

rules, such as instructing the operator—19D or Stop signal after (train . . .) has passed—On receipt of instructions, “19D” or “Stop signal”, the rule requires the operator to immediately display the . . . signal.

50. Rule 222. Dispatchers will require operators at train register stations to report the “signals” or “no signals” registered by trains to insure of correctness and if necessary, have proper corrections made. At other points operators should frequently be questioned as to display of signals and markers.

Instructions to operators contained in their station record of trains as quoted below should be kept in mind:

“4. The arrival is when a train stops, except when a train passes train order signal and takes side track; in such cases arrival is when engine passes train order signal. The departure is when rear end has passed 300 feet beyond train order signal, except in cases of a train on side track, in which event record should be made when train commences to occupy main track.”

“5. For a train not stopping, the passing (departure) time is when rear end has passed 300 feet beyond train order signal.”

51. Rule 223. Abbreviations other than those provided for by this rule and items 35(j) and 36(a) of these instructions are not to be used. The “usual abbreviations” for station names are as printed in time-table schedule columns.

52. Rule 224. When orders are relayed show the office at which relayed in addition to showing where the train gets the order.

When train orders are relayed by radio, these rules also apply, in addition to other rules governing transmission and repetition.

53. Where authorized, the CARD TRAIN ORDER FORM AB will be used as prescribed. Where record is kept on train sheet of the order number and instructions, a separate series of numbers will be used differing from any other series in use in that territory. Where record is kept in the train order book, card train orders will be given numbers in turn, of the same series as other orders.

To annul a card train order, a Form 19 order must be used, reading, “Card Order No. . . . is annulled.”

In card train order territory, work trains will be authorized by this form of order endorsed “Work between and this order annulled at” 19 order will not be used for this purpose in such territory.

The word “Except” need not be entered on record, but all instructions given, to be written on the form, are to be entered on either train sheet

or order book. These instructions may include, “This order is annulled at M.”

SLOW OR CAUTIONARY ORDERS

54. (a) When slow orders are issued, a copy should be given, or sent, to the person requesting the issue and also furnished each time the order is re-issued.

(b) Except for conditions of main track being obstructed and daily change of conditions and territory slow orders shall be kept in a separate book with separate series numbers for each dispatcher’s district. The numbers should be restricted to the series allotted and same series used for annulling such orders. Orders covering a blocked main track are to be included among the daily active numbers.

(c) For the protection of welding crews, the general managers have prescribed the following form of order which must be used, together with variations requested such as obscured conditions calling for less than the 20 MPH speed—
“Do not exceed 20 MPH between MP. . . . and MP. . . . between (. station) and (. station) from m until m (time) account of welding crews and approach locations where they are working at restricted speed and be governed by hand signals.” As their locations may change daily, carry this order among the active orders of the day.

(d) In issuing other slow orders giving speed restrictions and locations as to mile posts, follow the same form as shown for welding order, except where the location is better defined as, “At do not exceed 10 MPH (over street) (. switch), etc.” Do not use a fraction number or the words plus or minus to indicate locations between mile posts, such as 75½, or MP 75 plus 2600 feet—instead use 2600 feet west of MP 75. Do not use a curve number or letter to indicate its location. Curves should be indicated as closely as possible by location adjacent to or between mile posts. When fractions are used, have them spelled, as one-fourth, instructing operators to do likewise.

(e) When practicable, slow orders may better be divided as to groups, one containing speed restrictions and another the advice of other conditions. Where two orders are not warranted, separate the contents so that the speed restrictions are prominent.

Slow orders should be kept reduced by consolidations and necessary re-issues as much as possible, without making orders unnecessarily long, especially where they govern territory not covered by all trains receiving them. Additions to slow orders already issued are not to be made except by consolidating with other orders and re-issued with another number.