

56. (Continued)

(d) Where it is desired to have a train first hold the main track then back in or head in, as in order stating, "No 6 meet No 5 at..... No 6 hold main track do station work then (head in) (pull by and back in).....siding at..... (switch), etc. for No 5," or such variation as may be required under the circumstances and where such operation may be made with safety, the moves involved should be in their sequence, after first specifying the meeting point station.

When a meeting point has been established without designating either train to take siding and it is decided to have the superior train do so, do not use the form "No. 4 take siding at..... on order No.....". Omit order reference and specify as "No 4 take siding at.....meeting No 3." When desired to reverse the instructions issued as to a specified train taking siding use the form, "No 3 instead of No 4 take siding meeting at Don."

When authorizing a meeting point between a work train and another extra train, specify which is to take siding.

(e) If a meeting point is made for a train to meet both an inferior and a superior train at the same station specify which train or trains take siding.

(f) In some territories the Special Instructions require that at meeting points, unless otherwise directed, the ascending train will take siding. Train orders establishing a meeting point in such territory shall specify which train is to take the siding, as train and engine men question which prevails in case of a straight meet when the ascending train is the superior train on the basis that a straight meet is the "otherwise directed" and is in conflict with the intent of the instructions.

Do not use a form such as—"Eng 1000 run extra Z to A take siding meet Extra 1001 west at K and Extra 1003 west at G Extra 1003 west take siding at G", as there is chance for confusion claiming there is contradiction of instruction. Also there is the use of the last line as a "take siding" instruction. Instead use—"Eng 1000 run extra Z to A take siding meet Extra 1001 west at K hold main track meet Extra 1003 west at G."

(g) If a meeting point is made between two trains, one of which had been given waiting times at different places for the other train, the waiting times and places designated are not superseded by the meet. Also, if a train is to be advanced from a meeting point by a "right over" order, the meeting point is still in effect unless annulled. Don't confuse men by overlooking these points.

(h) At a yard limit station with no designated siding, where the time of a first class train applies at the passenger station, if a first class train is given a meet at that station with an in-

ferior train, the first class train could proceed to the yard entrance and make the meet good as they have the right to the main track. See Form S-E for contrary right, (item 60(j)).

(i) Unless otherwise provided, meeting and passing points between first class trains, between passenger extra trains, and between first class trains and passenger extra trains must be established by train order.

When it is difficult to determine a proper meeting point between two opposing passenger trains that are moving on different dispatcher's territory towards the point where their territory adjoins, it is proper to move the inferior train to such point by Form S-C order, and if properly protected by the other dispatcher and it is desirable may also arrange for them to hold the main track. Either dispatcher could then make a definite meet on either side of that point, as circumstances required, thus avoiding any complications as to orders of different divisions. This may also apply to different subdivisions handled by the same train dispatcher.

(j) When a train is authorized to proceed against a section, equal or greater authority must be given against all following sections to protect against unnecessary delay due to wire failure or oversight. Orders must not be issued which would permit a section to move to any point which a leading section might not be able to do with the orders held by them.

(k) When a train has to pull by and back in the flag protection required may make it necessary for flagman to walk a long distance ahead depending on length of train. When arranging a meeting point that requires such action, if the opposing train is also given an order to wait at the next station before reaching the meeting point, the time designated in the order could be utilized. For both trains concerned, it generally would be quicker to head the one train in and let them back out, but this may not always be the desired action. When a short train is required to pull by and back in for the other, in some instances and where conditions permit, safety may be increased and movement expedited by an order such as — "No 818 meet No 919 at K..... after No 919 has arrived at K..... No 818 pull by and back in on (spur) (siding)."

57. (a) Form B, Example 3. (Extra 594 east run ahead of No 6 M to B)—This form of order shall be used in preference to Example 4 if applicable. The Extra 594 East will run ahead, unless delayed, either at starting point or from subsequent points mentioned in order. If delayed at M or between M and B Extra 594 East should let No 6 pass. It is not necessary for No 6 to know if Extra 594 East has departed, as instructions are not positive. Register check need not be furnished under examples 3 or 4. If sufficiently important to