

TRAIN ORDERS

The purpose of a train order was to provide permission for a train to occupy an assigned segment of track between two points. This controlled the movement of a train in the event of a meet or override a timetable schedule. The procedure was for both the conductor and motorman at the phone booth to call the dispatcher. The motorman would communicate with the dispatcher and in turn repeat the train order to the conductor who, with train order pad in hand, would write down the order. The motorman when then repeat the written order to the dispatcher for final approval or “complete.”

The Train Order Form 19 was written by an operator and delivered to both the engineer and conductor as a standard procedure on the Steam Division. The Electric Division would use this form at certain stations that were equipped with train order signals, and an operator was on duty.

The Train Order Form 31 was used to change the location of a previously stated meet location. Because of the sensitive nature of changing locations, both opposing trains had to sign receipt of the order and the crew acknowledge the changed location. The train order signal was set to stop and the train could not pass until the train order was delivered.

The Maintenance of Way (M of W) Train Order was to provide protection to a track crew working on the track between two points. The train order identified the entrance and exit point of the occupied track, and a flagman was stationed at each location. Permission had to obtained from the flagman before entrance into the work area could made.

The Clearance Card was a summary of the number of train orders delivered.

A manual block system was a segment of track controlled at each location by an operator. To occupy that segment of track, the operator at each end would communicate to allow movement between the two points. A Block Permissive Card was issued to the engineer and conductor granting this permission.

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Illinois Traction System

Train Order No. _____ 19 _____

To Conductor and Motorman:

Train _____ Car _____ at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

CONDUCTOR	MOTORMAN	TRAIN	Complete at	DISPR.

ILLINOIS TERMINAL RAILROAD COMPANY

Order No. _____ Date _____ 19____

To C. & M. Train _____ at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Train _____ Car _____ will meet at _____

Train _____ Car _____ and Extra _____ will meet at _____

Extra _____ and Extra _____ will meet at _____

Extra _____ and Extra _____ will meet at _____

CONDUCTOR	MOTORMAN	TRAIN	Complete at	DISPR.

ILLINOIS TERMINAL RAILROAD COMPANY

Order No. _____ Date _____ 19 _____

To C. & E. Number _____ at _____

Number _____ Engine _____ and Number _____ Engine _____ will meet at _____

Number _____ Engine _____ and Number _____ Engine _____ will meet at _____

Number _____ Engine _____ and Number _____ Engine _____ will meet at _____

Number _____ Engine _____ and Extra _____ will meet at _____

Extra _____ and Extra _____ will meet at _____

Extra _____ and Extra _____ will meet at _____

CONDUCTOR	ENGINEER	NUMBER	Complete at	DISPR.

FORM
19

Form 434-8

FORM
19

ILLINOIS TERMINAL RAILROAD COMPANY

TRAIN ORDER NO. _____

_____ 19 _____

To _____ At _____

To _____ At _____

To _____ At _____

X _____ Opr. : _____ M

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

Made

Time

M

Opr.

Illinois Terminal Railroad Company

TRAIN ORDER No. 42

Nov 20 1937

o. am 90

At Reedwood
Station

X _____ Opr.; _____ M.

have 90 motor 275

and 31 motor 302

will meet at Sprung street

CFW

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER.

Repeated at 9 2 1/2 M.

CONDUCTOR	TRAIN	MADE	AT	RECEIVED BY
<u>Wm. Morris</u> <u>A. Brown</u>	<u>90</u>	<u>camp</u>	<u>9 2 1/2</u>	<u>Caldwell</u>

ILLINOIS TERMINAL RAILROAD COMPANY

TRAIN ORDER NO.

.....19.....

To.....

To.....

To.....

To.....

At.....

FORM T

MAINTENANCE OF WAY CONDITIONAL STOP

BETWEEN _____ M AND _____ M _____

NORTHWARD TRAINS MUST APPROACH STOP SIGN LOCATED

AT MP _____ AND SOUTHWARD TRAINS MUST

APPROACH STOP SIGN LOCATED AT MP _____

PREPARED TO STOP AND MUST NOT PASS DESIGNATED POINT

UNTIL NOTIFIED BY M of W FOREMAN _____ BY

RADIO COMMUNICATION OR IN PERSON THAT THE TRACK

IS CLEAR.

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER.

Made Complete Time.....M.....Opr.

ILLINOIS TERMINAL RAILROAD COMPANY

"A Division of NW Railway Company"

CLEARANCE CARD

.....19.....

Conductor and Engineman.....

I have no.....orders for your train.

You have received.....orders No.....

.....
.....
Stop-Signal is displayed for.....

Block.....

.....Operator.

THIS DOES NOT AFFECT ANY ORDERS YOU MAY HAVE RECEIVED.

Conductor and Engineman must each have a copy and see that their train and numbers of train orders received are correctly designated above before proceeding.

Form 434-3

ILLINOIS TERMINAL RAILROAD COMPANY

PERMISSIVE CARD

Block Station.....M.,.....19.....

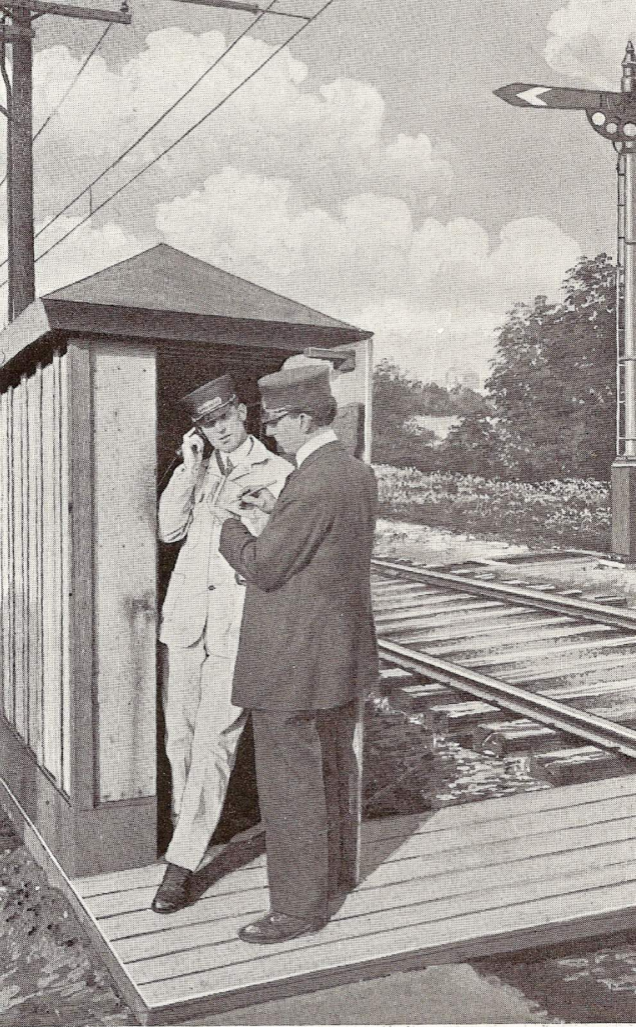
To Engineman, train.....on.....track.

Proceed, expecting to find a train in the block, between this station and

....., Signalman

Form 434-3 may be used when a Stop-signal is displayed and it is permissible to admit a following train to the block.

Enginemen receiving this card will proceed as indicated



Taking Train Orders