

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

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*Answers to the following questions will be found in the GENERAL CODE of OPERATING RULES, Sixth Edition. Work through this Study Guide by finding the correct answers in the GCOR, write out your response **and the rule number where you found the correct answer.***

1. What is required before you occupy or foul a main track with your train?
2. What is the meaning of a yellow flag?
3. How is a "Standard Clock" identified?
4. If something is unclear or you're not quite certain about it, how do you proceed?
5. Who is responsible for your safety and the safety of your co-workers?
6. What is your responsibility to passengers or other employees who are injured on the property or on a train?
7. What if you break your arm while playing in a impromptu game of football at a family picnic and are scheduled to work as a train crew member the next day?
8. If an FRA inspector walked up to you while you were on duty working as a train crew member, where would he or she be able to find your copies of the General Code of Operating Rules, your Timetable Special Instructions and the air brake and train handling rules?
9. What if you do not understand or are unsure of the meaning of a rule?



**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

17. As a train crew member, how many consecutive hours are you permitted to under the Federal Hours of Service Law?
  
18. If it's clear that you're not going to get back to Jamestown before exceeding the Hours of Service law, what must you do?
  
19. When must you expect train or equipment movement?
  
20. When is it permissible to stand on the track or between the rails as moving equipment or trains approach?
  
21. What if you discover a fire threatening the right-of-way or a bridge structure?
  
22. Explain "Restricted Speed":
  
  
  
  
  
  
  
  
  
  
23. If you find overheated wheels on your train, what do you do about it?
  
  
  
  
  
  
  
  
  
  
24. Explain how movements are restricted by flat spots on the wheels:

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

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25. Who is in charge of the train? How about the engine? Who takes the heat if the safety of the train is compromised?
  
26. When using the railroad radio, what do you do first before transmitting?
  
  
  
  
  
  
  
  
  
  
27. If a train crew must leave its engine when coupled to occupied passenger cars, what is required?
  
  
  
  
  
  
  
  
  
  
28. What is the first thing you do with verbal or radio instructions affecting the movement of your train?
  
  
  
  
  
  
  
  
  
  
29. What is required of engine crew members when any signal is seen?
  
  
  
  
  
  
  
  
  
  
30. How must you respond to a radio communication that is incomplete or not understood? What is the exception?
  
  
  
  
  
  
  
  
  
  
31. Describe how the radio may be used to relay information about fixed signals:
  
  
  
  
  
  
  
  
  
  
32. What is required when using the radio for backing or shoving moves?
  
  
  
  
  
  
  
  
  
  
33. If handbrakes are set to hold a cut of cars on a grade, what is required before releasing them?



**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

42. Describe and/or draw the hand signals identified in the General Code:
43. Is it permissible to use hand signals other than those illustrated in the *General Code of Operating Rules*? Explain.
44. What is required of employees giving signals?
45. What does an object waved violently by any person on or near the track mean?
46. An Engineer receiving a signal to stop, other than from a fixed signal, must:
47. When using radio instead of hand-signals, what must be understood by all crew members:
48. What is required when using radio communications for backing and shoving movements?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

49. List the documents that can be used to restrict or stop train movements because of track conditions, structures, men, or equipment working:
  
  
  
  
  
  
  
  
  
  
50. What flag is used to give advance warning of a location where a train may be required to stop?
  
  
  
  
  
  
  
  
  
  
51. According to GCOR, how far in advance of a restriction are these flags placed? How about the SNR Special Instructions?
  
  
  
  
  
  
  
  
  
  
52. If a speed restriction is specified in writing, how does a train proceed when encountering a yellow flag?
  
  
  
  
  
  
  
  
  
  
53. What do you do if your train encounters a yellow flag and no speed restriction is specified in writing?
  
  
  
  
  
  
  
  
  
  
54. Describe how a train must proceed if a yellow-red flag is encountered:
  - a) and a restriction is specified in writing:
  
  
  
  
  
  
  
  
  
  
  - b) and no restriction is specified in writing:
  
  
  
  
  
  
  
  
  
  
55. Under what circumstances may yellow and yellow-red flags be displayed without the use of track bulletins, track warrants or flagmen?



**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

64. What do the following whistle signals mean?
- a) Succession of short sounds:
  - b) Four short sounds:
  - c) Three short sounds:
  - d) Two long sounds:
  - e) Two long, one short and one long:
65. What if the whistle fails enroute?
66. When and how is the display of the headlight required?
67. Under what circumstances is the headlight dimmed?
68. Under what circumstances is the headlight extinguished?
69. During a shoving movement controlled by radio, how far can you go before it must be stopped? Unless?
70. Who is responsible for the position a switch or derail?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

71. How do you proceed if you lose your headlight at night?
  
72. How is the rear of the train indicated?
  
73. When are highly visible markers required?
  
74. When running as a light engine or shoving a train, what may be used as a marker?
  
75. How will trains be identified?
  
  
76. What does a blue flag or light signify?
  
  
77. Explain what is required by a blue signal:
  
  
  
  
  
  
  
  
  
  
78. What two classes of workers are protected by blue signals protect?
  
  
  
  
  
  
  
  
  
  
79. What is an "effective locking device"?
  
  
  
  
  
  
  
  
  
  
80. Who may remove a blue signal once it is placed?



**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

87. Describe four signs that may be used to protect equipment that prohibit your coupling to or moving that equipment:
88. If a damaged switch is discovered, what is required?
89. What do you do if you encounter a signal that is improperly displayed, or a signal, flag or sign is absent from the place is usually shown?
90. What are you supposed to keep your eyes out for when riding in the cab of a locomotive?
91. Describe how and under what circumstances a personal cell phone may be used by members of train crew:
- How about a company-issued cell phone?
92. When on-duty as a train crew member, what substances are prohibited in your possession, on your breath or in your bodily fluids?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

93. As a train crew member, what must you do if you receive verbal instructions or information about the movement of a train or engine?
  
94. Besides something to ride on, what must you obtain or determine before initiating movement on a Main Track?
  
95. What form of Main Track authority is used on the Sierra Railway?
  
96. Explain how a Mandatory Directive is issued to your train over the radio. What is required of whom? Who can or cannot do what?
  
  
  
  
  
  
  
  
  
  
97. How are working limits for track maintenance established using a train's Main Track authority? What is this called?
  
  
  
  
  
  
  
  
  
  
98. What is required when shoving cars ahead of the engine?
  
  
  
  
  
  
  
  
  
  
99. When taking the siding to meet another train, where must the stop be made?
  
  
  
  
  
  
  
  
  
  
100. If your train is stopped on the Main Track waiting to meet an opposing train, what must a crew member do, of possible, to assist the opposing train?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

101. What must another crew member do if the Engineer fails to comply with a speed restriction?
  
102. What is the maximum speed passenger trains may be operated on FRA-excepted track?
  
103. What is the maximum speed allowed for any other train on FRA-excepted track?
  
104. What do you do if your train or engine partially runs-through a rigid switch that was lined against your movement?
  
105. What are Yard Limits?
  
106. How are trains authorized to use the Main Track within Yard Limits?
  
107. Is the Railtown Yard at Jamestown within Yard Limits? Explain:
  
108. What is the normal position for a junction switch?
  
109. When is flag protection not required?
  
110. Is flag protection required on the Sierra Railroad?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

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111. What is required in order to leave cars or part of your train on the Main Track?
112. When operating with a track warrant granting your train authority to move in both directions between specific points (“work between”), is it necessary to obtain the dispatcher’s permission to temporarily leave cars on the Main Track?
113. What do you do if you encounter unusually heavy rain while running your train?
114. What do you do if you discover a defect on a track, bridge or culvert that might cause an accident, or you think your train may have already passed over a dangerous defect?
115. Which crew members are responsible for determining whether or not the train is being handled safely and under control?
116. If the train is not being safely under control, who must take action to bring it under control?
117. What is required if your train is stopped by an emergency brake application or experiences severe slack action while stopping?
118. Explain how movements on Other than Main Track are made:

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

119. What observation are crew members required to make of passing trains?
  
120. When a passenger train is working at a station, may another train or piece of on-track equipment pass between it and the platform? Explain:
  
121. Who is responsible for knowing and not exceeding a train's maximum authorized speed?
  
122. What is required in order to shove a cut of cars over a road crossing? (GCOR & Special Instructions)
  
123. How may a train proceed if the automatic warning devices at a road crossing are malfunctioning, and no one is available to warn approaching traffic?
  
124. How may a train proceed if the automatic warning devices at a road crossing are malfunctioning and one equipped flagger is able to provide warning to approaching street traffic in one direction?
  
125. Under what circumstances may a train proceed at maximum authorized speed through a road crossing where the automatic warning devices are malfunctioning?
  
126. When securing equipment, how far must cars, a stopped train, or an engine remain from a road crossing equipped with automatic warning devices?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

127. What actions may unnecessarily activate automatic crossing warning devices?
128. When switching cars, where must cars and engines not be left? (GCOR & new Special Instructions)
129. How do you identify yourself when using the radio?
130. What is required if two engine crews are switching in the same tracks where they could foul each other?
131. What must you verify before coupling to or moving cars or engines?
132. If you plan to secure a car or cars with a handbrake, what do you have to do first?
133. What must you do to prevent undesired movement of unattended cars or engines?
134. How long are you allowed to leave cars or engines unattended when they are secured only by the air brakes?
135. Explain how the terms “over” and “out” must be used in two-way radio transmissions:
136. If your train stops or initiates movement within 3000 feet of a highway crossing equipped with automatic warning devices, what is required? (GCOR & Special Instructions)

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

137. What is required to hold equipment if handbrakes are not sufficient to prevent movement for any reason?
  
138. Under what circumstances is kicking or dropping cars permitted? (GCOR & Special Instructions)
  
139. What is required between crew members before dropping or kicking cars?
  
140. What is required of a crew member before coupling to or moving cars on tracks where cars may be being loaded or unloaded?
  
141. Under what circumstances is it permissible to switch occupied passenger cars without air brakes cut-in?
  
142. Before moving engines or cars into or out of the doorways of the Tri-Dam Shop or Roundhouse, what must you verify?
  
143. What is required before making any switching moves? (GCOR & Air Brake rules)
  
144. When shoving cars onto spur tracks, what is required? (GCOR & Special Instructions). What's the difference between a spur and a siding?
  
145. Where must the movement stop when approaching a switch that must be lined so that movement may continue? Is it OK to drift up to the switch frog with the engine when lining a trailing movement?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

146. Describe two indications that a switch is out-of-service and must not be used:
  
147. Describe what is required by the rules of the employee lining a switch:
  
148. What is the normal position of Main Track switches? (GCOR & Special Instructions)
  
149. Under what circumstances may a Main Track switch be left in its reverse position? (GCOR & Special Instructions)
  
150. Where must you stand after opening a Main Track switch to allow a train to enter or leave the Main Track?
  
151. What is required before returning a Main Track switch to its normal position?
  
152. Where should you get off when alighting from moving equipment to restore a Main Track switch to its normal position?
  
153. Except when switching, where must you stand in relation to any Main Track switch when a train or engine approaches on the Main Track?
  
154. If you are handling a Main Track switch when meeting another train, once you've properly lined the switch, where must you stand as the other train approaches? (GCOR & Special Instructions)
  
155. When lining a Main Track switch by hand for a train to be met, what must you determine by inspection of that switch?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

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156. If a switch is equipped with a hook or switch lock, how must it be handled?
157. What is prohibited if a conflicting movement is closely approaching a switch?
158. If a rigid switch is run-through, what is required to ensure protection?
159. Considering all of your responsibilities as a crew member, which is the most important?
160. Who is required to know the location of all fixed derails?
161. How must movements proceed onto tracks with a derail in the derailing position?  
(GCOR & Special Instructions)
162. What is the normal position for derails on sidings? (GCOR & Special Instructions)
163. What is the normal position for derails on tracks other than sidings?
164. How long may a train legally block a public grade crossing?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

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**14.0 TRACK WARRANT RULES:**

In track warrant territory, track warrants are used to convey **authority** for trains, engines or men and equipment to occupy a Main Track. (When used in the General Code of Operating Rules, the term "Men and Equipment" refers to track maintenance personnel, regardless of gender, and their associated work equipment.) Trains or engines must not enter or foul a Main Track outside of Yard Limits without a valid track warrant granting authority. The Sierra Railroad currently operates under track warrant control.

Track warrants are uniquely numbered and issued by the train dispatcher. They are issued to a specific train or engine identified on the form at the location indicated. The track warrant may be filled out ahead of time and given to a crew prior to a train's departure from an initial terminal, or it may be dictated by the dispatcher to a train crew by phone or radio. Track warrants can convey directional authority, which requires a train to move only in the direction specified, or non-directional authority, which allows movement in either direction.

<b>TRACK WARRANT</b>	
(Suggested form)	
NO:	_____
TO:	_____ AT: _____
1.	<input type="checkbox"/> TRACK WARRANT NO. _____ IS VOID.
2.	<input type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.
3.	<input type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.
4.	<input type="checkbox"/> WORK BETWEEN _____ AND _____ ON _____ TRACK.
5.	<input type="checkbox"/> NOT IN EFFECT UNTIL _____.
6.	<input type="checkbox"/> THIS AUTHORITY EXPIRES AT _____.
7.	<input type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____.
8.	<input type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT.
9.	<input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF _____.
10.	<input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT.
11.	<input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN.
12.	<input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY MEN OR EQUIPMENT.
13.	<input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
14.	<input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____.
15.	<input type="checkbox"/> FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.
16.	<input type="checkbox"/> TRACK BULLETINS IN EFFECT _____, _____, _____, _____.
17.	<input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: _____ _____ _____
OK _____ (TIME)	DISPATCHER _____
RELAYED TO _____	COPIED BY _____
LIMITS REPORTED CLEAR AT _____	BY _____
(Mark the box for each item instructed.)	

*Track Warrant Form*

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

**Box #1:** Track Warrant Void: A previously issued track warrant may be voided or superseded by a new track warrant if this box is checked. The number of the voided track warrant must be entered on this line.

**Boxes #2 & 3:** Proceed From/To: These boxes instruct a train to proceed from a specific named point to a specific named point. This is directional authority and requires a train to move only in the direction indicated. Where multiple Main Tracks exist, the track to be used must be identified. A “named point” may be a station, a mile post, a switch, a siding, or any other identifiable railroad location.

**Box #4:** Work Between: This box conveys non-directional authority for a train or engine to move in either direction between the named points on the track specified.

**Box #5:** Not in Effect Until: If this box is checked, it indicates the time at which the track warrant becomes effective. The track warrant form may be issued prior to its taking effect, and any authority it conveys must not be acted upon until after the time indicated on this line.

**Box #6:** Authority Expires At: If checked, this box indicates at what time the authority conveyed by the track warrant expires. Trains or engines must be clear of the indicated limits and report to the Dispatcher before the expiration time, unless another track warrant is obtained.

**Box #7:** Not in Effect Until After Arrival Of: This box indicates that the track warrant is not in effect until after the arrival of another train or engine at the location specified. The other train or engine must be identified by engine number. For example, let's say that SERA #12 is headed from Oakdale to Standard at the same time Sierra #28 is preparing to take a special to Keystone and back. The track warrant issued to Railtown Engine #28 at Jamestown may read: “Not in effect until the arrival of SERA #12 at Jamestown.” In this case, regardless of the time it was issued or a time specified in box #5, Engine #28 may not act on the track warrant's authority until SERA #12 has arrived at Jamestown.

**Box #8:** Hold Main Track at Last Named Point: This instructs a train to hold the Main Track at the last point named in box #2 or #3. This is typically used when the train is to meet another at a passing siding, where one train must hold the Main Track and the other train use the siding.

**Box #9:** Do Not Foul Limits Ahead Of: Instructs the train or engine not to enter the limits or foul the Main Track before another specifically-identified train passes that location. The other train or engine must be identified by engine number. Typically used when the Dispatcher wants an approaching train moving in the same direction as your train will be to proceed ahead of you.

**Box#10:** Clear Main Track at Last Named Point: Instructs a train to get clear of the Main Track at the last point named in box two or three.

**Boxes #11 & #12:** All Movements at Restricted Speed: This indicates that between the points named, another train or Men and Equipment also have authority to occupy the Main Track, therefore requiring all trains to move at restricted speed.

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

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**Boxes #13 & #14:** Do Not Exceed Speeds: If checked, do not exceed the speeds indicated between the specified points.

**Box #15:** Flag Protection: If not otherwise relieved, this box relieves the train crew from flagging against following trains.

**Box #16:** Track Bulletins in Effect: The Dispatcher will list all track bulletins in effect at the time the track warrant was issued that will affect your train.

**Box #17:** Other Specific Instructions: If movement of your train requires any other instructions not otherwise provided for on the track warrant form, the Dispatcher will include them here.

If track warrants are verbally transmitted by the Dispatcher directly to a train crew, the conductor or engineer must check the boxes and enter the information stated onto the form. Then he or she must repeat the information back to the Dispatcher exactly as it was transmitted. If correct, the Dispatcher will state "OK" and give an OK time and his or her initials. This information must be entered into the OK (Time) and the Dispatcher blanks on the form by the person copying it, who must also enter his or her name in the Copied By blank. A track warrant is not valid and cannot be acted upon unless and until this is done. When the limits are reported clear to the Dispatcher, the time and the employee reporting them clear must also be entered on the track warrant form. All track warrants, void or in effect, must be retained until the train or job ties up.

165. How would you determine that track warrant control is in effect?

166. What does a track warrant convey?

167. Do track warrant instructions apply in Yard Limits?

168. How are track warrant limits designated?

169. If a "First-Named" point is designated by a station name where no siding exists, at what point does the authority begin?

170. If a "Last-Named" point is designated by a station name where a siding exists, to what point does the authority extend?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

171. If the track warrant states “Hold Main Track at last-named point”, where does the authority end?
172. What is “Work Between” authority?
173. When authorized to move in only one direction, what must you do if your train clears the Main Track before the last-named point?
174. What is required when more than one train is authorized to occupy the same track warrant limits?
175. If a track warrant’s limits include Yard Limits, besides the instructions of the track warrant, what else applies?
176. How are track warrants used to protect men and equipment performing track maintenance?
177. Who is required to have copies of and understand track warrants?
178. How are track warrants to be copied by a crew member when verbally transmitted by the train dispatcher?
179. What is the significance of the “OK” time on a track warrant?
180. A track warrant is in effect until...?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

181. If a track warrant shows a time limit, what is required?
182. How may the instructions or limits of a track warrant be changed once it has been issued?
183. What is required once a train has reported clear of the limits authorized by a track warrant?

**Railtown State Historic Park  
GENERAL CODE of OPERATING RULES  
2011 Study Guide**

**15.0 TRACK BULLETIN RULES:**

(Suggested Form)  
Track Bulletin Form A

No. \_\_\_\_\_ On \_\_\_\_\_ SUBDIV. \_\_\_\_\_  
To \_\_\_\_\_ At \_\_\_\_\_

Between points shown in lines 1 through 10 below, do not exceed speed given.  
(Use last two columns when displayed less than distance prescribed by Rule 5.4.2 to indicate location and direction.)

Line Void	Line No.	Limits: MP to MP	Between Station & Station	Speed MPH	Track(s)	Flags At MP	For Direction
	1.						
	2.						
	3.						
	4.						
	5.						
	6.						
	7.						
	8.						
	9.						
	10.						

11. Other Conditions \_\_\_\_\_  
OK \_\_\_\_\_ Copied by \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_

*[Diagram A.]*

(Suggested Form)  
Track Bulletin Form B

No. \_\_\_\_\_ On \_\_\_\_\_ SUBDIV. \_\_\_\_\_  
To \_\_\_\_\_ At \_\_\_\_\_  
On (Date): \_\_\_\_\_ Be governed by Rules 15.2 and 15.2.1 within the following limits:

Line Void	Line No.	Limits: MP to MP	Between Station & Station	From	Until	Track(s)	Foreman or Gang No.	Stop
	1.							
	2.							
	3.							
	4.							
	5.							
	6.							
	7.							
	8.							
	9.							
	10.							

OK \_\_\_\_\_ Copied by \_\_\_\_\_ Dispatcher \_\_\_\_\_  
Relayed to \_\_\_\_\_

16.0 *[Diagram B.]*

*Track Bulletin Forms*

Track Bulletins are used to notify trains of speed restrictions at specific locations, of where men and equipment are working on the track, or of any conditions that affect safe train or engine movements. A Form A track bulletin is used for speed restrictions, and Form B track bulletins are used to protect men and equipment working on the track. Form C track bulletins (not shown), may be used for any other information. Form A's and Form C's, once issued, are in

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

effect until cancelled by the train dispatcher. Form B's are in effect between the times shown in the From and Until boxes or until cancelled by the train dispatcher. The dispatcher may void (cancel) individual lines without affecting the other lines. Track bulletins are uniquely numbered and the train to which they are addressed is specifically identified.

Track bulletins must be obtained by the train crew at their initial terminal. Whenever a new track warrant is received, box 16 must either list all track bulletins that affect a train, or "NONE" or "NO" entered to indicate no track bulletins are in effect.

184. What do track bulletins convey?

185. Who must receive a track warrant before a train departs its initial terminal?

186. How must track warrants and track bulletins be verified before departing?

187. If a track warrant is used only to convey track bulletins, how may the address be changed once it is issued to a train?

188. What flags must be displayed when protection is provided by Form B track bulletins?

189. If your train is approaching limits protected by a Form B track bulletin, what is required of a crewmember to avoid unnecessary delays to your train?

190. When granting verbal permission to enter or pass through limits protected by a Form B track bulletin, what three items must be stated by the foreman when initiating communication with train?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

---

---

191. To permit a train to pass a red flag or red light without stopping, what must the foreman add to the above statement? (GCOR & Special Instructions)
192. At what speed may the train then proceed? (GCOR & Special Instructions)
193. To permit a train to proceed through the limits at other than restricted speed, what additional statement and information must the foreman include?
194. Before a train may act on the foreman's instructions, what is required?
195. If a red flag or light is NOT displayed at the entrance to the Form B limits, must your train still stop before entering those limits?
196. If your train is within the limits of a Form B track bulletin at the time it takes effect, what is required?
197. If Form B limits are in effect between Lime Spur and Bell Mooney Road, how may your train access the Main Track from the Jamestown Station?
198. If a track is removed from service and protected by a track bulletin, how may a train use this track?

**Railtown State Historic Park**  
**GENERAL CODE of OPERATING RULES**  
**2011 Study Guide**

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199. Describe how track bulletins may be used to issue, change or cancel rules:
200. What is required when a track bulletin is transmitted to verbally?
201. What are you required to verify when making photocopies of a track bulletin?
202. How long are you required to keep track bulletins?
203. What must the train dispatcher assure before issuing a restricting track warrant or track bulletin to a train?
204. If a train's crew changes before the trip is finished, how are the track bulletins and track warrants to be handled?
205. Describe how track bulletins, either by line or in their entirety, may be voided:

- END -