

48. (Continued)

sidered fulfilled when an extra train arrives at the end of its authorized movement. If the running order for an extra train is annulled short of its destination for the trip, all orders issued for such movement except form K or slow and cautionary orders expire. If orders are so handled, protection must be furnished against any improper provisions governing at or beyond the point where the running order was annulled.

(c) Short running orders shall not be used when practicable to issue orders covering movement through to end of run, in one direction. When it is necessary to use short orders there shall not be also issued any orders restricting the movement beyond the running limit. As an example, an extra east given running orders Z. . . . to M. . . . must not be given right over No 603 Z to K.

(d) In Form G, examples 1 and 2, Extra 99 has technically fulfilled its orders on arrival at F. If the order had also contained a meeting point at F and the train to be met at F had not yet arrived when it becomes necessary to issue orders authorizing continued movement of Extra 99 beyond F, provision must again be made for meeting that train, as Extra 99 then becomes another created train.

(e) When the running orders are annulled, it is good practice to annul other orders held and avoid any chance of confusion—(except Form K and slow orders), but if required, any orders may be retained in effect by an order which includes—“Observing order No.” Refer to item 35(a) as to keeping in effect running authority before reaching a short destination.

(f) When a crew is to be relieved before completing a trip and the relief crew is not on hand to take immediate charge and get orders as provided, the orders must be annulled and new orders issued for the relieving crew. Orders must not be left in any designated place by the crew relieved for the relieving crew, by arrangement with or instruction of the train dispatcher.

If exchange of orders cannot be effected before the Hours of Service Act applies, then the orders held by the crew to be relieved must be annulled unless provision was made in their orders that they were annulled at a time within the period of service allowable.

49. (a) Rule 221. The Stop indication of a train order signal will be used to stop a train for orders. This is unlike any other stop signal as the rule does not state the train must not pass the stop signal, usually the normal station stop may be made for this purpose. In the case of a train advanced, Rule 208(A) would in most cases prohibit passing the signal if they were approaching it on main track. If an approaching train sees a train order signal changed from “Stop” or “19D”

to a proceed indication, or if such change is made for a train which stops back of the signal before passing it, there is no necessity for a clearance.

If a train or engine passes a signal displaying “Stop” or “19D” indication, a clearance must be furnished, even though such signal was afterwards changed to indicate proceed before the train departs.

When an approaching train is close enough to observe a proceed indication or a train that has been standing has had only a proceed indication displayed for them, and they are moving on such indication, extreme care must be exercised in the issue of orders and dependence on a changed signal indication to secure the delivery.

(b) An operator must not be permitted to change the indication of the train order signal when required to be displayed at stop for the purpose of delivering orders on a 19D indication nor to avoid delivering a clearance to other trains which otherwise might not be required to stop.

(c) The train order signal must not be relied upon to secure a train which is making a turn-around movement to that station, unless the train has to pass the signal to get to the first switch. If the train has to pass a train order signal at its turn-around point, a clearance is not required unless the signal indicates Stop or 19D. If desired, a train may be given an order instructing them to secure a clearance before leaving such station.

(d) If an extra train has been authorized to a point short of destination or ordinary run and there is a train order signal at that location, it should be displayed for that train when their running orders are issued.

(e) As the train order signal is to be used to either stop a train for orders or in the 19D position to deliver orders without stopping the train, it is not necessary to have the signal used to indicate either, for a train which originates at that station as its regular and customary initial station, where orders or clearances are required authorizing its movement from that point, except where by special instructions, trains are not required to obtain a clearance at such point, signal must be displayed. To insure crew not ignoring train order signal, special precautions taken, getting signatures if necessary, to insure delivery of the order.

(f) When giving operators instructions as to SD or 19D, be sure to get the proper response from the operator and allow time for placing the signal in the required position. At some locations the operator has to discard the phone to handle signal levers.

There must be no basis for any complaints that dispatchers handle the issue of orders and the display of the train order signals in violation of