

as the receipt of such an order would require again reversing positions. However, in such cases when other trains have orders designating the engine numbers which are not then correct for the sections, proper orders should be issued to cover, such as—First 3 has eng 1234 instead of eng 6543, etc.

23. Rule 91 is the responsibility of the train and engine crews; Rule 91(A) requires supervision by the train dispatcher, particularly in the movements where double track has been converted to a single track operation or movements are being made against the current of traffic. In these operations the train order signal is displayed to trains also moving with the current of traffic. Dispatchers should frequently check with the operators to know the rule is being observed.

24. (a) Rule 93. A train passing through a yard limit station may properly make a movement against the current of traffic (if no first-class train due, and necessary to make such a movement to get around an obstruction.—See Item 68(f) hazards of reverse moves.

As movements within yard limits may be made in accord with the wording of this rule, it does not always follow that a train which is required by rules and orders to take siding shall do so as first move. Where a yardmaster is in charge with the comprehensive authority and responsibilities prescribed by Rule 840, conditions may require moves differing from the usual. If such develops and may require advance action, dispatcher may expedite movements by having common understanding with the yardmaster.

The practices vary on certain divisions as well as on different roads as to required operation in yard limits in connection with the requirements of train orders and following is quoted agreed opinion of the Consolidated Code Rules Committee —“It is impractical and in some cases not desirable to define the specific action to be required under the conditions of the train orders. The circumstances and conditions should govern individual cases with the general instruction that the more important train should be given the preference, as the instructions concerning the forms of train orders indicates the procedure required by each train.” (Another agreed upon opinion of the Committee is covered by item 62(m) for information in connection with operation of an extra authorized by Form G, Ex. 4 train order).

(b) The instructions in Form G orders and also in Form S-H and D-H work orders, that they do not confer right to the main track between siding switches at the points named, do not apply in yard limits.

25. Rule 95(A) gives equal time-table authority to all sections only when moving through to the subdivision terminal. If running only to an intermediate register station, such right does not apply at that station.

Sections frequently do not have equal train order rights and it is mandatory that train orders be exchanged in any reversing of position, either as authorized by train order or Rule 85. Train dispatchers must not authorize any deviation from this requirement.

26. Rule S-96. A register station may not necessarily be such for all trains, and it is important to know the requirements of each such station, so there will be no failure to provide proper protection, in case signals displayed for a following section are ordered taken down at a register station for that train, but which may not be a register station for other trains. In general it is a safer practice to continue the display of signals to the end of the subdivisions, annulling such sections as may be terminated at an intermediate register station. Where a schedule does not cover an entire subdivision and this cannot be done, the train dispatcher must know that the proper safeguards are provided for other trains before entering into the territory where the following sections may be running. A schedule might also terminate at a junction that is not a register station on either subdivision.

27. (a) Rule D-97. The so called “double-track-clearance” is authorized as to use but not required. It is frequently more simple to use train orders. When used, give it the next train order number, address as—C&E Extra 77-West-AX and enter as DTC—to (destination spelled out) with the time issued. The same care is required as of train orders in the transmission and checking repetitions.

(b) A double track clearance must not be issued authorizing a destination to a point on double track which is beyond an intervening section of single track, whether that section is temporary or permanent, as it only authorizes extra train movement and with the current of traffic on double track.

(c) If a section of double track is converted to single track operation, any DTC held by or issued for extra trains that would move over the section of single track must be cancelled and running orders issued, even though it is intended to have the extra train again resume movement with the current of traffic beyond.

(d) If an extra train has been authorized with a DTC and it becomes necessary to move it against the current of traffic for a portion of its run, a running order must be issued for the movement against the current of traffic. If the train is to return to current of traffic movement, the DTC need not be cancelled, as it is still in effect for such movement to the designated station and can be so utilized.

(e) Dispatcher must not issue the DTC until all orders for that train have been completed and they are ready to have the train cleared.