

17. Joint Warrants

A joint warrant gives multiple trains authority to use the same piece of track. This should always be used in conjunction with restricted speed.

A local working a town, like the Mill Bend Turn powered by SP&S 79 working a Mill Bend is likely given

Box 4 - work between South Jackson and Deschutes Jct.

Box 11 - Between South Jackson & Deschutes Jct make all moves at restricted speed.

Box 14 - Joint with trains between South Jackson and Deschutes Jct.

To have another train pass through Mill Bend

Box 2 - Proceed from Mill Bend to Oakhill

Box 4 - work between South Jackson and Deschutes Jct.

Box 9 - Clear main track at last named point

Box 11 - Between South Jackson & Deschutes Jct make all moves at restricted speed.

Box 14 - Joint with SP&S 79 between South Jackson and Deschutes Jct.

The train passing through is required to hold short of the limits of the joint authority until they have made contact with the crew of SP&S 79 and mutually arranged a path through Mill Bend.

On a model railroad where distances are short this is more efficient than the DS telling SP&S 79 to get in the clear before issuing a warrant the to second train, then giving SP&S 79 a new warrant contingent on the second train arriving a Mill Bend.

18. Standardized Place Name Abbrev's

Ever wonder how the dispatcher can rattle off all those town names so quickly while writing them down? Chances are he's not! Instead he's using abbreviations. Here are the standard abbreviations approved for use by railroad management.

Abv	Name	Type
PO	Pocatello	staging
SJ	South Jackson	town
MB	Mill Bend	town
DJ	Deschutes Jct.	junction
CC	Canyon Creek	-
T3	Tunnel 3	-
T2	Tunnel 2	-
OH	Oakhill	town
SB	Swing Bridge	-
SA'	Salem	staging
RD	Redland	town
DS	Deschutes	staging

The Bear Creek and South Jackson Railway Co.

Basic Track Warrants

A Refresher for Crews and Dispatchers

Revised March 25, 2007

1. A Warrant is Required to Occupy Main

A valid track warrant addressed to a train must be issued to it's crew and ok'd before that train may occupy any portion of the main track.

A warrant is not required for a train to occupy

- a siding or a spur track
- any track within yard limits

2. The Train Specified by a Track Warrant

Track warrants are addressed to a single train. The train is specified by the road name and number of the lead engine.

For example: SP 4100 or GN 213

3. Dictating/Copying a Warrant

When a train's conductor is ready the dispatcher will dictate a track warrant. Each warrant is given a warrant number. As the warrant is dictated both the train crew and the dispatcher mark the check boxes selected and copy down the information specified (such as places or times).

4. Reading Back a Warrant

Once the dispatcher has finished dictating the warrant the train's conductor will read it back. This step lets the dispatcher ensure that what he believes he dictated is actually what was copied by the conductor. The written record avoids confusion.

5. Making a Warrant OK

Once the conductor has read back the warrant to the dispatcher's satisfaction the dispatcher will make it OK at the current time.

The conductor then repeats back that the warrant was OK and when followed by the conductors initials.

6. Voiding a Warrant With Another Warrant

Once a train has completed the movement specified by a warrant AND is off the main track or is within yard limits that warrant can be voided or made clear.

A warrant may be made VOID using check box 1 on a succeeding warrant. For example:

Warrant #10 to SP4111 at Mill Bend

Box 2 - Proceed from Mill Bend to Oakhill

Box 10 - Hold main track at last named point

SP4111 has arrived at Oakhill and is holding the main. Warrant #10 can NOT be given back until the train has a new warrant.

Warrant #13 to SP4111 at Oakhill

Box 1 - Track warrant # 10 is void.

Box 2 - Proceed from Oakhill to Salem

When warrant #13 is made OK warrant #10 ceases to be in effect and becomes void.

7. Reporting a Warrant Clear

A crew whose train is clear of the main or completely within yard limits may report their warrant clear by calling the dispatcher.

“Conductor of SP4100 reporting warrant #21 clear.”

The dispatcher will respond with

“Warrant #21 reported clear at 3:53pm”

The conductor responds with

“Clear at 3:53pm, conductor CEC”.

Warrant #21 is no longer in effect.

8. Proceed-To Warrants

A track warrant may give authority to move from one place to another.

Box 2 - Proceed from point A to point B

allows a train to move from point A to point B on the railroad. Check boxes 2 and 3 give this kind of authority.

A train with a proceed to warrant must NOT backup. Backing up is defined as a reverse movement of the caboose.

Note however that a train may be broken with the front portion advancing and reversing to rejoin the train as long as the caboose does not move backward.

9. Limits of Proceed-To Authority

A proceed to warrant gives authority from the specified starting location to the specified ending location.

For example:

Box 2 - Proceed from Mill Bend to Oakhill

conveys authority to use the mainline from Mill Bend to the Oakhill east switch.

But such a warrant is incomplete. Can the train addressed use the main track in Oakhill? This depends on check boxes 9 and 10.

10. Clear Main Track at Last Named Point

If checkbox 9 is selected the train must get off the main track at the last named point. For example:

Box 2 - Proceed from Mill Bend to Oakhill

Box 9 - Clear main track at last named point

The train addressed must NOT use the main track between the east and west Oakhill (last named point) turnouts.

11. Hold Main Track at Last Named Point

If check box 10 is selected the train addressed should hold (stay on) the main track. For example:

Box 2 - Proceed from Mill Bend to Oakhill

Box 10 - Hold main track at last named point

The train addressed stays on the mainline at the last named point (Oakhill).

12. Work-Between Warrants

A work-between warrant (check box 4) allows a train to perform work on all named tracks moving in any direction.

A work between warrant conveys authority up to but NOT INCLUDING the limits specified. For example:

Box 4 - work between South Jackson and Deschutes Jct.

The train addressed may use the main track up to the fouling point of the Deschutes Jct. turnout but may not foul this turnout.

Box 4 - work between Salem and tunnel 2.

The train addressed may use the track from the west entrance of tunnel 2 to, but not fouling, the Salem east turnout.

13. Meets

The dispatcher sets up meets between trains using check boxes 9 and 10 to specify which train goes in the hole (siding) and while holds (stays on) the main. Woe to the crew that gets mixed up on where they should be! Survivors will be persecuted.

Sometimes the dispatcher may use **Joint** track warrants (see section 17) to setup meets between through trains and a local doing work at a town.

14. Delayed Warrants

Often it is more efficient for a dispatcher to issue a warrant ahead of time to a train. Then when all the conditions specified on the warrant are satisfied the train may leave. There are two kinds of delayed warrants

- Wait until a specified time
- Wait until the arrival of another train

15. Not Good Until Arrival of Warrants

This is used in the situation where a train must wait for a meet. Otherwise the dispatcher must remember to call the waiting train and give them a new warrant which delays their departure. By issuing the warrant in advance of the meet the waiting train can depart immediately. Multiple trains can be specified. For example:

Box 2 - Proceed from Mill Bend to Oakhill

Box 5 - Not in effect until after arrival of GN 213 at Mill Bend

Box 9 - Clear main track at last named point

Now as soon as the train pulled by GN 213 arrives at Mill Bend the first train is free to go.

16. Not Good Until Time Warrants

These warrants may be issued in advance of a train's official departure time.

Box 2 - Proceed from Mill Bend to Oakhill

Box 5 - Not in effect until after 11:13am.

Box 9 - Clear main track at last named point

This helps trains depart on time because their authority may be given in advance.