

59. (Continued)

(g) The following examples show some of the complications that arise in connection with some of these orders:

Order No 1—To C&E Extra 38 east—K  
C&E Extra 37 west—D

Extra 37 west has right over Extra 38 east  
D.... to K.... wait at F until 1001 am  
G 1010 am  
H 1025 am  
I 1035 am

Extra 38 east gets this order at K

If Extra 38 east could not pass K so as to get into clear at J before 1030 AM, dispatcher is required to have them stopped at K, which required close watching for some time after the order was issued and which may be a pretty busy time for the dispatcher. If the right had been given only to J, then Extra 38 east could have been allowed to pass K without stopping, (and omit Extra 38 east gets this order at K.)

If Extra 37 west was at D when the order was placed, there would be no trouble, but if they had been delayed and did not reach D and the dispatcher overlooked the hazards and eventually issued such a wait order as permitted Extra 38 east to move to D, then Extra 38 east would have a right to hold the main track under the rules of the order and would have no restriction against proceeding on towards A against Extra 37 west, via a lap order.

For this reason the order should have stated that Extra 37 west had right over Extra 38 east from A, B or C (Extra 37 west having passed those points), and as could not get Extra 37 west at any of these points for a wait order, there could scarcely develop such a hazard, and also Extra 38 east would be required to take the siding at D.

(h) Example 2. Order No 2 to, C&E No 603 at D. C&E Extra 38 E at N. "Extra 38 east has right over No 603 N to K."

Order No 3 .... same addresses.

"No 603 wait at J until 1101 am for extra 38 east."

With these orders No 603 could not leave K until Extra 38 east had arrived. If the extra could make J and be into clear before 1056 am they could proceed from K without waiting for No 603. Further, if No 603 was due at H at 1030 am and Extra 38 east could make H and be into clear before 1025 am they have authority to do so.

If Extra 38 east went beyond K the train dispatcher would be required to furnish No 603 proper information as to Extra 38 east having arrived at K as No 603 might not identify Extra 38 east, except at J if an extra east there and No 603 had arrived before 1101 am.

(i) A waiting point and time beyond the limits of the right over territory as in this illustration is not improper, but ordinarily does not seem to call for the right over order in the first place.

A waiting time and place beyond such limits in the case of two opposing extras would be decidedly improper and perhaps cause serious misunderstanding.

60. (a) Forms E and S-E. Do not overlook the instructions that Form E, "makes the schedule time as much later as stated. .... etc." and Form S-E merely requires the train named must not pass the designated points before the time given, etc. If No 1 was due to leave A 1001 AM, B 1010 AM, C 1020 AM, an order reading, "No 1 .... wait at A until 1045 AM and run 20 mins late B to K" has the effect of designating two times which can be used by other trains at A, B and C, as the 1045 AM wait would apply at each of those points, being later than the run late. At C an opposing train would have five minutes more time to clear No 1 on the wait. Avoid using such an order which becomes questionable. To some extent, similar results do obtain by the use of two orders, the first one being a run late A to K and the second one with later waits at A and probably B and C also for closer operation. There naturally would be an interval of time between the issues in such a case and no questions.

(b) Frequently a few waiting points will accomplish more and be easier to apply than the run late (containing the step down to a less time) and the wait is also preferable in other ways.

(c) When more than one run late or wait order covering the same territory is placed for a train at the same point and each increases the time specified, the latest one of these should, when practicable, be the only one delivered to that train.

(d) The time in run late orders shall end with a cypher (0) so as to be more easily added to schedule time.

(e) In applying Example 2 of Form E. "No 1 run 50 mins late A to G and 20 mins late G to K," there is a considerable difference to be considered for an inferior train of the same direction going into clear at G for No 1, and one which is going beyond G ahead of No 1 (Consider No 1 as a first-class westward train.)

There being no rule to prohibit a train arriving ahead of time, it is permissible for No 1 in this example to make up as much time as allowed by any other restriction and of speed, between F and G. This would also apply if an arriving time were shown at G.

As No 1's time applies at the west switch of the siding where an opposing train clears, then that portion of the run late can be used there which