

10. (a) Rule 5 states time will apply at the station on double track and at the same point on single track if there is no siding.

(The rules committee agreed time would apply at the station sign. However, trains that must stop to receive and/or discharge traffic, may make a normal station stop and still comply with the requirements of this rule.)

(b) Rule 6. Sections of regular trains which should not be required to make the regular and flag stops prescribed by the schedule should be given a message to that effect.

11. (a) Rule 10(G): If advised of a red signal encountered with no written instructions or information left with it and no person to obtain information from, prompt action shall be taken to ascertain the circumstances. Until proper authority is furnished, the train dispatcher must not authorize passing of such signal. See MW charts Form 346 or those contained in Maintenance of Way Department Form 4707-B showing how red signals are placed on double track.

(b) Special Instructions for Maintenance of Way Department Form 4707-B contain under Rule 99(M) their instructions as how and when they will apply Rules 10(G) and (H). The timetable special instructions designates certain districts where, except in case of fogs, storms, or otherwise bad weather, yellow flags may be used and flagmen not required, and, also in special cases, authorized by the superintendent and protected by train order. The latter is to take care of conditions requiring entire crew to do the work.

Dispatcher must not release the flagman until after orders have been issued to all trains affected.

(c) If the yellow flag has to be placed on single track with the territory governed being on double track, enginemen might not know which track it applied to; information then could be furnished by order reading, "Yellow signal located 2600 feet east (west) of MP 97 on single track for westward movement on eastward (westward) track," or such variation as occasion requires.

(d) When signal maintainer is called and it may be a broken rail, the lineup given him may help considerably to govern his actions when he locates the trouble. He is required to call the train dispatcher as soon as he finds the trouble, after securing the signals in Stop and placing flags, providing he considers it safe to leave the location. If unable to communicate with the train dispatcher he is to call the sectionmen without request from the train dispatcher.

12. Rule 17(A). When advised of headlight failure notify other trains, yard engines, operators and others concerned in the territory involved, and to the extent practicable, arrange for repairs.

13. Rule 19(A). When regular markers are

not in use, check with operators to know what substitute markers are being properly displayed.

14. Classification Signals. Check with operators as frequently as possible to ascertain if classification lights are properly displayed on the leading end of engine in the direction of movement.

15. Rule 24(B). When it is necessary that an engine be identified by other than the leading unit, arrange to notify trains to be met or passed to the extent practicable by message that the trailing unit or second unit is the identifying unit of such train and unit. . . . is in the lead.

16. Rule 27. When block signal system is reported out of order, prompt notice must be given to all concerned. Train dispatchers must not authorize trains to disregard any block signal indications. Special precautions must be taken when a clear signal indication is reported where a restrictive indication should have been displayed. Signal failures must be reported promptly, and signal maintainers given prompt advice, where they are in charge.

Rule 509 has no application to other than the automatic block STOP signal as shown in Rule 501-A1, except as specified in CTC Rules. Rules 104(B) and 663 should be understood so as to avoid confusion.

17. (a) Rule 82. When a crew is cleared to assume a schedule, that crew must fulfill the schedule through to the terminal of that schedule on that sub-division. If operation requires transferring them to another schedule or to transfer their schedule right to another crew or to run their train as an extra from an intermediate station, they must first receive copies of an order transferring their authority, which would be addressed to include their identification as will be authorized leaving that station.

(b) To avoid hazards, for which train dispatchers would be held responsible, avoid running more than one train on the same subdivision on a schedule of the same number and date, except in the handling of sections. The difference between a schedule and a train is not always realized. An example: No. 605 scheduled A to Z; if the train dispatcher used this schedule to move a train from K to Z and it was met by some opposing inferior train, they would have no way of knowing that the schedule had not been filled from A to K, and the dispatcher would be required to protect them against any train run on that schedule from A to K.

(c) Do not permit trains to continue operating on a schedule or section that may become twelve hours late between open offices. With no arrival time designated at a station, their right to the schedule may expire when they are between stations, due to the 12-hour time limit applying at the station behind them, if they do not arrive at the next station by such time.