

(d) A train returning to its regular route at an intermediate station after having been detoured cannot assume its schedule unless directed by train order to do so. Order should be addressed to C&E Eng. and may read as follows: "Eng 6507 A run as No 1 K to Z".

18. (a) Rule S-83 requires that trains ascertain if all superior trains have arrived or left, etc. Trains entering at a junction are particularly subject to hazard in non-block or non-interlocking locations in case of failure of approaching trains to observe Rule 98. Information as to such movements may assist in safety of operation but when given verbally must be exercised with great care. The one to whom so given should be a conductor or engineer and should be required to repeat the information.

(b) A train order check of the register, like other orders, expires with that trip and does not permit being utilized on another or a following trip. This does not refer to an authorized round-trip for which the information will cover.

(c) Helper engines generally receive the same register check as the train being helped but their trip as an independent train starts when they cut off and they require a check of the register, or similar information, to apply at the point from which they start.

(d) When a train registers at an intermediate station (junction, etc.), would require an opposing train or a following train to stop and check the register to ascertain if signals had been displayed to that point due to the inability of the dispatcher to furnish a check; the dispatcher may avoid an unnecessary stop by using an order such as—"No 25 engine. will not display signals for a following section A to Z." (This applies even if they had met or were passed by the regular train not displaying signals prior to arrival at that register station; if there were no other sections).

19. Rule S-83(A) requires in some cases the "right-over" being reversed and waiting time set up for the train which would ordinarily be given the right.

The information required by trains may be given them in different forms, train order register check, register ticket authorized by the train dispatcher, or as provided under Examples 4, 5, and 6 of Form W train order. In extreme cases where right-over and waits or other proper methods are impracticable, a train order such as—"At. (station) conductor of Extra (77 West) will leave a copy of this order with engine number, time of arrival, and date with his signature written on it as evidence of the arrival of his train at (station) for Extra (56 East)." Extra copies of the order will have to be arranged for when such is used. If it becomes necessary under some conditions to also require protection against

previous movements of the same train or engine, be very specific as to such by the use of a designated time or trip, such as—"After Extra 1000 West has arrived after 901 AM at. (station)—" or—" has right-over Extra 1000 West on second trip after 901 AM—." It has occurred that crews have left behind them, at the place where they were to get the order with the conductor's signature, their copy of such order which was then found by later trains. These orders must all be most carefully handled to avoid any error in proper observance.

20. When information is furnished in other than train orders concerning train movements, such as required by Rules S-83 and D-83, particular care must be exercised, especially when not copied in writing by the one to whom it is given. A repetition should be required to guard against error or misunderstanding. If authority is given to hold main track for certain reasons, a time limit shall be specified; if practicable, this should only be given in writing and copy made either in train order book or otherwise of exact words and time limit, for security and future reference as protection against abuse of such permission or information.

21. (a) Rule 83(B) does not specify that the clearance is the Authority for assuming a schedule. Crews are called for specified trains, and for regular trains, the clearance issued designates such trains to operate on the time-table schedule indicated. At the initial station of a regular train other authority is not required, except for running sections of that train and schedule, requiring Form F train orders. The clearance is, in effect, the check between the train dispatcher and the crew members.

(b) An intermediate station of a subdivision is not an initial station for an extra train authorized to make a turn around at that point such as, "Eng 1700 run extra C to F and return to C." F being the turnaround point and also an intermediate station, clearance under this rule is not required at F. If an extra is run into an initial station of a subdivision on an order such as, "Eng 1700 run extra C to A and return to C," and it is not desired to have them secure clearance at A, the initial station of the subdivision, incorporate Form W order to avoid question.

(c) 83(B) and Forms K and F—In order that operators may issue proper clearances in case of wire failures at initial stations, if a schedule is annulled, or sections of a regular train authorized in the one order covering more than one subdivision, then the order should also be addressed to the operators at the initial stations of the other subdivisions.

22. Rule 85. After sections have reversed positions by authority of Rule 85, it would be improper to confirm it by use of example 9 Form F