

62. (Continued)

*"Second and inferior class, extra trains and engines must move at restricted speed."*

*The provisions of Example 4 authorizing the movement of an extra train with this form of order, also includes "must move within yard limits the same as any other extra train." Therefore, except on the Union Pacific, protection within yard limits is not required against such extra train.*

*On the Union Pacific, trains over which this extra had been given right must protect against it within yard limits.*

2—Q. Are other trains including first-class trains, required to clear the extra authorized by this form of order within yard limits when the extra is due to leave the last station where time is shown?

A. *The instructions under Example 4 are "Trains over which the extra is thus given right must clear the extra the same as an inferior class train is required to clear a first-class train." Therefore, any train inferior to the extra authorized by Example 4 would be required to clear the extra in yard limits the same as in non-yard limits as prescribed by Rules 86, S-89 and 93.*

3—Q. If the extra authorized under Example 4 occupies the main track at a yard limit station on the time of a first-class train, is such extra required to protect against the first-class train?

A. *Rule 93 requires that the main track may be used, clearing first-class trains when due to leave the last station where time is shown, but in case of failure to so clear them, protection must be given as prescribed by Rule 99. Therefore, the extra would be required to protect against a first-class train if they did not clear them.*

*The Joint Rules Committee agreed that, briefly, the intent of Example 4, Form G, is to expedite the movement of a certain train and that trains over which the extra is given right would clear it as prescribed at any and all stations. However this does not nullify nor abrogate any of the provisions of Rule 93.*

63. (a) Forms S-H and D-H. Work trains will be entered upon the train sheet by a diagonal line across the station column between the working limits showing engine numbers, except when moving by other than work orders and also when making straight away runs outside of work limits will be entered on the side of the sheet for direction of movement.

(b) When more than one work extra in the same territory include "protect against each other" for the territory involved.

(c) When a work extra is authorized in a territory where there are alternate routes, the

order shall specify which route the work extra shall use, or if authorized to use both routes so specify.

(d) Work orders shall not be issued to authorize a work extra to work exclusively inside of yard limits, as Rule 93 allows more freedom of movement.

(e) If the work extra needs to use the main track between siding switches at either end of their working limits, it can be arranged by designating as—between D. . . . and west switch (westward) siding G.

(f) Work trains usually start their day's work at a time set by the officer in charge, without particular reference to the time specified in work orders, providing such are adequate. Where there are several work trains to be fixed up for the same subdivision, and in some cases in overlap territory, unless there is some undesirable feature involved, such orders can frequently be simplified by giving the several work trains the same starting and ending time and modifying the work order a trifle to suit as—.....works extra between D.... and G....,

.....works extra between F.... and H....

.....works extra between E.... and K....

645pm until 130pm protect against each other  
protect against No.... protect against Extra...  
(etc.) not protecting against other extra trains  
etc.....

(g) Example (X-8) "Engine 292 works extra 645am until 601pm between D and G clears Extra 75 west after 645am protects against Extra 77 west after 901am clears Passenger Extra 79 west after 1101am protects against Extra 76 east after 1130am not protecting against other extra trains 645am until 101pm" (or later, as desired).

In this example, the portion reading—"protects against Extra 77 west after 901am clears Passenger Extra 79 west after 1101am etc." is in accord with Example 4. The portion reading—"Not protecting against (other) extra trains" is in accord with Example 3, of the Book of Rules, except they are reversed as to the sequence of examples in the book.

It is **not** necessary to first specify—"not protecting against extra trains"—and follow with—"Except protect against etc.," Unnecessary exceptions should be avoided.

The rules of Example 1 require the work extra to protect against extra trains, and when directed to do so after a designated time there remains no obligation for doing so before that time; the instruction is definite and positive as to when protection shall be afforded. (This combination approved by the AAR Rules Committee.)