

The Rules Committee has ruled a DTC was not authorized until clearance Form A has been completely filled out together with the okay, time, and superintendent's initials given to the operator.

28. (a) If information is received that a hazardous condition in track, structure, or other property exists, or may develop, due to water, fire, weather, or other causes, prompt action shall be taken for protection, warning given to all concerned and Chief Dispatcher advised promptly of conditions and what action has been taken as to calling for men or materials. (See Rules 101(A) and (B)).

(b) When a train dispatcher is notified of any irregularity of signal indications following train movement through a spring switch, he must notify trains to stop and examine the switch before passing over it, until a report is received from signal maintainer or the section foreman that switch is OK for normal use. (Rule 104 (B)).

29. (a) Rule 105. If desired to permit a train to use a siding of the opposite direction, it must be definitely authorized.

(b) An order reading "No 4 wait at east end eastward siding R until 945 AM for Extra 37 West," does not authorize the Extra West to use the eastward siding at R if they do get there. For such authority add—"Extra 37 West use eastward siding if at R for No. 4." (Do not state, "on this order.")

(c) A message authorizing such use may be utilized where no orders are involved and the movement is uncertain such as—Extra..... may use.....ward siding at K..... if at K.... for No.....

Do not use the term—"use siding (or any side or yard track) as main track." Note the wording of Rule 105(A).

(e) An order stating "... siding blocked with cars" does not automatically take that siding out of service as a siding. Generally for rather temporary conditions, if the number of cars is known and specified, some trains could use it.

Except for occupied outfit cars which usually are left protected in the same location, or other known conditions, it is not advisable to specify the location of other cars on a siding as they may be moved.

(f) If desirable to take a siding out of service for use as such by trains, the order or bulletin should be positive. If there is another siding at that same station and it is desired to use it as a single siding, such information is required to be included. The form of order most applicable to the situation should be used as—At Dee westward siding (blocked with cars—or—45 cars spaced—) (out of service) (westward trains taking siding at

Dee use eastward siding) (eastward siding will be used as single siding), etc. If preferred, the individual trains may be instructed as to course to follow.

30. (a) Safety being of the first importance, nothing should be permitted to interfere with safe methods, operations, or practices, in handling train movements and issuing orders and instructions.

Wire failure may occur at any moment and orders must be so handled that no hazard will exist as result of such failure, or by operators clearing trains without an OK from the dispatcher. See Rule 108.

Safety must not be sacrificed to save time or to avoid delays.

(b) Train dispatchers are responsible for any hazards created by their orders and must not issue train orders that are capable of more than one interpretation, or combinations and/or improper sequence of orders or instructions that might cause confusion or misunderstanding or be impracticable of compliance. It has long been the theory that any rule could be superseded by a train order, and thus improper orders might be interpreted as intentional.

30. (c) If the train dispatcher can be communicated with and issue the necessary orders, he shall not authorize nor permit conductors or engineers to arrange between themselves any changes of train order meeting points or other movements which are contrary to the orders that have been issued.

LINE-UPS—

31. The importance of the careful and proper issue of line-ups must be given full consideration. Sufficient time must be taken to insure the correctness and the checking of repetitions must be observed as carefully as that for train orders. Conditions of weather should be considered and where close movement may be developing clock and watch time compared with the men. If for some reason an engine number quoted in a line-up is changed, that engine may be used on a prior or following movement. Any such change which might affect the safety of the men involved in track car operation shall be protected, sending additional line-ups when practicable.

The Management has drafted the following rules for use of the line-ups, all of which are quoted below for your information:

1. The following instructions for the handling of Form 9024, Train Line-Up, supersedes all previous instructions that are not consistent herewith.

2. The purpose of train line-ups is to inform foremen, track car operators, and others of the location of trains so that accidents will be avoided.