

35. (Continued)

designated on the clearance and that also requires that orders be properly addressed. See Items 61 (a) and (c).

(e) In the movement of an extra authorized to make a round trip, orders addressed for the going trip direction may be effective and used, if necessary, on the return trip, regardless of the change in direction.

(f) For an extra authorized to make a continuous movement (in the same order) in one direction over a subdivision and in the opposite direction to end of run on an adjoining subdivision, any other orders delivered to it, before reaching the junction point, which governs its movement after changing directions, require being addressed to them according to their direction, in care of themselves (if it is to be the same crew) at the junction as—C&E Extra 99 west at K care of C&E Extra 99 East at A. (This is not delivering an order by another train, as prescribed in Rule 217.)

(g) Orders addressed to—C&E (West)-ward Extra Trains designating work train operation shall not be used to authorize a crew to work extra. For such purpose the order also must be addressed to the Conductor of the unit or the C&E of the designated engine if they would receive the order under the general address.

(h) When a yardmaster is on duty the orders for yard engines shall be addressed to yardmaster. Operators should be instructed to make sufficient copies so that two may be furnished each yard engine. If no yardmaster on duty, address to C&E yard engines, or to C&E Engines....., if engine numbers are known, and also for other than yard engines as desirable.

The fourth paragraph of Rule 211 considered with the first paragraph of Rule 204 justifies yard engineers to request clearances with orders delivered to them even though addressed to yardmaster.

(i) An order addressed to a train dated and made Complete before midnight may be accepted and acted upon without specifying the date of departure in the address.

(j) Do not address orders to All Concerned. Do not use C&E in the address if only one of them in charge, use Conductor or Engineer.

Do not address as Conductor-Pilot, for a machine which is in charge of a conductor. Use "Pilot" when furnished, in accordance with the definition. For some examples of address and terms in orders the following are indicated, as for operators use also:

Address	In Body of Order
Condr WB 17.....	Weedburner 17 run extra, etc.
Condr Work Extra LC 15	Work extra locomotive crane 15 clears
Condr Motor car B65	Motor car B65 run extra
Condr Motor car Extra B65	Motor car extra B65 west meet
Condr Work extra detector car	Work extra detector car B61 protect
C&E Westward 15th Subdiv trains	On Fifteenth Subdiv do not exceed

Although the term "motor car" has been dropped as a part of the definition of train or engine, we will use the term as shown above for the smaller units as a matter of easier identification and to know what to look for.

For the larger units of diesel-electric motor cars, such as the B-14, B-26, etc., use the term engine B-14 or Extra B-26, as occasion requires.

36. (a) Abbreviations listed below may be used in the address column of train order books—See Item 51.

C&E Ewd Xa trns	Condr MC Xa 65 W
C&E Wwd Xa trns	Condr WK Xa DC B-61
C&E Xa 5000 W	Condr WK Xa WB-17 //

(b) When listing addresses where more than one train gets the order at the same station, place the station call opposite each address and have the time completed shown on the line opposite the last entry for that station.

(c) Enter the address, or at least the station call, for orders that should also be issued to an office which is closed at the time issued to other offices, as a reminder of later issue or for relieving dispatcher.

37. Rule 204(A). When an engine is added to a train at intermediate station, the dispatcher must be positive the engineer has copies of all orders affecting the train at that point and for the portion of the road over which the engine will be a part of the train, if necessary, sending copies to him in care of the conductor or engineer of the train to which the engine is being added.

38. (a) Rule 205. Separate train order books shall be used for each dispatching district and also, for slow or cautionary orders of each dispatcher's district.

(b) When orders are issued by one dispatcher covering movements or territory of another dispatcher, the order must be placed in the Train Order Book of each dispatcher with the initials of the issuing dispatcher. When Orders are