductors and enginemen respect orders addressed to operators, restricting the movement of trains?

A. As if addressed to them.

479. Q. (205) What record must dispatcher make of train orders and when?

A. Each train order must be written in full in a book provided for that purpose and with it recorded the names of those who have signed for it, also time and signals showing what offices have repeated it and the dispatcher's initials.

480. Q. (206) How will regular trains be designated in train orders?

A. By their numbers, as "No. 10" or "2d No. 10" adding engine number if desired.

481. Q. (206) How will extra trains be designated?

A. By their engine numbers adding the direction, as "extra 798 west."

482. Q. (206) How will other numbers and time be stated?

A. In figures only.

483. Q. (207) What signal does the dispatcher give to each office in transmitting an order?

A. "31" or "19" followed by the direction, and if more or less than 3 copies are desired the operator is informed.

484. Q. (208) To which train must the order be addressed to first?

A. To the superior train. Orders should be sent simultaneously to as many offices as possible.

485. Q. (208B) How must a train order for two or more offices be sent?

A. Simultaneously to as many as practicable.



486. Q. (208B) How will the address be sent?  
A. In order of superiority of trains.

487. Q. (208B) What does the operator at the meeting or waiting point do?

A. He must deliver copies of his order to all trains effected until all have arrived from one direction.

488. Q. (209) When must operators make the copy of an order on manifold blanks, and should he fail to make enough how will he supply them?

A. During transmission. Failing to make enough he must trace others from one of the copies first made.

489. Q. (210) How will operators proceed with repetition of a "31" order?

A. Unless otherwise directed operators must repeat orders at once from the manifold in the succession in which the several offices have been addressed, watching to see that others repeat it correctly.

490. Q. (210) After the order has been repeated who will sign for it?

A. Those to whom the order is addressed except enginemen.

491. Q. (210) What is the operator's duty in regard to the order after it has been signed?

A. He must send the signature to the despatcher who will give complete and the time. Also the initials of the ..... The operator will then write on each copy the word "complete," the time and his last name in full and deliver a copy to each person addressed, except enginemen. Engineman's copy must be delivered to him by \_\_\_\_\_.

492. Q. (211) What is the procedure with a "19" order?

A. The same as with a 31 order except it is not signed and complete is given by the despatcher

when the order is repeated, and the operator personally delivers a copy to each person addressed.

493. Q. (211) If to deliver the engineman's copy would require the operator to leave the vicinity of his office, who would deliver it?

A. The \_\_\_\_\_.

494. Q. (211) When a "19" order is issued for a train at a point where its superiority is restricted by such order, how will delivery be made?

A. A train must be brought to a stop before delivery is made.

495. Q. (212) When may "X" response be given? State the manner in which it is given?

A. When directed by the despatcher, operator will say "X" (order) No. — to (train) No. —" with his initials and office signal. He will then write on the order his initials and the time.

495. Q. (213) When may complete be given to an inferior train?

A. Not until the order has been repeated or "X" response sent by the operator who receives the order for the superior train.

497. Q. (214) How is an order regarded before complete has been given and after it has been repeated or "X" response sent?

A. As a holding order for the train addressed.

498. Q. (214) When a "31" order has been sent and repeated, or "X" response sent, and before "complete" has been given, the wire fails, has the train to whom the order is addressed the right to proceed?

A. No.

499. Q. (214) If the line fails before an office has repeated an order or "X" response has been sent, is the order effective?

A. No.

[www.500ilq.com](http://www.500ilq.com) (215). What copy of a train order must the operator keep?

A. The lowest copy.

501. Q. (216) What are the requirements when orders are delivered by the train despatcher?

A. The same as at other offices.

502. Q. (217) How should an order be addressed to a train which cannot be reached by telegraph?

A. C. & E. No....at.....care of.....

503. Q. (217) Whose signature must be taken before "complete" is given when form 31 is used, and with what copies should the person delivering the order be supplied?

A. The signature of the person in whose care the order is sent; one for engineman, one for conductor, and one for the person who delivers the order.

504. Q. (217) What must he do with the copy he retains, and whose signature must appear thereon?

A. The signature of the conductor and engineman of the train which is to use the order must appear on the order. He will deliver this copy to the first telegraph operator accessible.

505. Q. (217) Will the train receiving this order act on it as if complete had been given in the usual manner?

A. Yes.

506. Q. (217) For orders sent as above can complete be given to an inferior train before the signature of the conductor and engineman of the superior train, whose rights are thereby restricted have been received?

A. No.

507. Q. (218) When a train is named in an order are all its sections included unless particular

sections are specified, and should such sections have copies of the orders?

A. Yes.

508. Q. (219) May an operator repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, before he has ascertained that the conductor and engineman have been notified that he has orders for them?

A. No. Not unless otherwise directed.

Note—the X response is intended to be used to save time in getting the inferior train started. When several orders are concerned it effects quite a saving in time. When it is used the dispatcher should require the repetition of the order as soon as he can get to it.

509. Q. (220) How long do train orders, once in effect, continue so?

A. Until fulfilled, superseded or annulled.

510. Q. (220) May part of any order specifying a particular movement be annulled or superseded?

A. Yes.

511. Q. (220) Are orders held by or issued for a train which has lost its rights as per rule 4 or 82, effective?

A. No.

512. Q. (220) Does a part of an order relating to a regular train become void when such train loses both right and schedule as per rule 4 and 82 or is annulled?

A. Yes.

Note—On roads where the normal indication of the signal is "proceed" the examiner will omit Questions on Rule 221A.

513. Q. (221A) What will the fixed signal in-

indicate at each train order office when the operator is on duty ?

A. Stop.

514. Q. (221A) May a train pass the signal while stop is indicated?

A. No.

515. Q. (221A) When will this signal be fastened at "proceed?"

A. When no operator is on duty.

516. Q. (221A) If a train order signal is not displayed at a night office, what is required of conductors and engineers?

A. Stop and ascertain cause and report the facts from next open telegraph office.

517. Q. (221A) What signals must operators keep on hand to use if fixed signals fails?

A. Hand signals.

Note—On roads where the normal indication of the signals is "stop," examiners will omit Questions on Rule 221B.

518. Q. (221B) What will the fixed signal at each train order office indicate when there are no orders?

A. Proceed.

519. Q. (221A) When there are orders what will it indicate?

A. Stop.

520. Q. (221B) When an operator receives the signal "31" or "19" what will he do?

A. Immediately display stop signal and reply "stop displayed."

521. Q. (221B) Must the despatcher give direction when he gives the "31" or "19" symbol?

A. Yes.

522. Q. (221B) When train order signal is displayed at stop, under what conditions may a train pass it?

A. When a clearance card is issued.  
Note—While a train order signal remains at block no train must pass it, even though they have received orders, without a clearance card.

**523. Q. (221B) If signals are not displayed from a night office, what must trains do?**

A. Stop and ascertain cause and report from next open telegraph office.

**524. Q. (221B) In what position is the signal to indicate stop?**

A. \_\_\_\_\_

**525. Q. (221B) Must operators keep hand signals ready for use, should fixed signals fail?**

A. Yes.

Note—If a train stops while stop is indicated and operator changes signal to proceed the train may go on signal from conductor, without orders or clearance card provided the engineman can see that the signal is clear.

**526. Q. (222) Will operators record the time of trains and report same?**

A. Yes.

**527. Q. (223) What abbreviations may be used?**

A.

Initials for signature of the \_\_\_\_\_.

Such office and other signals as are arranged by the \_\_\_\_\_.

C & E—for the Conductor and Engineman.

X—Train will be held until order is made "complete."

Com—for Complete.

O S—Train Report.

No—for Number.

Eng—for Engine.

Sec—for Section.

Psgr—for Passenger.

Fr't—for Freight.

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Mins—for Minutes.

Jct—for Junction.

Dispr—for Dispatcher.

Opr—for Operator.

31 or 19—to clear the line for Train Orders, and for Operators to ask for Train Orders.

S D—for "Stop Displayed."

The usual abbreviations for the names of the months and stations.

## FORMS OF TRAIN ORDERS.

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When the Conductor signs an order he is responsible for his train being safely held or moved in accordance with the order. The Engineman is equally responsible but not until he has received his copy of the order. The conductor has not the right to sign for an order unless he is sure that he has train fully in his control.

When a train is run extra on a schedule such extra does not lose its rights when it is 12 hours late.

### Form A.

**600. Q. If, as conductor or engineman of No. 2 you held an order reading "No. 2 meet No. 1 at A" and No. 1 arrived at A displaying signals how would you be governed?**

A. Would remain at "A" for following sections as no particular section was specified in the order, all sections are included.

**601. Q. If you held an order to meet 2d No. 1 at "A" and 2d No. 1 arrived with signals. How would you be governed, No. 2 being a train of superior class?**

A. Would proceed as a particular section was mentioned in the order, therefore no other sections were included.

602. Q. If second No. 1 arrived without signals and with no markers, would you proceed?

A. No; a train must not be considered as having been met until its markers have arrived.

Note—Supposing the following orders were issued: “No. 1 meet No. 2 at A. No. 2 side-track.” “No. 1 meet No. 2 at B instead of A.” Which train will side-track at B? Under the rules No. 2 should side-track at B, as the first order was a two-movement order and only one movement has been superseded. In support of this position it must be admitted that No. 2 has certain privileges any one or more of which may be taken away by train order. For example, No. 2, a train of superior direction may proceed against No. 1. However, when a meeting point is fixed with No. 1 the privilege to proceed against No. 1 beyond such point is taken away, but they still have the privilege of holding the main track at the meeting point unless it is also taken away. Both of these privileges are separate and distinct and the superseding of the meeting portion of the order does not supersede the side-tracking provision any more than the superseding of the side-tracking provision supersedes the meeting point provision. In fact the order to side-track might be a separate order reading: “No. 1 side-track for No. 2.” The effect is the same in either case. But seeing there are so many different opinions, every railway company should make a ruling on this point one way or the other, so that trainmen will know what is expected of them. So far as safety goes, it won't matter much which way the ruling is.

603. Q. If as conductor or engineman of No. 2 you held an order reading “No. 2 meet 1st No. 1 at C and 2d No. 1 at E” and on arrival at E you received an order reading, “No. 2 meet 2d No. 1 at F,” how would you be governed?



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A. Would remain at "E" until got proper orders, as the order to meet at "F" does not contain the words "instead of" it does not supersede the former order.

**604. Q.** If No. 2 held order No. 1 reading, "No. 2 meet No. 1 at B," and No. 1 arrived at B with signals and another order was given reading, "No. 2 meet 2d No. 1 at C instead of B" and when No. 2 reached C they find 2d No. 1 displaying signals what must they do, No. 2 being a train of superior direction?

A. No. 2 must immediately get clear expecting 3rd No. 1 to be on their way to B under the right conferred by order No. 1 as only that part of order No. 1 was superseded that referred to 2nd No. 1.

The rules are so worded that they require order No. 1 to be delivered to all sections of No. 1 as all sections are included no particular section being specified.

#### Form B.

**605. Q.** If a conductor or engineman of No. 1, you held an order reading: "No. 1 pass No. 3 at A" how would you be governed?

A. Approach A—prepared to stop, unless could plainly see that No. 3 was clear and switches all right.

**606. Q.** If as conductor or engineman of No. 6 you held an order reading: "Extra 580 East run ahead of No. 6 A to B," how would you be governed?

A. Would not pass the extra or exceed their speed between the points named, and would approach B—prepared to stop unless Extra 580 was clear and switches all right.

**607. Q.** If Extra 28 received an order reading: "Ex 28 pass No. 2 at C" would this be sufficient for the extra to pass and proceed ahead of No. 2?

A. Yes. An order for an inferior train to pass a superior train is authority for the inferior train to pass and proceed ahead of the superior train.

608. Q. Do trains of any class require orders to pass trains of the same class in the same direction?

A. No.

609. Q. Do extras require orders to pass extras?

A. No.

#### Form C.

610. Q. If, as Conductor or Engineman of No. 2, you held an order reading: "No. 1 has right over No. 2 A— to F—," would you pass F— before the arrival of No. 1?

A. Yes, in case we had our running time and clearance to make an intermediate point for No. 1.

611. Q. If, as Conductor or Engineman of No. 3, you held an order reading: "Extra East, 580— has right over No. 3, A— to F—," would you go beyond F— before the arrival of the extra train, and if not, why?

A. No; because Extra 580's time is not restricted by time card.

612. Q. As Conductor or Engineman of Extra East 580—how would you be governed?

A. Proceed from A— to F— against No. 3 and take the sidetrack at F—.

613. Q. If your order to run extra extended beyond F— and No. 3 had not reached there on your arrival, would you proceed against No. 3, and if so, under what circumstances?

A. In case we had time to make a point beyond F— and clear the time of No. 3, would proceed, clearing their time as required by rule.

614. Q. If you were on No. 2, a superior train, and held an order reading: "No. 1 has right over No. 2 A— to F—," and you should receive another

order reading: "No. 2 meet No. 1 at C—," would you pass F—?

A. Yes; would proceed to C and take siding for No. 1. The right of track order simply reverses the rights of the trains between the points named.

**615. Q. If you were on No. 2 and held the same orders, except the meeting point was at A—, would you take siding?**

A. No. If trains meet between the designated points No. 2 must side-track, but if at either of the designated points, No. 1 must side-track.

**616. Q. When a right of track order is given to a train of inferior class against a train of superior class to a designated point, which train is required to take the siding?**

A. If met between the points named in the order, the train of superior class.

**617. Q. Under the conditions asked in the previous questions, if a train of superior class reaches the second designated point before the arrival of the train of inferior class, may it proceed and under what circumstances?**

A. By keeping clear of the opposing train's time as many minutes as such train was before required to clear it under the rules.

**618. Q. If a right of track order is given an extra train against a superior class train to a designated point, can the superior class train move beyond that point if the extra has not arrived?**

A. No.

Note—The avowed intention of a Form C order is simply to reverse the rights of trains. An inferior train moving under a Form C order against a superior train has no more superiority over such train than such superior train had over said inferior train before the Form C order was issued.

[www.libtool.com.cn](http://www.libtool.com.cn) **Form E.**

**619. Q. If on No. 2 you hold an order reading: "No. 2 wait at A till 11:00 a. m. for No. 1," how would you be governed?**

A. Would not pass A— before 11k a. m. unless No. 1 had arrived.

Note—Under a Form E order trains using the time must clear such time the same as before required to clear the regular schedule time.

**620. Q. As Conductor or Engineman of No. 1 how would you be governed, both being first-class trains?**

A. Proceed to A— and take siding, if could make A— and clear main track by 11k a. m.

**621. Q. How would a train of inferior right be governed if they received an order reading: "No. 1 run 20 min. late A to F"?**

A. Would consider the schedule of No. 1, as 20 minutes later than shown on time card between A— and F—.

**622. Q. If on an inferior opposing train and received an order reading: "No. 1 run 2 hours late A to B and 1 hour late B to C," how much time could you use to make B?**

A. One hour.

Note—Trains can only use the time under Form E, examples 1 and 2 between the points named in the order and never from a point beyond the point named to make one of the points named in the order. Example, "No. 1 run 20 min. late A to B," a train could not use this 20 min. to make B from C.

**Form F.**

**623. Q. If an order is issued reading: "Engine 18 instead of engine 85, display signals and run as second No. 1 R to Z," what will be the procedure?**

A. Engines 99 and 25 reverse positions as second and third No. 1 H to Z.

626

627. Q. To add an intermediate section what order will be issued?

A. Engine 85 display signals and run as second No. 1 M to Z, following sections change numbers accordingly.

628. Q. Under the following order has engine 85 authority to proceed and if so as what? "No. 1 display signals A to M for Eng. 85."

A. Yes. They will proceed as 2d No. 1, without signals.

629. Q. Under the following order how will engine 85 run: "Engs. 80, 85 and 90 run as 1st, 2d and 3d No. 1 A to Z"?

A. As 2d No. 1 with signals.

630. Q. To annul a section for which signals have been displayed over a division or any part of a division, when no train is to follow the signals, what form must be used?

A. Form K.

631. Q. If 2d No. 1 received an order at H read →

3 = A. Engine 85 will drop out at R and I8 will run as directed.

624. Q. If engine 85 is running as the last section, how will the order read?

A. The words "Display signals and" will be omitted.

625. Q. When it is desired to take down signals what kind of an order will be issued?

A. Second No. 1 take down signals at B.

626. Q. If desired to pass one section by another what form will be used?

← Eng: "Eng. 85 is withdrawn at H following section change numbers accordingly," how would they be governed? 631 1/2

A. Would get clear on siding and take down signals as would have no rights.

632. Q. How would Eng. 90 run from H?

A. As 2d No. 1 without signals.

#### Form G.

633. Q. How would Extra 90 proceed under the following order: "Eng. 90 run extra A to C"?

A. Would proceed to C—, keeping clear of all regular trains.

Note—When an extra reaches the last station named in their running orders they must pull in at the switch where inferior trains moving in that direction side-track for superior trains. An extra train has no right to occupy the main track where they originate or where they terminate.

634. Q. Would you be required to protect against opposing extras upon this order?

A. No.

635. Q. What right does this give you to main track at C—?

A. None. Would take the siding at C—.

636. Q. Are extra trains required to clear all regular trains, and if so, how much?

A. Yes. Five minutes.

637. Q. If Eng. 75 held an order to run extra A to D and return would it be necessary for extra 75 to go to D before starting on the return trip?

A. Yes. Otherwise the order is not fulfilled. If No. 1 held an order to run 20 min. late A to C and 10 min. late C to F we would not expect No. 1 to begin to carry out the last part of the order before fulfilling the first part. It is an order that should not be used unless necessary.

638. Q. If Eng. 77 held an order to run extra as per example 3 would this extra lose right when it became 12 hours late?

A. No.

639. Q. If Eng. 79 held an order No. 1 to run extra A to D and meet No. 26 at D and upon arrival at D they should be given order No. 2 to run extra D to E and meet No. 26 at E, would it be a proper order?

A. Yes. As upon arrival of extra 79 at D they ceased to exist as an extra and all orders held by them expired. On being given order No. 2 a new extra was created.

640. Q. If Eng. 79 arrived at D under order No. 1 and received order No. 3 to run extra to E instead of D and also received order No. 4 to meet No. 26 at E, could they go to E for No. 26?

A. No. Order No. 4 would be improper as order No. 3 does not create a new extra, but simply extends the limits of the old extra and in consequence extra 79 cannot pass the meeting point D until the original meet with No. 26 at D is superseded or annulled.

Note—When a passenger train is run extra on a schedule and given right over all trains it does not give them any rights over yard engines and they must approach and pass through yards the same as any other extra train. Switch engines are not trains within the meaning of the rule.

Note—When originating an extra the dispatcher should in each case fix a meeting point for them with all opposing extras or give them right of track. Several cases have come up where dispatchers have issued orders to opposing extras that one would wait at a certain station until a certain time for another extra. This is not a proper order to give for the protection of extra trains. Such order does not restrict the rights of the opposing extra and is not authority for them to clear the main track after the time expires.

**641. Q. If on engine 292 you received an order reading: "Eng. 292 works 7 a. m. to 6 p. m. between D and E," how would you be governed?**

A. Would clear the time of regular trains and would protect against extras in both directions.

**642. Q. If the order contained the clause "Not protecting against extras," how would you be governed?**

A. Would clear the time of regular trains but would not protect against extras.

**643. Q. If extra 292 received an order reading: "Work extra 292 clears (or protects against) extra 76 east between D and E after 2:10 p. m." how would they be governed?**

A. They must clear at 2:10 p. m. or protect as the order requires.

**644. Q. How will extra 76 East proceed?**

A. They must not enter the limits before 2:10 p. m. and will then run expecting to find the work extra clear of the main track or protecting as the order may require.

**645: Q. If work extra received an order reading: "Work extra 292 protects against No. 55 between D and E," how would they be governed?**

A. They would work on the time of No. 55 protecting as per rule 99.

Note—Work trains or other trains working where they cannot see the main line, must leave a man on the main line to ascertain what trains have or have not passed and of any trains that may have passed broken in two. Where trains leave the main line at a register station or where other arrangements are made there is no necessity of leaving a man.



646. Q. How would No. 2 respect an order held by an operator reading: "Hold No. 2"?

A. They would respect the order the same as if addressed to them and would not proceed until an order was sent annulling the order or an order given to the operator reading: "No. 2 may go."

647. Q. How will the operator handle these orders?

A. He will deliver them to the conductor and engineman of No. 2.

648. Q. What will form J be used for?

A. To hold trains until orders can be given or in cases of emergency only.

649. Q. After a train has been held by a Form J order can it proceed when it receives an order reading "\_\_\_\_\_ may go" in case the signal still remains at "stop"?

A. No. Not unless they receive a clearance card in addition to the "\_\_\_\_\_ may go" order, as this order simply clears the train on the "Hold" order, but does not clear on the stop signal, hence a clearance card is necessary as per Rule 221, if the signal remains at stop."

#### Form K.

650. Q. How would an order reading: "No. 1 of Feb. 29th is annulled A to Z," affect the rights of No. 1?

A. They would have no rights or schedule between A and Z.

651. Q. When a train is annulled to any given point, are its rights effected beyond that point?

A. No.

652. Q. When a train has been annulled, may it

be restored under its original number by special order?  
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A. No.

653. Q. If you held an order to meet No. 1 at C— and later got an order that No. 1 was annulled, how would you proceed?

A. Would consider the order to meet No. 1 void as per rule 220.

654. Q. How would an order reading: "2d No. 1 of Feb. 29th is annulled E to G," effect 2d No. 1's rights?

A. They would have no right or schedule between E and G.

#### Form L.

655. Q. How must an order annulling another order read, and must it be numbered, transmitted and signed for as any other order?

A. Order No. — is annulled. Yes.

656. Q. May an order, once annulled or superseded, be restored under its original number?

A. No.

657. Q. Under the following orders how will No. 1 be governed: Order No. 1 "No. 1 meet No. 2 at B," Order No. 2 "No. 1 meet No. 2 at C instead of B." Order No. 3 "Order No. 2 is annulled."

A. Order No. 2 superseded order No. 1, making it of no effect and fixed a new meeting point at C. Order No. 3 annulled order No. 2, which leaves No. 1 and No. 2 without any orders and they must be governed by time-table in making the meeting point, because orders once superseded or annulled are of no effect even though the order which superseded or annulled them has been annulled.

#### Form M.

658. Q. If you hold an order containing two or

~~more movements, may part of the order be annulled, and how?~~

A. Yes. By an order reading, "That part of order No. —, reading —, is annulled."

**659. Q. Would this effect the other movements in the order?**

A. No.

#### **Form P.**

**660. Q. How may an order or part of an order be superseded?**

A. By adding to the prescribed forms the words, "instead of —."

**661. Q. May an order which has been superseded be re-issued under its original number?**

A. No.

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www.libtoor.com.cn **TRAIN ORDER COMPLICATIONS.**

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**Question.** Just once more about taking siding. I did not intend to say No. 5 will take siding at B, but simply No. 5 will take siding.

At B No. 5 takes siding and waits some time, then receives Order No. 2, the 2nd order supersedes the meet, No. 5 is superior—by direction—why do they not hold the main line C? Now No. 10 has received Order No. 2 which supersedes the meet at B; they say the side track clause is still in force and they too claim main line at C, understand the side track clause has been fulfilled before the meet was superseded—part of an order can be fulfilled as well as part of an order can be superseded, an order is good till fulfilled, superseded or annulled, but I anticipate your answer to the question as now stated to be that No. 5 will take siding at C. We will concede that you are right, but would like to ask you in view of the misunderstanding that seems to exist about this kind of an order, would it not be good dispatching for the order superseding the meet to always state which train will take siding and this would settle the question for all time. An order of this kind should mean the same thing on one system as on another, and should admit of no misunderstanding.

**W. H. Bentley.**

**Answer.** No. 5 must take siding at C. You are wrong in supposing that because No. 5 takes siding at B, the side track clause is fulfilled. When No. 5 received the first order they understood the side tracking clause referred to the meet with No. 10, if it did not, they could take the siding at any point and claim they had fulfilled that part of the order. A little thought will show you that this side tracking clause must hold until they meet No. 10, no mat-

ter if the meet is changed a dozen times, unless the side tracking clause is annulled or superseded. We do not think that the dispatcher should say in every case which train shall take siding after he has stated that the superior train will take siding. There should be no misunderstanding about it at all. We believe it is the duty of the instructor of each division or district to see that these points are understood. In other words we do not believe in shifting the responsibility. The proposition is a simple one, No. 5 has an order to meet a certain train and to take siding for them and it does not matter how many times the meeting point is changed, No. 5 must side track where they meet. The confusion comes because some people do not understand that there is two movements in the first order, and in consequence when one of the movements is superseded they think the whole order is superseded.

#### CASE 2.

Question. No. 158, 2nd class, is late leaving its initial point and is given a clearance order only. Afterwards the dispatcher puts out an order several miles down the line giving extra 612 west, and 157, 2nd class, right of track to this point, and when 158 reaches this point is given another order to meet extra 612 west and 157 at another point ten miles further east, extra 612 arrives first holds main line and lines up siding for 158 who bulls on heading in. But possibly for personal reasons takes siding after a rag chewing; while in siding 157 arrives and attempts to hold main line, but 158 backs out of siding and a case of bulling opens up and in order to open up the block the dispatcher over signature gives 157 message to get in the hole and let 158 by.

J. R. Scates.

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Answer. The orders are correct and No. 158 should have taken siding. Orders once in effect continue so until fulfilled, superseded or annulled, the positive meet order does not supersede a right of track order, as the words "instead of" are necessary to supersede an order. The right of track orders made No. 157 and extra 612 superior by right over No. 158—and when the meeting point was fixed No. 158 being the inferior train must take siding.

### CASE 3.

Question. There is a considerable amount of dispute in regard to an order in which I am one interested and would be pleased for your answer to it.

Order 67.

(31) Order put out at GB.

"No. 31, engine 733, and No. 30, engine 730, will meet at KO."

The conductor east bound comes to GB, puts his signature to order, and the line goes down before the operator gets the "complete".

This order, to my understanding, must be tendered as a holding order at GB, and must not be used for any movement of that train. But we have conductors who claim that the order is good to the meeting point, KO, and you have a right to use it to this point, and it is a holding order at the meeting point and not at GB.

J. H. Dolan.

Answer. Before the complete has been given the order must be treated as a holding order for the train addressed, but must not be otherwise acted on. In other words, the order acts as a holding order at the point where it is put out and not at the meeting

point. To interpret the rule the other way would allow the trains to fulfill the order before complete had been given, and defeat the object of the rule.

#### CASE 4.

**Question.** No. 243 is 2nd class west bound train. No. 10 is 1st class east bound train. Stations A, B and C.

1st No. 243 has time order on No. 10 to make A (A and C are telegraph stations) but can not make A and heads in at B, a blind station. Second 243 get an order at C giving them positive meet with No. 10 at A, but when they get to B find 1st section into clear there for No. 10.

Of course the order is irregular and should not have been issued, but some of the boys say No. 10 is not tied up at A as the 1st section has not made there and the 2nd can't come ahead of the 1st. But I maintain that a meet is a meet and No. 10 can move out of A only under flags and that 1st 243 could flag ahead of 2nd 243 B to A on their meet order.

**G. W. Myers.**

**Answer.** You are right. No. 10 cannot leave A until the order to meet 2d 243 is fulfilled, superseded or annulled. The best way out is for 1st 243 to proceed to A under protection of the order held by 2nd 243.

#### CASE 5.

**Question.** In reading the article about Standard Rules, Form E, time order, must say that the wording of this rule is too easily misconstrued, and it should read as late as the time stated in the order ~~u-~~ instead of as much later as the time stated in the order.

**Sam J. Berry.**



Answer. Example (1). "No. 1 will run 20 min. late Joppa to Mainz." The note under this form reads as follows: "Example I makes the schedule time of the train named, between the points mentioned, as much later as stated in the order \* \* \*." A number of our readers fail to understand this point, and the reason is probably because they do not distinguish between the train and the schedule. No. 1, the schedule, cannot run late and is known as schedule No. 1. However, it may be made later. For example: No. 1 is due at B at 10:20 p. m. and holds orders to run 20 min. late. This would make the schedule of No. 1 at B as much later as stated in the order, or 10:40 p. m. This allows inferior trains to assume that schedule No. 1 reads 10:40 p. m. at B, and the train running upon this schedule cannot exceed the time as stated in the order. Upon such an order No. 1, the train, may be 40 min. or an hour late. It is the schedule No. 1 we are speaking of.

#### CASE 6.

Question. No. 42 east bound is the ruling train, gets order:

"No. 49. C. & E. 42 at Irvington.

"C. & E. 43 at West Point.

"No. 42 Eng. 5 will wait at Rock Haven until 6 p. m. for No. 43 Eng 10."

Later both trains get the following:

"No. 50. C. & E. 42, Brandenburg.

"C. & E. 43 at West Point.

"No. 42 Eng 5 and No. 43 Eng. 10 will meet at Bartles."

Conductor on No. 42, wanted order No. 49 annulled. The dispatcher told him it was not necessary, as order No. 50, being a positive "will meet" order, "killed" or superseded order No. 49. Con-

ductor No. 42 arrived at Rock Haven 5:50 p. m. but waited there until 6 p. m. although having order No. 50 to meet No. 43 at Bartles, a station three miles east of Rock Haven. Doesn't a "will meet" order supersede a time order when only the two trains are concerned in the order?

Dispatcher.

Answer. Orders once in effect continue so until fulfilled, superseded or annulled. Order No. 49 not having been fulfilled, superseded or annulled is still in effect and No. 42 had no right to pass Rock Haven until 6 p. m. No. 43 had a perfect right under this order to occupy the main track to do work east of Rock Haven until 6 p. m.

#### CASE 7.

Question. Order No. 204. Eng. 657 will run as 187 A to H and meet 184 Eng 677 at E and 152 Eng. 904 at F and have right over other 2nd second and 3d third class trains A to H, which order I claim is all right as 187 is a third class train and trains of even Nos. have right of track. No. 152 is second class, 184 third class.

When No. 187 arrives at C they get Order No. 225 which reads:

"Order No. 204 is annulled."

Then the dispatcher puts out Order No. 234:

"Eng. 657 will run as 187 C to H and meet 184 Eng. 677 at D and 152 Eng. 704 at E."

I claim when Order No. 204 is annulled they annul No. 187 and can not be run again on the same date. The trainmaster claims there is but one way a train can be annulled and that is Form K of Standard Rules, which we work under.

H. L. Newton.

Answer. There is nothing wrong with Order No. 204. Order No. 225 annuls Order No. 204 and the right of Eng. 657 to use the schedule of No. 187.

Order No. 234 restores the right to Eng. 657 to use No. 187's schedule. An order annulling a schedule train can only be given by using Form K.

#### CASE 8.

Question. Order No. 1, "2nd 57 has right over No. 58 A to C." 1st 57 unable to make C and pulls in at B (a blind siding), 2nd 57 overtakes them. Will 1st 57 proceed them to C or will 58 leave C?

C is the meeting point for Nos. 57 and 58 by time table; and is not this right of track order just as binding on No. 58 at C as though it was a meeting order, regardless of what section held this order?

Now the standard code says that, A train can be made superior to another by right, class or direction. And once an order is issued it is continued so until fulfilled, superseded or annulled. Please say how No. 58 can leave C. I will admit that No. 58 don't care anything about first No. 57, but second No. 57, engine 200, has right of track from A to C.

Division 192.

Answer. Where a right of track order is used, it simply reverses the rights of trains as you probably understand. Now suppose there were two sections of No. 58, the train of superior direction and No. 57 held an order to meet first 58 at some point **beyond the schedule meet**, will No. 57 require orders against second 58 to make this meet with first 58 when they get on the time of second 58? Of course not, they will proceed to the meeting point with first **58, notwithstanding the fact that second 58 is due and is superior to No. 57.** This same principle holds in case the rights are reversed as was done in the case of which you speak. No. 58 would proceed

against first 57 until they meet them, and then get clear for second 57.

The Standard Code only requires that a train be superior to another in order that such train may proceed. In other words, a train that is superior to another by direction has as full protection in proceeding against an inferior train by direction as a train that is superior by train order. The Code provides that "right" is superior to class or direction. This so that a train order will not need to contain the words "instead of" in reversing the rights of trains. Remember that the Form C order does not in this case make a meet at C. It gives 2d 57 the same right over No. 58 that 2d 58 has over No. 57 and no more. But you say 58 cannot clear 2d 57's time and the rule requires that they must. How can 58 clear this time if they leave C?

They can clear 2d 57's time the same as No. 57 can clear 2d 58's time when they hold orders over 1st 58 and nothing on 2d 58. A Form C order is superior to superiority by direction only when it conflicts with time-table superiority and then it gives no more superiority than the time-table formerly gave the train in the ruling direction. Trains are required to keep five minutes apart. Sections are required to run in their order under the rule and 57 can clear 2d 58 by keeping clear of 1st 58's superiority. That is 57 holds right "A to D over 1st 58". No. 57 proceeds to D regardless of 2d 58 because the rules guarantee the consecutive order of section. 2d 58 having no authority to use the track ahead of the signals displayed for their protection by 1st 58.

In the original case 58 is superior to 1st 57 and under any rule of which I know they may use this superiority and any superiority held by 2d 57 cannot be used ahead of signals carried by 1st 57. This principle has been in use for years. You are on No.

58 and get orders that 1st and 2d 57 have right over No. 58 A to C, and also an order that 1st 57 runs 1 hour late. You certainly will use this hour regardless of 2d 57. In this case 58 is superior to 1st 57, but for a single hour while in the other 58 is superior indefinitely, if they can run against 1st 57 on this time they can run against them when superior by direction. New Rule 94 is dangerous as between sections and we recommend that a clause be added making it in-operative between sections. As it stands now, if 2d 58 overtakes 1st 58 waiting to carry out the provisions of a train order, 2d 58 can take 1st 58 ahead of them under the wording of rule 94.

It reads: "When a train, unable to proceed against the right (train order) or schedule of an opposing train, is overtaken between telegraph stations by an inferior train, or a train of the same class having right or schedule which permits it to proceed, the delayed train may, after proper consultation with the following train, precede it to the next telegraph station. \* \* \*." A section is a train. Each section has equal authority to use the schedule. Orders restricting the superiority of trains must be addressed to them. 2d 58 cannot pass 1st 58, but under rule 94 they can take 1st 58 ahead of them, and as long as the rule reads as it does it is unsafe as between sections.

#### CASE 9.

**Question.** Order 28. Eng. 1401 will run extra A to D, meet first No. 74 at B and has right over second No. 74 A. to C.

B is a non-telegraph station. C is a telegraph station. Second No. 74 catches up to first No. 74 at C. Conductor on second 74 puts a flagman on first No. 74 and flags extra 1401 at B. Second No. 74 is dis-

playing green signals. Has extra 1401 the right to proceed to C against third No. 74? There is nothing in standard rules that says one train can be flagged against another in this manner, although it is very safe. Form C says the regular train must not go beyond the point last named till the extra train has arrived. When the extra train has arrived at the point last named the order is fulfilled. I am aware that third No. 74 would not know anything about the extra meeting second 74 at C. Would say it would be the duty of conductor on second 74 or dispatcher to protect third 74 against the extra at C, the same as if second No. 74 took down their signals at C.

**T. N. Simpson.**

Answer. Second 74 has not the right to flag to B against extra 1401 and if they did flag to B and were carrying signals the extra would have no authority to leave B until third 74 arrived. An order reading: "Second 74 does not restrict third 74 except by the actual presence of Second 74 ahead of them." When a section is to be restricted by order the section must be specified in the order. Of course, second 74 could flag to B safely, but it is a violation of rules and should not be permitted.

#### **CASE 10.**

Question. I received order No. 15 at A, to meet extra 651, west, at D, and meet extra 603, west, at E. Receive order No. 18 at A that Eng. 648, east, would run extra A to C. When I arrived at C, I received order No. 24. Eng. 648 would run extra C to B. When I arrived at B I received that Eng. 648 would run extra B to F. Does order No. 15 still hold good?

**Conductor.**

Answer. Order No. 15 was an improper order to give to extra 648 at A with limits A to C, because it contains provisions that extra 648 created by order 18 could not carry out. It is generally conceded that when an extra reaches the terminal named in their running orders, that the extra is dead, that it ceases to exist and that any orders they may hold are void. We do not, however, counsel any train man to so consider orders in cases like this for a dispatcher that would issue orders 15 and 18 to Eng. 648 at A is capable of figuring in ways that are dark and mysterious and I would advise trainmen when on his time to paste Rule 106 in the crown of their hats. Bearing this in mind, extra 648 east with limits **B and F, should not pass D** until extra 651 west, arrives, or E until extra 603 west arrives.

Order No. 15 should have been put out for extra 648 east at C, then no question as to the validity of the order could have arisen.

#### CASE 11.

Question. Order No. 1, to 2nd class trains. Eng. No. 361 will work extra from five (5) a. m. until eight (8) p. m. between Coster and Clinton, protecting against second class trains. Now at Clinton I get order No. 50.

To C. & E. No. 88.

“No. 88, Eng. 690, will meet work extra 361 west at Peak.” Complete is given at 7:00 p. m. I go to Peak and at 8 p. m. work extra 361 has not arrived and their working limits are up at 8 p. m. The question is, can I proceed after 8 p. m. or has the dispatcher a right to extend the limits of this work extra without first getting No. 88 or without the knowledge of 88? Peak is a non-telegraph station.

O. R. S.

Answer. Orders must not contain information

not essential to the movement which is being made. It therefore follows that whatever enters an order must be considered as essential. At 8 p. m. work extra 361 is dead and No. 88 holds the order which defines the limit on work extra 361 just as decisively as Rule 82 fixes the life of a regular train. In my opinion the dispatcher has not the right to extend the time limit without first giving No. 88 a copy of the order. At 8 p. m. No. 88 holds two orders, one directing them to meet extra 361 at Peak and the other advising them that work extra 361 ceases to exist at 8 K. The rules do not provide that No. 88 may disregard the meet order because extra 361 is dead, but we think they should. However, until they do, the safest course for No. 88 would be to flag to the next open telegraph office. This is a matter upon which every road should make a ruling or furnish a rule for guidance.

#### **CASE 12.**

**Questions.** Even numbers run east and eastward bound trains are superior by direction. How will No. 19 be governed? There is some difference of opinion in regard to the action No. 19 will take.

**F. R. McKelvy.**

#### **Order No. 1.**

**C. & E. No. 19 at A.**

**"No. 19 will meet No. 122 at F."**

**D. W. D.**

#### **Order No. 2.**

**C. & E. No. 19 at B.**

**"No. 19 will meet 1st 122 at D instead of F, and 2nd 122 at E instead of F."**

**D. W. D.**



[www.libtool.com.cn](http://www.libtool.com.cn) Order No. 3.

**C. & E. No. 19 at C.**

**“Order No. 2 is annulled. No. 19 has right over No. 122 C to G.”**

**D. W. D.**

Answer. Orders once in effect continue so until fulfilled, superseded or annulled—order No. 1 was superseded by order No. 2 (provided there were only two sections of No. 122) and order No. 3 annulled order No. 2. This had the effect of voiding orders No. 1 and No. 2 and leaving only the last sentence of order No. 3 in force which gave No. 19 right over No. 122 C to G.

### **CASE 13.**

**Question. Eng. 53 on Express No. 93, west bound fails at K. Eng. 210 is at K on train 74 east bound. Eng. 210 is ordered to take train 93. Will the proper go-ahead signal be given by conductor of No. 93 when he wishes to start his train, or will he give the signal as engine is headed? W. P.**

Answer. After the engine is on the train the proper signal to give is the “proceed” signal as the train is to proceed on its schedule. The signal in this case being given for the movement of the train as a whole, not for the movement of the engine as is the case when an engine is doing switching. Should the engine of No. 93 cut off to do switching then the signal must be given to the engine with respect to the way the engine is headed, but when the engine is attached to train 93 it becomes a part of that train and the regular proceed signal indicates a forward movement of the train as a whole.

**Order No. 1.**

**Question. Eng. 629 will run extra A to B and meet extra 641 at B.**

**On arrival at B is this meet order fulfilled.**

**Trinidad, Colo.**

**Aden Donnelly.**

Answer. This question is short and right to the point. There is nothing in the Standard Code that says the order is or is not fulfilled under these conditions. Our position on this question is that when extra 629 reaches B the order is fulfilled (void) as much as it is possible for extra 629 to fulfill it whether extra 641 is at B or not. We take this view for the reason that when extra 629 reaches B they are no longer an extra train as they have run the limit of their existence and are simply so much equipment. We believe in the interest of safety that such an understanding is necessary.

If the meet portion of the order is still in effect after extra 629 arrives at B the question would arise, how long would it remain in effect? One minute, one hour or one week? It must be apparent that if it is good one minute that it is good for a year if extra 641 should not arrive before.

The only safe plan is to consider all orders void that are held by a train when such train arrives at its terminal. The terminal of extra 629 is B, if they had been given another order on arrival at B to run extra B to H it would have created a new train with terminals B and H and it would have been the duty of the train dispatcher when creating this new extra to protect it from opposing extras. The first meet was for extra 629 with terminals A and B and was intended for the protection of this particular extra and when extra 629 arrived at B the order had served its purpose. In the interests of Rule 106

should a case as above occur and the dispatcher fail to mention extra 641 in the order for engine to run extra B to H, the conductor should call his attention to extra 641.

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**RULINGS OF THE AMERICAN RAILWAY  
ASSOCIATION.**

Note—The date following these rulings indicate the time the ruling was made and as the code has undergone changes from time to time, some of these rulings will not apply to the revised code.

**Question. Who fills out the "Train Number" on bottom of 31 orders?**

Answer. It is the opinion of the Committee on Train Rules that the conductor when he signs the order, should indicate the train he is running in the space provided for the purpose.

Ruling 1905.

**CHANGE OF TIME-TABLE.**

At the last change of time on one of our divisions, the time-table went into effect at 12:30 a. m., Sunday, Sept. 25th. On the old card train No. 1 left "A" at 6:30 p. m., arriving at "B"—the end of the run—at 10:00 p. m. On the new card this train (No. 1) was scheduled to leave "A" at 6:20 p. m. and run through to "D," leaving "B" at 9:50 p. m., and arriving at "D" at 11:40 p. m. No. 1 was daily except Sunday, on both cards. The question is, would No. 1, leaving "A" Saturday, the 24th have a right to proceed north of "B" after 12:30 a. m. of the 25th?

Answer. In answer to the question: "Would No. 1, leaving "A" Saturday, the 24th, have a right to proceed north of "B" after 12:30 a. m. of the 25th?" It is the opinion of the Committee that it would not.

Ruling 1905.

[www.libtool.com.cn](http://www.libtool.com.cn) **AHEAD OF TIME.**

**Question.** Under the Standard Code of Train Rules, can a light engine running as 1st section of regular train No. 2 (a mixed train) be given an order by the dispatcher to run ahead of time?

**Answer.** The Standard Code does not provide for the running of a regular train ahead of time. In the opinion of the Committee, the practice should not be permitted.

Ruling 1905.

**RIGHTS OF TRAINS IN YARD LIMITS.**

Where yard limits are defined by yard limit boards, does it authorize yard engine, or in fact any train within those limits, to occupy main line on the time of same or superior class trains without protection. For example: Extra arrives at station where yard limits are defined by yard limit boards. Can it proceed with its work in yard limits without protection on the time of regular trains?

**Answer.** No.

Ruling Sept. 24, 1900.

**YARD ENGINES.**

Is it supposed to be understood that yard engines will conceal their headlights when they are working on track in yards adjacent to the main track? I do not find where this question has been discussed and will thank you for any information you can give me on the subject. We have discussed the question several times at our local meetings but are undecided whether headlights of switch engines in yards should be concealed or not.

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Answer. Yard engines under the rules are not required to conceal the headlights in yards.  
Ruling Sept. 24, 1900.

### **RIGHTS IN YARD LIMITS.**

The interpretation of the definition of "yard" as set forth in the Standard rules, and the matter of proper regulations concerning movements within defined yard limits are questions now being fiercely discussed and agitated on railroad lines of this vicinity.

It is contended that the definition of "yard" provides, broadly speaking, that the Time-Table, Rules Governing Movement of Trains and Rules for Movement by Train Orders have no jurisdiction or authority in yards. In other words, a yard is a fenced-up baseball park, and all movements made within the same by trains, yard engines, light engines, etc., shall be made subject to the regulations governing this particular yard, and that the Time-Table, Rules Governing Movement of Trains, and Rules for Movement of Trains by Train Orders shall absolutely cease the instant a train arrives at the "baseball park" fence—or rather, the "main line" ceases at this point.

On the other hand, it is contended that the Time-Table, Rules for Movement of Trains and Rules for Movement by Train Orders govern in yards as well as at other stations, except to the extent that they might be modified, restricted, superseded or annulled by special instructions relating to all or individual yards.

The circumstances in question are as follows: Our special instructions governing Movements in Yards provide that all trains, yard engines, etc., must proceed under control within yards.

Another special instruction defines "Under Control" as being able to stop within the distance the track is seen to be clear. Under these instructions yardmen maintain they have as much right within this Mystic Circle as a passenger train, or any other train or engine, and without flag protection, etc., notwithstanding the rules for Movement of Trains provide that inferior trains, etc., shall clear the time of superior trains, etc.

The yard crew also object to being referred to as a "train" in any shape, manner or form, and give this as another reason why rules for Movement of trains and for Movements by Train Orders are not applicable to yard engines—and for no other reason than that a yard engine is not a train. The crew state, however, that they expect to keep out of the way of all important trains as much as possible, and endeavor to give them a clear track at all times, avoiding delay, etc., on the other hand, they expect all these trains to be under control, thus avoiding the necessity of flag protection on the part of yard crews, and also as a matter of protection to the trains themselves in case they should find their progress obstructed by switch engines, cars or otherwise in yards.

Another question is put up about as follows: The Time-Table, Rules for Movement of Trains, and Rules for Movement by Train Orders have authority in any yard, and in this particular yard we find the customary regulation, providing that all trains shall proceed under control within the same, etc. Now, we will assume that this yard is located in Buffalo, and we find a special train running from Chicago to New York, through Buffalo, and with it a train order giving right over all trains.

Does this order give it right to proceed through Buffalo yard regardless of other trains, yard en-



gines, etc.? If so, then it necessarily follows that the train dispatcher must receive an acknowledgment from all yard engines, etc., at Buffalo, before he can permit the special train to pass through that place.

Of course you understand I am referring to single track yards, because we have practically no double track. Personally, I am decidedly of the opinion that a "yard" should be operated entirely independent of the "Main Track," and there should be rules for this independent operation in the same manner that we have independent rules for operating double track, block signals, etc. I am also of the opinion that under the definition "Yard" it is intended that the Time-table, Rules for Movement of Trains, and Rules for Movement by Train Orders should not govern, and that each railroad company is to provide its own regulations for movements within yards, however, it is not exactly plain in this respect, and on this account there is room for much good argument pro and con.

Of course you understand in this country it is not always possible to lay out yards to the best advantage in the way of obscured views, etc.

On the other hand, nearly all our yards contain many curves, and view is often obstructed by rock bluffs, mountain sides, etc.

Will you kindly set us right in the premises?

Answer. The Standard Code definition of a yard is:

**"Yard.** A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table, or by train orders, may be made, subject to prescribed signals and regulations."

Nothing in this definition contemplates the abro-

gation of the authority of trains to move on the main track.

Special instructions authorized by or in force on any railroad are matters of detail for that railroad, and are not intended to be covered by Standard Code rules. The difficulty here appears to be caused by incomplete special instructions governing movement in yards. The definition for a yard being interpreted to include a main track—

A yard engine is not a train within the meaning of the Standard Code, it having no authority to move upon a main track unless specially authorized.

The hypothetical case of a special train running from Chicago to New York passing through Buffalo yard and holding a train order giving it right over all trains, can best be answered by quoting a new rule which the committee on train rules has recommended to the Association for adoption as follows:

“93. Within yard limits the main track may be used, protecting against \_\_\_\_\_ class trains, \_\_\_\_\_ class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.”

With this rule in force there can be no question about the movement of a special train through Buffalo yard.

The adoption of new rule 93, in connection with definition of a yard will answer the various questions and clear the situation.

Ruling March 21, 1906.

## **RULE 82.**

**Under Rule 82. A train scheduled to arrive at B at, say 10:00 a. m., leaves B at 10:30 a. m. and to arrive at C at 11:00 a. m., fails to reach B before**

10:00 p. m. and flags itself to B. Has it a right under the rules to proceed to C, provided it can leave B before 10:30 p. m. and arrive at C at or before 11:00 p. m.?

Answer. No; unless authorized by train order.

Ruling Sept. 24, 1900.

### REGULAR TRAINS PASSING.

Say a local freight, No. 1, was scheduled at B to arrive at say 9:00 o'clock and leave at 9:30. A through freight, No. 3, of the same class and running in the same direction, scheduled to pass B at 10:00 o'clock. If No. 3 finds No. 1 at B at 10:00 o'clock, or at any time thereafter, and not ready to leave, can No. 3 run ahead of No. 1 without train orders?

Answer. No; unless No. 1 is disabled.

Ruling Sept., 1900.

### EXTRA TRAINS PASSING.

When an extra overtakes another extra, has it a right to pass the first extra without orders?

Answer. One extra has no right to run around another extra moving in the same direction without special orders.

Ruling Sept., 1900.

### RULE 17 (NEW RULE 3).

We have seven branches on which one or more of the crews start in the morning from the end of the road, come to the junction point with the main line and return to the end of the road in the afternoon. It is our intention to have standard clocks

at junction points, and I would be pleased to know if we would be conforming to the rule by having the men regulate their watches when they arrive at the junction point, or whether we should have a standard clock at the end of each of these branches.  
\* \* \*

Answer. The committee decides that it would be entirely in conformity with the spirit of the rule to put standard clocks at the junction points, covering the same by special instruction.

Ruling March 19, 1902.

#### 19 ORDER.

Can a 19 form of train order be used in moving trains whose rights might thereby be restricted. If it is not considered good practice to use this form of order, will you kindly advise the purpose for showing "X" response on the Standard train order blank for this form of order? Heretofore, our company has not used a 19 order for a train whose rights would be restricted thereby.

Answer. Yes; but the restriction of the use of the 19 order by any road so desiring, is permissible under the standard code.

#### RULE 210 AS TO OK.

Under Rule 210, should train dispatcher acknowledge repetition of a train order by the operator by giving OK?

Answer. In reply to this question, the committee is of the opinion that while there is no objection to the use of the OK as suggested, the rules do not require it. It was considered by the committee not

to be necessary for the safety of operation and was, therefore, omitted.

Ruling 1902.

### 31 ORDER.

Order No. 50, sent June 30th, at 10:15 p. m., for engine 15 to run extra A to Z, OK given at 10:20 p. m. I will ask if this order given June 30th and OK at 10:20 p. m. signed and made complete July 1st, 12:15 a. m., was sufficient orders for the train to move? Or, in other words, does the fact that this order was placed on June 30th and OK'd on that date and not signed for three hours, which put it in another month (July) and complete given at 12:15 a. m., made it of no value?

Answer. A train order is in effect when it has been repeated or "X" response sent as provided in Rule 214. Train orders once in effect continue so until fulfilled, superseded or annulled as per Rule 220.

### RULE 5.

1. The schedule leaving time of train 800 at Dover, a terminal station, is 1:10 p. m. The schedule arriving time of train 801 at Dover is 1:10 p. m. Is Dover a regular meeting or passing point for those two trains and is it to be indicated on the time-table in full faced type? Trains 800 and 801 are first-class trains, No. 800 being the train of superior right.

2. The schedule leaving time of train 800 being 1:11 p. m. and the schedule arriving time of train 801 being 1:10 p. m., is Dover still to be regarded as a regular meeting or passing point and full faced type used? If the response to the second query be "yes," then what difference in the leaving and arriv-

ing times will warrant us in regarding Dover as no longer the regular meeting or passing point?

Answer. In response to the first question, the committee's answer is "yes," and to the second question, "no."

#### NEW TIME-TABLE.

"A" contends that under Standard Rule 4 (b) a train on the old time-table due at a division terminal prior to the time new time-table takes effect and failing to make such division terminal by the time new card becomes effective loses its right and class and cannot assume the rights of corresponding number on new time-table.

"B" contends that its time at division terminal has no bearing on the rule and that such train can assume the rights and time of corresponding number on new card.

A ruling on the above would be appreciated.

Answer. Under Rule 4 (b) the train in question would retain its train orders and take the schedule of the train of the same number on the new time-table.

#### NEW TIME-TABLE.

No. 1 runs daily, except Sunday, on both the old and the new time-table. The new card takes effect 12:01 a. m. Sunday. No. 1 leaves A 7:00 a. m., arrives at terminal F 7:00 p. m. At 12 o'clock Saturday night No. 1 is at D, has No. 1 any right to complete their schedule on Sunday—they not being represented to run until Monday—or is it your opinion train should be given orders to proceed as an extra?

Answer. Yes. Rule 4-B authorizes a train to retain its train orders, and take the schedule of the

train of the same number on the new time-table. Rule 82 permits No. 1 to be on the road until it is 12 hours behind its schedule time.

Ruling March 19, 1902.

### NEW TIME-TABLE.

Train No. 1, under the old time-table, leaves B at 10:00 a. m. The new time-table takes effect at 10:00 a. m., June 1st. On the new time-table No. 1 leaves B at 9:00 a. m. and C at 10:00 a.m. Does the new time-table provide for No. 1 between B and C on June 1st, or is the train annulled? If annulled, is it annulled only between B and C or is it annulled from B to the end of the division?. If not annulled, should No. 1 consider itself one hour late and govern itself accordingly?

Answer. In reply to this question, the committee would say that, should an instance occur as stated, the plain duty of the superintendent is to conform to Rule 2, and issue special instructions to provide for such a contingency, as it can only affect the train for one day.

### RULE 4-B.

I am not satisfied with the American Railway Association time-table Rule 4-B; at least I have some misgivings as to whether it reads the way it should in order to convey the meaning that I believe it is intended of the committee to convey. The first sentence completely eliminates the preceding time-table. The next sentence states that "a train of the preceding time-table (which has been suspended as per the first sentence) shall retain its train orders," etc. I am preparing a new book of train rules and I wish to submit to the committee my substitute for

their Rule 4-B, and expect to change standard Rule 4-B to read as below, unless the committee can give me some good reason why my wording of the Rule is not better, or at least as good, as the committee's ground more fully. Our suggestion is that this rule should read as follows. "Each time-table from the moment it takes effect, supersedes the preceding time-table; but each train on the new time-table shall retain the train orders and take the schedule of the train of the same number on the old time-table. A train running in accordance with the schedule of the new time-table which had not the same number on the preceding time-table shall not run on any division until it is due to start from its initial point on that division after the time-table takes effect."

Answer. It is undesirable to change Rule 4-B in the Standard Code, since the language clearly defines the action necessary.

Ruling March 19, 1902.

#### RULE 14 (K).

To call the attention of trains of the same or inferior class to signals displayed for a following section.

Engine steam whistle 14 (k) is to call the attention of the same or inferior class (only) to signals displayed for a following section.

If, therefore, No. 23, a second class train, which is displaying signals for a following section, receives an order as per Train Order Form A, in which order no particular sections of No. 23 are specified, and, therefore, as per rule 218, all sections are included, to meet No. 4, a first class train at B, No. 23 is not required, as No. 4 is a train of superior class, to give whistle signal 14 (k) to it at B.



Is it not as important in such a case that whistle signal 14 (k) be given to a train of superior class as to a train of the same or inferior class?

Answer. Whistle signal 14 (k) is merely an auxiliary requirement and the identity of trains is not dependent thereon; therefore it is non-essential and might be dispensed with altogether; without jeopardizing safety of operation.

In the opinion of the Committee it would be objectionable to extend its application to superior trains for the reason that the great increase of whistling that would result therefrom would be seriously annoying to passengers, particularly at night.

In framing Rule 14 (k) the Committee relied upon the provisions of Rule 218, which in the case referred to would require the conductor of No. 4 to find out and meet all the sections of No. 23.

#### **RULE 206.**

**When there are two or more engines coupled to an extra train, which engine number should be used to designate the extra train under Rule 206? Rule 22 prescribes that the leading engine shall display the green or white signals, but the question is whether the number of the leading engine should be used to designate the extra train.**

Answer. The recommendation of the Committee is that the number of the leading engine should be used.

Ruling Sept. 24, 1900.

#### **ARRIVING TIME.**

**Referring to Rule 92, second clause. A train must not leave a station in advance of its schedule**

leaving time. In the consideration of this rule by the Committee on Train Rules, kindly advise if it was understood that a train would have the right to go to a station in advance of schedule leaving time or in advance of time shown in time-table when it was understood that such time was leaving time. Under this rule it is possible for a freight train to leave a station on time at schedule leaving time and reach the next station in advance of schedule leaving time. Some of our division superintendents want to make the rule that where only one time is shown at a station that it should be both arriving and leaving time, in order to prevent train from coming to station ahead of schedule leaving time.

Answer. Unless the arriving time is shown there is nothing in the Standard Code to restrict a train from arriving at a station ahead of its leaving time.  
Ruling Sept. 24, 1900.

#### **CLEARANCE CARD.**

It is suggested that the Standard Code clearance card be changed so as to show the numbers of train orders delivered to the trains receiving the card. So that if any question should arise as to whether or not an order, possibly an 19 order which was not signed for, was delivered, the clearance can be produced as an actual record of the delivery or non-delivery.

Answer. The clearance card as printed in the Standard Code, gives all the information necessary. The requirement of further information might lead to error on the part of the operator.

#### **PILOT.**

The responsibilities of a pilot are the same as the

responsibilities of the engineman or conductor, or both, whom he pilots.

#### **DIRECTION.**

The American Railway Association recommends that odd numbers shall be given west and south bound trains and even numbers to east and north bound trains.

#### **COLOR.**

Recommend that no cross-arm or telegraph poles be painted red or green.

#### **BLUE SIGNAL.**

A question has been asked in regard to Rule 38 (present Rule 26), as to whether or not it is intended to cover the case where a fireman or some one else is underneath an engine, cleaning out the ashpan, etc.

Answer. The Committee would state that the rule is only intended to protect car inspectors at work under or about the car or train, and, while admitting the force of the suggestion to protect the fireman or other persons under the engine cleaning out the ashpan, etc., the Committee finds so many other cases where it is dangerous to move the car or train that it will be impossible to modify the rule to cover all the cases, and thinks it is a proper matter for each superintendent to formulate special rules to cover the particular exigencies on his division.

#### **SWITCH LIGHTS.**

A letter was submitted in regard to the proper

color to be used for switch lights. It is the unanimous opinion of the committee that red and white are the proper colors, but it has purposely omitted any mention of the same in the Rules, believing that the signification of the colors determine same, there being no question about the use of red for open switches. If white is used, it means that there is no restriction as to speed unless otherwise ordered. If green is used, it means that caution is to be used and it is a signal to go slow.

#### FORM A.

Assuming that a road is working under Standard Rule for single track, and is double track between A and B, single track between B and C, and double track between C and D.

In case order is issued: "Engine 1 will run extra A to D and meet No. 2 at C." Will it be necessary for extra 1 to wait at C until No. 2 arrives, in the absence of any orders regarding No. 2 using the track which extra 1 would use under time-table rules C to D, both B and C being register points so that No. 2 would know that extra 1 had arrived at C?

Answer. In answering, attention is called to the Rule 4-B. In my opinion, my substitute covers the fact that the inquiry is based on the use of a wrong form of order, and therefore is not one which the Committee can rule on. An order as per Form C should have been used, reading: "Extra 1 has right over No. 2 B to C."

Ruling Sept 11, 1901.

#### FORM A AND C.

I would be pleased to have a ruling as to the prop-

er interpretation of the following train orders: At A extra 375 receives order No. 50 to meet No. 25 at B. Upon arrival of extra 375 at B, conductor was proffered order No. 51, giving him right over No. 25 to C. Conductor refused to accept order No. 51 until order No. 50 had been annulled. The dispatcher proceeded to annul order No. 50, completing order No. 51, then extra 375 proceeded towards C. Previous to annulment of order No. 50 to extra 375 at B, No. 25 had received and accepted both orders, Nos. 50 and 51, at B, and had departed. Having in their possession two orders, neither of which had been annulled to them, and with no intervening telegraph station between D and C, upon their arrival at C they proceeded towards B and met extra 375 on main line. The mistake of the dispatcher is unquestioned. What I desire to have your ruling on is as to the manner in which No. 25, with two orders, should have observed them. In other words, should No. 25 have attempted to pass C before the arrival of extra 375, and if so, in what manner?

Answer. In the opinion of the committee No. 25 should not have passed C before the arrival of extra 375.

Ruling Sept. 21, 1904.

Note—Since this ruling was made the note following the Form C order has been changed to conform to the intention of a Form C order. We think the above ruling was never warranted by the old note to Form C, as this note referred only to the one order the same as all other explanations to train order forms. The note following examples 1 and 2 of Form E, says that trains receiving this order are required to run with respect to this later time as before required to run with respect to the schedule time.

Now if the same logic was followed as the com-

mittee used in ruling on the question above and No. 1 held order that No. 2 would run 20 min. late and another that No. 1 meet No. 2 at a point No. 1 could not execute this meet with No. 2 unless the time order was annulled as it requires them to clear this time that is stated in the order.

In our opinion the ruling should not have been made as the note to Form C simply stated a principle where the one order was concerned, but was not intended to govern other orders that could be properly given. The code as revised, 1906, contains the words "unless directed by train order to do so." following the 2d example to Form C, but we see no more necessity for that statement in Form C than we do in Form E, or the 3d example of Form G. In adding these words the committee have departed from the principle on which the other explanations to train order forms are based.—Ed.

#### **FORM B.**

The question has been asked me whether train order Form B (3) gives the first-named train the right to run on time of the second-named train, and if so, under what regulations?

Answer. Yes; under the restrictions as given in the last paragraph of Form B.

Ruling Sept. 24, 1900.

#### **FORM C.**

There has recently been considerable discussion among transportation men in this locality embracing several of the larger railroads, in regard to Form C, and by a number it is stated that this Rule is not clearly understood, although embodied generally in all Books of Rules.

We think we understand all but the last paragraph wherein it specifies, that if the second named train,

“before meeting,” reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

We do not see how the second train can get beyond the limits without a second order making a meeting point or in some similar manner advising the first named train of the identity of the second train. If so this necessity for stopping and advising what train it is appears to us to be superfluous.

The special point in this paragraph is the words “before meeting,” which causes difference of opinion.

Answer. Form C was formulated for the purpose of reversing the superiority of trains, the inferior train becoming superior within the limits named in the order.

The intention is that the second named train may continue until it meets the first named train, clearing it properly within the limits named in the order.

The paragraph to which reference is made is intended to insure the identification by the first-named train of the second-named train wherever they may meet, so that the first-named train may continue beyond the limit named in the order.

Ruling March 11, 1903.

### **SUPERSEDING AN ORDER.**

What is the general practice where rights are extended as well as shortened? For example: Order No. 1. No. 1 has right over No. 2 A to D. Order No. 2. No. 1 has right over No. 2 to G, would you say No. 1 has the right over No. 2 to G instead of D?

Answer. The examples here given are not in accord with the Standard Code practice. The question may be answered by simply quoting from the

Standard Code the forms therein provided, and which should be used :

Form C, Order No. 1...No. 1 has right over No. 2 A to D. Form P, Order No. 2...No. 1 has right over No. 2 A to G instead of D.

Ruling Sept. 21, 1904.

### **MEETING POINT.**

We have recently had a bad accident that occurred through an engineman overlooking his meeting orders and inability of the conductor to stop the train. \* \* \* Feeling the necessity for a rule requiring communication between conductors and enginemen of passenger trains, I have prescribed the following for use on our lines. \* \* \*, and I would bring to the attention of the Association the necessity of incorporating some such signal in the Code Rules: "Conductors of passenger trains when approaching meeting points, whether by schedule or train order, must in all cases give two long and one short blast of the air whistle, as notice to the engineman that the train is approaching a meeting point, and the engineman must promptly acknowledge his understanding of the same as provided in Rule 14-G.

Answer. Rule supplementary to the Code may be formulated by railways upon which the conditions of the service are not fully met by the Code Rules, when such supplementary rules are in accordance with the principles of the Code. The Committee does not deem it wise to incorporate in the Code rules which are of special application to the requirements of particular railways, and objectionable for use on other railways, upon which it may be advisable to provide for conditions in a different manner.

Ruling March 19, 1902.



No. 1 is instructed to run 10 min. late New York to Rochester; they pass Syracuse 10 min. late, which is the last station they are timed at east of Rochester, the train has but one time at Rochester, which is the leaving time and, consequently, there is no time for them to arrive 10 min. late by. Their running time from Syracuse is slow enough to enable them to make up this 10 min. and be ready to leave Rochester on time, or within one or two minutes of it, and as their order expired as soon as they arrived at Rochester, what prevents them from leaving Syracuse 10 min. late and arriving at Rochester at their leaving time, they have no arriving time and its being generally understood that train is due to reach next station (if no arriving is given) as soon as they can get there after leaving the last station as ordered or required by schedule.

Answer. No. 1 with an order to run 10 min. late New York to Rochester, should leave all intermediate stations 10 min. late, and arrive at Rochester (as no arriving time is shown there) as much ahead of its leaving time as would be permitted to do when running without an order, that is to say, the only difference this order makes is that the figures on the timetable are changed 10 min. later between the points specified in the order, and, as there is only one time given at Rochester, which is the leaving time, the order practically expired when the train left Syracuse.

#### FORM E.

Under example 1, Form E, special East leaves Omaha with an order reading that No. 1 will run 30 min. late New York to Chicago. Will this give

the special until 3:25 to reach Chicago, or must they reach there at 2:55? If they must reach there by 2:55 of course they are not aided any against No. 1 by the order, as they have a right to go there at 2:55, 3 o'clock being the leaving time of No. 1. It is argued that No. 1's order has expired on her arrival at Chicago 30 min. late, at 3 o'clock, and has nothing to do with her leaving at 3 K or 3:01 provided her work is done, or she has none to do, and of course, in this event the special would not be helped any by the order. A great many conductors have said they would run against No. 1 until 3:25 to make Chicago.

Answer. Inasmuch as the order delivered to the special at Omaha did not control the movement of No. 1 west of Chicago, the order could not have been used by the special until after its arrival at Chicago. It was therefore an improper order to issue to move the special from Omaha to Chicago. If it was the purpose to move the special to Chicago against No. 1 the order prescribed in No. 2 (now No. 3), Form E, should have been used. In the opinion of the committee the issuing of this order as stated, gave rise to the difficulty which the gentleman mentions.

### FORM E.

The question has been raised whether, under "Form E, example 2," of the rule governing forms of train orders, a train can properly be held at more than one point in one order for the same opposing train.

For instance. No. 1 will wait at A until 2:40 p. m. for No. 2, and will wait at B until 3:10 p. m. for No. 2.

Form E does not specifically authorize such an order.

Answer. The reply of the Committee is that un-

der the Revised Code, Form E, example 3, a train can properly be held at more than one point in one order for the same opposing train.

Ruling Sept. 24, 1900.

#### FORM F.

Please refer to Form F, Standard Code, which reads as follows: Engines 70, 85, and 90 will run as 1st, 2d and 3d No. 1, London to Dover.

In the event that it is desired to cut out the second section of No. 1 at Chatham, would it be necessary under the rule to give notice of such change to engine 70, representing first section of that schedule?

The above proposition has brought out considerable discussion among our local people here, and I am desirous of having the Committee on Train Rules pass upon the question.

Answer. When this form of the order is used the first section should have a copy of the order annulling the second section.

Ruling Sept. 24, 1900.

#### FORM G.

Will you kindly say if special trains should carry a white signal? There is a wide difference of opinion on the subject and I respectfully refer the matter to you.

Answer. A train running under example 1, Form G, would carry the white classification signals, because it is a train not represented on the time-table, and is therefore an extra train. A train running under example 2. (This is the form used for running a train on a schedule and making it a supplement to the time-table. It is no longer a Standard Code example.) Form G, would not carry the white

classification signals, because the order expressly states that its schedule is a supplement to the current time-table, and therefore makes it a regular train.—Ruling Sept. 24, 1900.

#### FORM G.

I beg to submit to the Committee on Train Rules the following inquiry in regard to Form G, Extra Trains, under example (1): Engine 99 will run extra, Berber to Gaza.

Supposing Gaza to be a way station, to which point within the somewhat indefinite limits of Gaza does the order give the extra the right to run?

A definite ruling on this point seems important, especially when we consider that it is perfectly competent for the train dispatcher to give an extra running in the opposite direction a similar order from some other point to Gaza, and that, so far as the rules provide, neither extra would have any information as to the destination or existence of the other.

Answer. Presuming that Gaza is an intermediate station on a division, the order gives the extra the right to run to the entrance switch of the siding and clear the main track.

Ruling Sept. 24, 1900.

#### FORM H.

Under Form H, paragraph f, is a work train authorized to flag against all regular trains? (The Form H, example 3, of the new rules.)

Answer. The form does not permit a work train to occupy the main line until the arrival of regular trains, but it does permit a work train to occupy the main track until the arrival of an extra from either direction by properly protecting itself.

[www.libtoof.com.cn](http://www.libtoof.com.cn) **ANNULLING A SECTION.**

After a section of a train has been run over one portion of a road, and the annulment of the section issued, would it be competent to run the same section of the same train over a different portion of the road? That is, if three sections of No. 23 are started out from A and at C the order is issued, 2d No. 23 is annulled from C, could there be a 3d No. 23 run from D to E? An intermediate section can be annulled and following section take that section's number from where the change is made, but in that case the conductor or engine number is mentioned as being annulled as 3d section.

Answer. Assuming the points named are all in the same dispatching division the answer is No. Under the last paragraph of form K, which reads, "When a train has been annulled it must not be again restored under its original number by special order."

I am in receipt of the report of the Committee on train rules of the American Railway Association, New York, October 6th. I find an inquiry submitted in regard to annulling a section of a train to which the committee replied: "No." While I admit that the inquiry was probably not put as it should have been, I do think that the committee should have made itself plain, as that ruling is going to confuse almost all roads which are endeavoring to follow out the ruling of the Train Rule Committee. I would like to ask, for instance, if engine 214 was 3rd No. 23 and from some cause was disabled at B, what is to hinder the dispatcher from annulling engine 214 as 3d N. 23 at B and when he gets a relief engine, 216, to that point, giving it an order to run as 3d No. 23 from B to the point to which signals are carried by the leading section? Of course the committee had in mind that if 3d No. 23 was an-

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nulled from B, the train could not be represented, but as long as the signals were carried beyond that point and intermediate train not notified, I would like to ask as information, why 3d No. 23 could not be represented by another engine?

Answer. There is nothing to hinder the dispatcher from annulling 3d No. 23, but the change of an engine does not necessarily involve such annulment.

### **DOES NOT SUPERSEDE.**

Suppose an order is issued to No. 1 at A and No. 2 at C, reading: "No. 1 will wait at B until 5 p. m. for No. 2." No. 1 being the superior train. Subsequently an order is issued to No. 1 at B and No. 2 at C, reading: "No. 1 and No. 2 will meet at C." Does the later order cancel the previous time order?

Answer. The Committee refers to the first paragraph of Rule 473. (Now Rule 220.) "Train orders once in effect continue so until fulfilled, superseded or annulled." Therefore, if the train order had not expired at B, then that order must be annulled before the meeting order would be effective. Under the conditions named the second order should preferably read, "Order No. — is annulled. No. 1 and No. 2 will meet at C."

### **RULE 210.**

An operator repeating a train order to the dispatcher, which was sent by him and, while repeating it the conductor and engineman both sign the order, and after the order is repeated and without stopping to receive "O.K." from dispatcher, the operator sends in signature of conductor and engineman. Is such an action in accordance with the ruling of

your committee, or should the operator stop, after repeating the order and wait for O.K. from dispatcher before sending the signatures of the conductor and engineman? If there is no objection to the operator repeating the signatures, should the dispatcher give "O.K. and complete" at the same time? The point I wish to make clear is whether or not the blank on the bottom of standard "31" order, reading: "Time received," "O.K." "given at" should be filled in in each case?

Answer. The committee ruled that the conditions mentioned in the letter are plainly in violation of Rule 459. (This rule has been modified and is now rule 210,) and the operator should wait for the O.K. from dispatcher before sending the signatures of conductor and engineman.

### **WORK TRAIN.**

"No. 40 and work extra 237 will meet at Rome." At 8 p. m. on the expiration of the work limits, work extra has not reached Rome. How are both trains to be governed after this hour?

Answer. No. 40 could not pass Rome without orders, and if work extra 237 had orders to work only to 8 p. m., it has no right to the track after that hour. Under the circumstances, the Form E should have been used.

### **REVERSE MOVEMENT.**

In running a train over opposite track is it necessary or customary to state the cause as "north-bound track obstructed," etc., or simply give 19 order to trains to use that track, and when they receive orders to use the opposite track do they understand that they are governed by single track rules? That is

they are superior to trains which, under the timetable rules they would be superior to on single track and inferior to trains which they would be inferior to under single track rules, while running on that track?

Answer. The committee does not consider it necessary to state the cause.

Ruling Sept. 11, 1901.

### SIZE OF BLANK.

Is there any objection to using form of train order book size  $7\frac{1}{2} \times 10\frac{3}{4}$  in. beyond the perforated line at top, and  $7\frac{1}{2} \times 11\frac{7}{8}$  in. over all?

Answer. The committee believes that the form recommended in the Standard Code is best suited for the use of railroads generally. Larger blanks are permissible, but in the opinion of the committee, are undesirable.

### RULE 92.

It has been suggested to me that Rule 92, of the Code, is incomplete without the addition of an explanatory clause, such as follows: "Under this Rule it will be understood that where the inferior train is shown to arrive on the leaving time of the superior train, or where a train is shown to arrive on the leaving time of a train of the same class, the inferior train has the right to arrive five minutes before the time shown."

I should be glad to have the benefit of the expression of the opinion of the Committee on Train Rules on this matter.

Answer. Where the arriving time of a train is the same as the leaving time of an opposing superior train, the inferior train has not the right to



arrive before the arriving time shown. (See Rule 92.) The arriving time, when shown, should provide for the clearance required by the rules.

Ruling March 11, 1903.

#### **RULE 18.**

Our suggestion is that Rule 18 should read as follows: "Yard engines will display a reflecting light to the front and rear by night. When not provided with a reflecting light at the rear, two white lights must be displayed. Yard engines will not display markers." We think this suggestion is better than to say, "Display a head-light to the rear." At least this is the way we propose to publish it in our new book of rules.

Answer. The term "head-light" as used in rule 18 is simply employed in its technical sense and is intended to describe a pattern of lamps, and not the special direction in which the light may be displayed.

#### **FORM E.**

No. 2 is due at A 1 p. m., C 1:15 p. m., D 1:30 p. m.  
No. 2 is given an order to run 30 min. late A to D.  
Can No. 2 arrive at C or D ahead of this time?

Answer. The train receiving this order will run with respect to this later time, as before required to run with respect to the regular schedule.

Ruling March 19, 1902.

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