

62. (Continued)

necessary (if conditions permit) to specify, "to passenger station F," or "arrive passenger station F." This may also be required, together with an advance check of the first-class trains due at stations such as subdivision terminals, unless it is desired they take siding or head into the yard in which case they should be so instructed.

(e) The instructions that extra trains do not have a right to occupy the main track at A, C, or F, do not apply at yard limit stations, except as prescribed by Rule 93.

(f) When the running order does not make another order too long or complicated it is proper to combine it with orders, especially with Forms S-A and S-C to allow of getting the restrictions in prominence, but avoid overlooking the issue or inclusion of the running order. It is also proper to issue the running order as a separate order and frequently preferable but must not be issued until all other necessary orders containing any restrictions have been completed.

(g) In Example 3, if more than one extra is authorized to make such movement each must be protected against the trips of the others in both directions. See item 49(c) concerning train order signals at turning point.

(h) To authorize more than one extra train in the same order the form "Engs 35 37 and 39 run as three extras," may be used.

(i) An order in the form, "Eng 37 run extra C to F and return to B," is not permissible as from C to B is not a return movement.

(j) Example 4. When an extra train is authorized by this form, all trains over which the extra is given right in both directions must be given copies of the order, including following trains, until the order has been fulfilled.

The order must not be made complete to the extra so authorized until it has been placed for all trains affected that may enter, and has been delivered to all trains affected that are within the territory named or proper protection provided against the scheduled extra entering the territory before the other trains receive their copies of the order.

Copies should be supplied for information of yard engines to reduce probable delays.

Work extras must be given copies of such orders if scheduled to run through work train limits. If unable to secure the work extra for such orders, the order must include— . . . . . except work extra 292 between D and E—and then follow by making proper arrangements to move the extra through the work limits as soon as may be practicable. If the work extra has been authorized Rule 219 applies.

In using Example 4 to authorize movements of more than one extra in the same schedule it should read—"Engs 37 and 39 run as two extras leaving A" and be limited to cover four trains. It must not include trains that are expected to leave the starting point more than six hours later than the first one or when more than a four hour interval will elapse between the running time of any two of the trains. If the order is to give the scheduled extra right over extra trains it shall include the provision, as—"Except Extra 37 west has right over Extra 39 west."

If there is both single and double track territory involved the order should provide for opposing extra trains on double track as—"Engs 37 and 39 run as two extras leaving A . . . . . with right over westward extra trains A to F and W to Z and all extra trains F to W except Extra 37 west has right over Extra 39 west A to Z."

In double track territory, a Form G example 4 order giving right over extra trains should not be worked to include right over opposing extra trains on the double track. Avoid conflict with any desired use of a Form D-R order in connection with the movement of an opposing extra.

When necessary to run such an extra late on their schedule the form—"Extra . . . . run 2 hours late A to . . . . on order No . . . ." is to be used.

(k) Example 6 may be used where necessary to issue orders some time in advance and yet restrict the movement, to prevent getting into track car operator's or other territory, where notice of movement should have been given, or for other cause, by modifying to, "After 601pm Engine 37 run extra," etc.

(l) Example 7 may be modified to instruct an extra train to follow another from a designated station, in the form, "After Extra 55 west has left A engine 37 run extra," etc., instead of specifying, "Extra 37 west will not leave A ahead of Extra 55 west." Such an order will not prevent Extra 37 west passing Extra 55 west after leaving A however, Example 6 may also be combined with Example 7.

(m) The following questions have been asked in connection with the provisions of Example 4, Form G, Train Order, and the answers are agreed upon by the Joint Rules Committee meeting May 7 and 8, 1946:

1—Q. Are other trains, including first-class trains, required to protect against an extra authorized by this form of train order, if using the main track on the time shown in the order and within yard limits?

A. Rule 93 specifies that "Within yard limits the main track may be used without protecting against second and inferior class, extra trains and engines."