

5-9. When the head brakeman and engineman take a road engine from the ready track, they bring it to the departure yard and back it against the train. After the engine is coupled to the first car of the train, a road test should be made of the air brake system. Signal flags identifying the class of the train are mounted when required.

5-10. The flagman checks his flagging equipment (which includes flags, fuses, torpedoes, and lanterns with red and white lights). He mounts the marker lanterns, disks, or flags on the rear car to give the train official standing, after it is on the main line.

5-11. The conductor is responsible for the whole train. The conductor compares watches with the engine crew and briefs them on the orders they hold and the work they will do en route. He reports to the yard office for waybills and train orders governing his trip on the main line. The conductor performs the following at the yard office:

- Checks the waybills against the train consist.

- Prepares the wheel report.

- Supervises the disposition of cars set off.

- Surveys accidents or mechanical failure of equipment (including reporting damages or delays).

The conductor, along with the other crew members, observes signals from towers, stations, and from other trains. He receives and acts on any additional train orders en route. The engineman will not move the train until he receives the signal from the flagman to depart. When the train leaves the yard and enters the main line, the dispatcher controls its movement. However, the conductor must see that his train runs according to operating rules and that it does not run ahead of time.

5-12. If the train is not a through train, the conductor will usually make a penciled lineup and call the dispatcher regarding setoffs en route. The dispatcher may tell the conductor what stations have pickups for the train. If both telephone and dispatcher circuits exist, the conductor may call two or three stations ahead. When contacting a distant yardmaster or station agent, the conductor does the following:

- States what cars he has to set off and determines on which tracks they should be placed.

- Determines what cars will be picked up; the track number; and, if pickup will be some distance from the yard office, the location of the waybills and wheel report. When a train must pick up cars some distance from a yard office, the waybills may be delivered to the moving train by a message hoop to prevent the train's stopping twice. If weighted and protected against bad weather, bills may be left on the end of the first car of the pickup.

IF ANY, SPECIFY IN (B) BELOW.

(B) THE PERMISSIBLE VARIATION SHALL BE LIMITED TO: (SEE ITEM DESCRIPTION).

(END PAGE)