

waiting time specified for a certain designated station also apply to all other stations beyond in the direction indicated, an order such as — Between D and H Extra 1700 west wait at D until 1030 am other westward extra trains except Work Extra 292 wait at D until 1159 am, etc., would confine the waiting time to that territory.

(o) When the wait order includes the provision—“other westward extra trains wait at D until 1159am,” if D is one of the work train outer limits, or a station between the limits, it is necessary to also include an exception to the work extra as it has been ruled that if the work extra gets into D and starts toward E, it then becomes a westward extra train and the order should read—“other westward extra trains except Work Extra 292 (and any other specified extra) wait, etc.”

(p) When a waiting time on a first-class train is specified at the station next adjacent to a point where road engines as well as yard engines may have to use the maintracks in getting to and from trains, or yards, or engine house, a sufficient number of copies should be given the yardmaster to be able to furnish for this purpose. This necessary so they may comply with Rule 81.

61. (a) Form F. If orders have been issued and it is later found that sections of that schedule are to be run, the orders should be reissued so that trains will be correctly designated as required both on clearance and in orders. In body of orders enumerate each section separately as First 3, Second 3, do not use First and Second 3, except as shown in examples 4 and 9.—See also item 35(d).

(b) The train dispatcher assumes the responsibility of one section passing another when he arranges for movements on different tracks where the crews are not able to handle in accordance with the rule. Where passing thus becomes possible by running one section against the current of traffic they shall be instructed as to desired operation. Exchange of orders as described by Rule 85 is required.—See item 14.

(c) If example 3 was worded as, either — “Second 1 (or No 1) display signals B. . . . to K. . . . for Engine 99”—it would be necessary to instruct which section would assume the schedule K. . . . to Z. . . . The address would be—To C&E Second 1 (or No 1) and C&E Eng 99. . . .

(d) When Example 8 has been used it is necessary to also use Form K order to annul the section when no train is to follow the signals over the subdivision or any part of it.

(e) Light engines should not be run as sections of a first-class train except when an engine is urgently needed and other train movements interfere with its prompt movement by other methods.

(f) It may be necessary at times to call attention to the movements of a regular train moving between sections.

(g) An illustration of a hazard to guard against in the event of running two sections of two schedules is here cited: No. 1 running in two sections with Second 1 late enough to warrant giving an extra east right over them F to A. The extra went to C, a blind siding for First 1 and was out of reach of the dispatcher after leaving F. First 1 became late and it also became necessary to run No 3 in two sections which was arranged and the two sections of No 3 left A ahead of First 1, but late on No 1's schedule. The crew of the extra at C identified First 3 as being First 1, and Second 3 with no signals as being No 3 which had become due, and the extra then had an apparent right to proceed to A for Second 1 in accordance with their orders. The dispatcher failed to realize the hazard which could have been overcome by sending to the extra west an order in care of either First or Second 3 containing some wait on First 1 which should have been information as to the two sections of 3 being run as well as the fact that First 1 was late.

Somewhat similar hazards have been caused by a mix-up in engine numbers, which had been used in orders but the engines were reversed as to the sections run on.

62. (a) Form G. Before authorizing movement of an extra train, the extra must first be entered on the train sheet and orders must provide for protection against all opposing extra trains on the track it is to use before running order is made complete. When a return trip movement is authorized, entry must be made for movement in each direction and protection provided for movement in each direction.

(b) Do not issue a combination of orders such as, “Eng 99 run extra A to F this order is annulled at 710pm” and “Extra 99 west has right over No 94 C to D,” without protecting against the chance of Extra 99 west becoming annulled at C due to lack of time to make D by 710pm.

(c) Examples 1 and 7:

Order No 1—“Eng 99 run extra A to F”

Order No 30—“Eng 66 run extra Z to F and after Extra 99 west has arrived at F Eng 66 run extra F to A.”

Both trains are required by the rules to take the siding at F and Extra 66 east under the rules has no right to the main track between the siding switches at F, but if Extra 99 west cannot be given a copy of a meet order, the train dispatcher may instruct Extra 66 east to hold main track at F.

(d) In Example 2, and also Example 4, to authorize movement to the passenger station at destination, rather than taking siding, where there is no yard limit rule to govern, it may be