

## Thanks for attending the railway Modellers Meet of British Columbia

We would kindly like to remind you that this event is presented by

*The 7th division, Pacific Northwest Region, NMRA Canada* and that these events depend entirely on individual members for organization and presentation. If you are not a member already, you can show your support by becoming an NMRA member.

Application forms are available right here in the clinic room. Just fill it out and hand it to Mark Dance or any committee member. Applications can also be made online at [nmracanada.ca](http://nmracanada.ca).

Please consider joining and supporting our hobby. You will meet some great people with interests similar to yours and we are sure you will be glad you signed up. We would very much like to have you as a member.



Now we hope you enjoy the clinic!

Cordially your 7th division executive



# R North 5, eh?

David Rees-Thomas

Saturna Island



## A bit of background

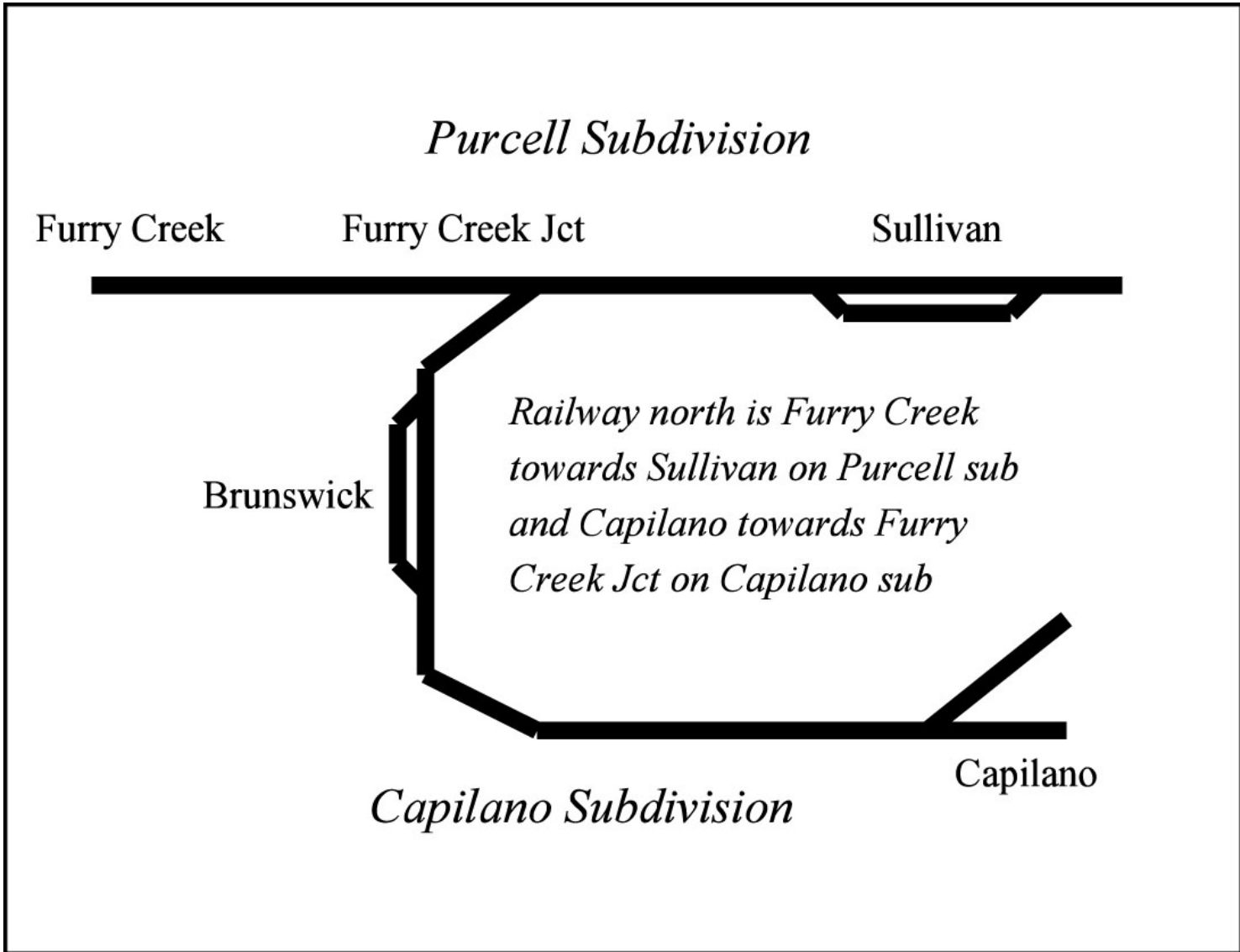
- 1974 – hired on with Ontario Northland as “relieving telegrapher”
- Worked opr spare board (mainly) next 4 yr
- At Cochrane and SY worked with CNR dispatchers as well as ONR dispatcher
- ONR still used Timetable and Train Orders under UCOR 1962

*Caveat:* there's more than one right way

- Terminology: tends to differ from one railway to the next, and from one region to another on the same railway
  - Caboose vs van; joint bar vs angle bar
- Operating practice: different railways may have different procedures; US vs Canada
  - 19R/19Y vs 19; right over vs preferred direction for extra trains

# But we're not talking about ONR today

- Mythical CP Purcell subdivision from North Van (?) to Lillooet
- Window into Purcell sub from Purcell to Tallis (north and south staging yards)
- Modelled: Furry Creek FY to Sullivan SU
- Also modelled: Capilano sub Furry Creek Jct to Capilano LO



## Timetable: our basic scenario

- Overnight psgr No 46 Lillooet to Vancouver; into Sullivan around 0618
- Local psgr No 385 Capilano to Sullivan; meets No 46 at SU to transfer passengers and baggage; due at SU 0600
- What does the dispatcher need to do to make this happen?

## Start with the Capilano local

- No 385 needs \_\_\_\_\_ to leave Capilano
- Must know “all trains due which are superior have arrived or left” (Rule 83A)
- Who is superior? No 386 of last night
- Has he arrived? How do we know?
  
- Note conductor *must* do register check even though it’s the same train and crew



# How do we get 385 onto Purcell sub?

- Furry Creek Jct is all in yard limits
- No 385 “may leave Furry Creek Jct without obtaining clearance but must obtain clearance at Furry Creek” – but can he ?
- Oops! Last night’s No 47 is northward First Class, and his schedule isn’t dead yet
- How does No 385 find out about No 47?

## It's on the dispatcher's train sheet

- No 385 needs a train order to confirm that No 47 has passed Furry Creek Jct
- With just a clearance No 385 can run to Furry Creek Jct on the Capilano sub
- A Form W order gets him on the Purcell
- He backs down to FY station in yard limits to get his clearance on the Purcell sub



No 385's Form W might look like this

**NO 47**

**DUE TO LEAVE FURRY CREEK JCT  
MONDAY JUNE 3RD**

**HAS LEFT FURRY CREEK JCT**

Or this

**ALL FIRST CLASS TRAINS**

**DUE TO LEAVE FURRY CREEK JCT**

**BEFORE NOUGHT FIVE TEN 0510**

**TUESDAY JUNE 4TH**

**HAVE ARRIVED AND LEFT**

## What else can we do for No 385?

- Remember Rule 99?
- Why should No 385 have to worry about flagging – he's the only train in town?
- The dispatcher can issue a “rear-end” order to afford “relief of flag protection”

Here's one way to do a rear-end

**NORTHWARD TRAINS EXCEPT**

**NO 385 ENG 436**

**WAIT AT CAPILANO**

**UNTIL NOUGHT SEVEN TWENTY 0720**

# Don't confuse a rear-end with a wait!

NO 385 ENG 436 WAIT AT

CAPILANO UNTIL NOUGHT SEVEN TWENTY 0720

- Ask: who benefits most from the order?



Here's another version of a rear-end

**NORTHWARD TRAINS EXCEPT**

**NO 385 ENG 436**

**WAIT AT CAPILANO**

**UNTIL NO 385 ENG 436**

**ARRIVES AT FURRY CREEK JCT**

**THIS ORDER IS ANNULLED AT**

**NOUGHT SEVEN TWENTY 0720**

There's a potential flaw in all this....

- What happens if No 385 is delayed?
- No 46 could be sitting at Sullivan
- No 385 can't leave FY
  
- Dispatcher can give No 385 *right over* No 46 Furry Creek Jct to Sullivan
- Note it can't be a *meet* order (why not?)

Here's a straightforward right-over

**NO 385 ENG 436**

**HAS RIGHT OVER NO 46 ENG 3602**

**FURRY CREEK JCT TO SULLIVAN**

# But that's not the whole story

- Which train is being restricted?
- Where is he restricted?
- Where does he get the restricting order?
- **BAD IDEA !!**
- But if we have to do it we're required to:
  - Make the opr at SU "party to the order", i.e., address the order to both **NO 46** and **OPR**
  - Add **"THIS ORDER TO NO 46 AT SULLIVAN"**

# Here's the whole right-over

Form 19 R

To NO 46

At SULLIVAN

OPR

NO 385 ENG 436

HAS RIGHT OVER NO 46 ENG 3602

FURRY CREEK JCT TO SULLIVAN

THIS ORDER TO NO 46 AT SULLIVAN

MCC

# What happened to C&E ?

- Tends to be US practice, not Canadian
- Train orders addressed to trains = address to condr, engineman, pilot, plow foreman
- Orders addressed to Yardmaster – apply only in yard limits
- *Restricting* orders addressed to the OPR = addressed to conductors and enginemen

## Before we leave Form W...

- No 224-225, the Cap turn, runs SU-LO and back and both will need a Form W
- To get clearance at FY he'd have to flag backing up outside yard limits
- “Unless otherwise instructed...” to the rescue!

Add the following to No 224's Form W:

**NO 224**

**MAY LEAVE FURRY CREEK JCT**

**WITHOUT OBTAINING CLEARANCE**



# So what really happens when a dispatcher puts out an order?

- Dispatcher phone rings, operators respond
- Dispatcher:
  - *R South three Sullivan* (“19” understood)
- Sullivan (sets train-order board to STOP):
  - *SDR South*

## And at Furry Creek...

- Dispatcher:
  - *Furry, a Y North originating*
- Furry Creek (order board doesn't apply):
  - *NS*

# Addressing the order

- Dispatcher:
  - Order number twenty one t-w-o o-n-e
  - 19R Sullivan to No 46 f-o-u-r s-i-x
  - to the operator
  - 19Y Furry Creek to No 385 t-h-r-e-e e-i-g-h-t f-i-v-e

# The body of the order...

- Dispatcher:

- No 385 t-h-r-e-e e-i-g-h-t f-i-v-e Engine 436 f-o-u-r t-h-r-e-e s-i-x has right over No 46 f-o-u-r s-i-x Engine 3602 t-h-r-e-e s-i-x n-o-u-g-h-t t-w-o Furry Creek Junction F-u-r-r-y C-r-e-e-k J-c-t to Sullivan S-u-l-l-i-v-a-n (*period*)
- This order to No 46 f-o-u-r s-i-x at Sullivan S-u-l-l-i-v-a-n

– MCC

# Rules exam

- Which station is addressed and repeats the order first? Why?
- How far does No 385's right-over extend?

## 19Y, 19R, and all that

- Canadian (and US) rulebooks refer to Form 19 and (before 1962) Form 31
- 1951 and 1962 Cdn rulebooks show Form 19 which allows 'R' or 'Y' after "Form 19"
- 19Y – train is not required to stop
- 19R – train *is* required to stop
- 31 – train stops *and* conductor signature required before order made complete



CANADIAN PACIFIC RAILWAY COMPANY

FORM 19 R

TRAIN ORDER No. 211

December 28 1955

TO Northward trains  
TO  
TO  
TO

AT Capilano

X OPR. TIME

Northward trains except

No 385 Sng 436

Wait at Capilano

Until Nought Nine Ten 0910

TWS

REPEATED AT 0442

MADE Com TIME 0442 OPR. Thomen

# When do we use 19R (after 1962)?

- To *restrict* a train carrying passengers outside ABS unless opr at restricting point made party to the order (“middle order”)
- If the order is to be delivered to the train at the point at which right or schedule is restricted (“this order to...”)
- When signatures are required – most often when annulling a work extra



## Note in Canada 19R and 19Y go 'way back

- 1929 CN rulebook has 31, 19R, and 19Y
- Dispatcher sends “31”, “19R”, or “19Y”
- Opr sets board to “STOP” or “CAUTION”
- If two-position signal, set to “STOP” and display yellow flag and/or yellow lantern
- Opr responds “SDY” or “SDR” + direction
- If signal already at “STOP”, respond “SDR” + direction

# NS - No Signal Displayed

- If there is no train-order signal, e.g., at a terminal, then the operator responds “NS”
- If there *is* a train-order signal, but it does not apply, the response is also “NS”
  - Usually dispatcher will specify, e.g., “Y north originating”



Courtesy Al Lill

# So what have we covered?

- Some less-familiar train orders
  - Form W – train order check of trains
    - We covered only a few of 8 examples
  - Rear-end order – relief of flag protection
  - Right-over – giving right over opposing train

# What else?

- Typical Canadian practice
  - Dispatcher signals: 19Y, 19R, (and 31)
  - Train-order signals: two- and three-posn
  - Operator response: SDY, SDR, NS
  - Train-order Form 19: Y and R on paper

**But...** if you want to give your train orders a *truly* Canadian flavour...

Do them in both official languages

# CN Rail

CN 714-B-GEN (4-77)  
48-05-020

## FORMULE FORM 19

ORDRE DE MARCHÉ  
TRAIN ORDER

No. 1601

GEN

MONTH 10 DATE 10 MOIS 10 19 77

POUR

TRAINS VAL J OR SUB

A  
AT

NORANDA

TO

TRAINS VAL J OR SUB

A COMPTER DE 0001 SURETÉ LE 10 DEC 1977  
 LES SUBS DE CHAPUIS DE MATAKAMI DE ST MAURICE  
 DE VAL J OR ET DE TASCHEREAU ENTRE SENNETERRE ET  
 TASCHEREAU LES ORDRES DE MARCHÉ LES FEUILLES DE  
 LIBERATION LES REGISTRES DE TRAIN LES VERIFICATIONS  
 DU REGISTRE DE TRAIN ET LES BILLETS D'ENREGISTREMENT  
 SERONT MODIFIES ET ECRIS DANS UN FORMAT BILINGUE.  
 CERTAINES PARTIES DU CORPS DES ORDRES DE MARCHÉ  
 SERONT IMPRIMEES EN TRANSMETTANT REPETANT ET LISANT  
 A HAUTE VOIX LA PARTIE IMPRIMEE DE CES ORDRES  
 DOIT ETRE TRAITEE DE LA MEME FACON QUE LA PARTIE  
 QUI N'EST PAS IMPRIMEE. LES ORDRES DE MARCHÉ SUR  
 LA PARTIE DE LA SUBDIVISION DE TASCHEREAU-ENTRE  
 TASCHEREAU ET COCHRANE SERONT TRANSMIS EN ANGLAIS  
 SEULEMENT.

EFFECTIVE AT NOUGHT NOUGHT NOUGHT ONE 0001  
 SATURDAY DEC 10TH 77 ON CHAPUIS MATAKAMI  
 ST MAURICE VAL J OR AND TASCHEREAU SUBS  
 BETWEEN SENNETERRE AND TASCHEREAU  
 TRAINS ORDERS CLEARANCES TRAIN REGISTERS  
 TRAIN REGISTER CHECKS AND REGISTER TICKETS  
 WILL BE ALTERED TO BILINGUAL FORMAT.  
 PORTIONS OF THE BODY OF SOME TRAINS ORDER FORMS  
 WILL BE PREPRINTED. IN TRANSMITTING REPEATING AND  
 READING ALOUD SUCH ORDERS THE PREPRINTED PORTIONS  
 MUST BE TREATED IN THE SAME MANNER AS THE PORTION  
 NOT PREPRINTED. TRAIN ORDERS ON THAT PART OF  
 TASCHEREAU SUB BETWEEN TASCHEREAU AND COCHRANE  
 WILL BE TRANSMITTED IN ENGLISH ONLY.

SIGNATURES

*Annulled  
 par ordre No 1616  
 JGA  
 879*

FRANÇAIS

|               |            |                         |             |               |             |     |                    |
|---------------|------------|-------------------------|-------------|---------------|-------------|-----|--------------------|
| A ÉTÉ<br>MADE | <i>Com</i> | REPETE A<br>REPEATED AT | <u>0005</u> | HEURE<br>TIME | <u>0005</u> | OFF | <i>M. J. Smith</i> |
|---------------|------------|-------------------------|-------------|---------------|-------------|-----|--------------------|

*JGA  
 Annulled  
 by order No 1616  
 879*

ENGLISH

CN Rail

CN 714-B-U-3 (4-77)  
4B-05-024

Dec 15 Dec 1977  
MONTH DATE MOIS

FORMULE FORM 19

ORDRE DE MARCHÉ TRAIN ORDER No. 650

U-3

POUR Facultatif 2552 EST A AT No Ronda TO Extra 2552 East

Trains facultatifs vers L'EST sauf  
Facultatif 2552 EST  
attendront à No Ronda  
jusqu'à ce que Facultatif 2552 EST  
soit en route à terre  
JFA

Eastward extra trains except  
Extra 2552 East  
wait at No Ronda  
until Extra 2552 East  
arrives at destination  
JFA

SIGNATURES

FRANÇAIS

REPÈTE A REPEATED AT 1805  
A ESTE MADE 1805 HEURE TIME  
OPR JFA

ENGLISH



