

keep the leading train ahead, the dispatcher should specify "No 6 will not pass Extra 594 East between M and B."

In this example, if the extra was far enough ahead of the schedule time of No 6 when they arrived at B the extra would have a right to continue on to A, if there was no other restriction.

When an order has been issued to two trains at the same office in automatic block territory authorizing one train to run ahead of the other, after the train authorized to run ahead has received the order and the operator can plainly see and positively knows the train has departed and block is clear, after a ten-minute spacing the order may be delivered to the restricted train without stopping them.

(b) Examples 3 and 4 should not be used when a wait or run-late will serve the purpose.

Example 4. (Extra 95 West run ahead of No 3 B until overtaken.) The use of this form of order is prohibited except where the movement of a delayed superior train is indefinite, or as authorized by the chief dispatcher.

58. Form C, Example 2, must not be used without waiting times in connection with it, for the purpose of preventing one extra train from leaving ahead of another. As there is no instruction to cover such use, it would be an improper order. Example 2 may be combined with examples of Form S-C with proper waiting times which do not specify the first-named train as waiting for the opposing extra, so that extra trains of both directions could use the times and places specified to govern their movements. The waiting points and times specified may be issued on a separate order.

59. (a) Form S-C train order, by its wording, indicates that all trains concerned have a copy of such order and it should not be used in a single-order system method (one legged right-over) where a Form G, Example 7, can be used.

As this form is distinctly a restricting order, in combinations of orders, where practicable, the restriction should appear first, except where preceded by a meet or the annulment of an order.

As the instructions in connection with this form refer to the first-named train, men sometimes question which is the train so meant when the order is worded as, "Engine 37 run Extra A to Z meet Extra 38 east at F Extra 36 has right over Extra 37 west R to M." To avoid this, when practicable, use "Extra 36 east has right over Extra 37 west R to M Engine 37 run extra, etc." With such exception it is not a good plan to hide a meeting point any deeper than can be avoided.

(b) Avoid necessity of later extending the right over limits by making the territory long enough in the first instance. When practicable, it

is preferable to cover the entire limits or to the end of single track.

When practicable, avoid reversing the right over when once set up, although in some cases the circumstances may require it as the better method.

When extending (or reducing) the right over limits, specify both as—Extra has right over Extra Z to G instead of Z to K.

(c) The instructions in connection with this form of order provide that if the trains meet at either of the points named, the first-named train must take the siding, unless the order otherwise prescribes. If an extra east was given right over an extra west to D and no other provision made, this rule would require that the extra east take the siding at D, the last-named point. If an order was later issued confirming this as the meeting point, avoid any chance of confusing with Rule S-88. Specify which train shall take the siding.

If it is desired that the first-named train hold the main track at D, specify in the order "and at D." This will permit the train given right to occupy the main track between switches of siding at D.

(d) If the last-named point in the right over territory is a junction point with another line or alternate route, the restriction prohibiting leaving there until the other train has arrived applies the same as at any other point, except the end of double track. (Assuming running orders for entire trip have been issued and not one running order to junction and another issued at that point for further movement.) Do not invite men to misunderstanding of the rules or expect them to violate these rules by including information as to the origin or route of the other train if it is not necessary information for other purposes. See Example 7 for proper methods.

(e) In an order such as, "Extra 37 west has right over Extra 38 east A to B Extra 38 east has right over Extra 37 west G to B wait at D until 1010 am C 1020 am for Extra 37 west," it would be necessary to also specify which train was to take siding at B, if should meet there.

(f) Orders such as, "Extra 38 east has right over westward extra trains Z to G and wait at etc." or "Extra 36 east and Extra 76 east have right over westward extra trains Z to G," followed with waiting orders for each extra separately or for both on the same order, require that it must be first known that all westward extra trains affected that are in, or may enter, the territory involved will have their copy of the order before the specified eastward extra trains enter the territory involved, or proper protection provided.